

3.7 Northern Portion of proposed application area



The northern most site of the proposed development and is bounded by the Kilbride Industrial estate and Kilbride Road L-6179 to its east and north. Greenfield bounds the area to the north and west. The site generally slopes from a high point along its northern boundary southward towards the other character areas within the proposed development.

Within this portion of the site, a connection road, footpaths, cycle-paths, road improvement works and associated services are proposed. The layout of this road has been designed to tie into the adjacent dept of education school planning application (granted under planning ref 22/213)

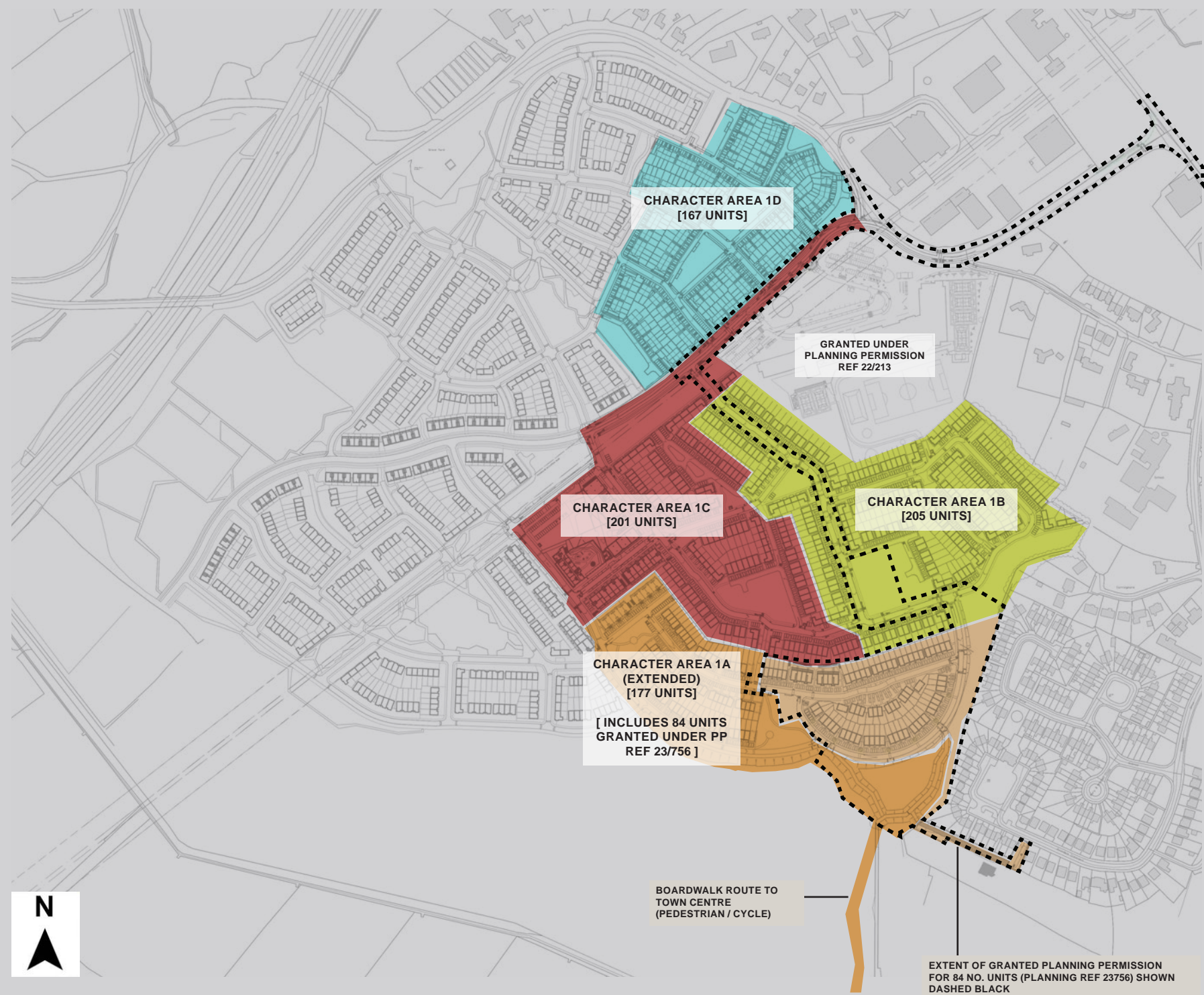
Please refer to civil engineers / landscape architects design report for further detail.

Part plan showing proposed road improvement works to L-7169 and the start of the strategic infrastructure

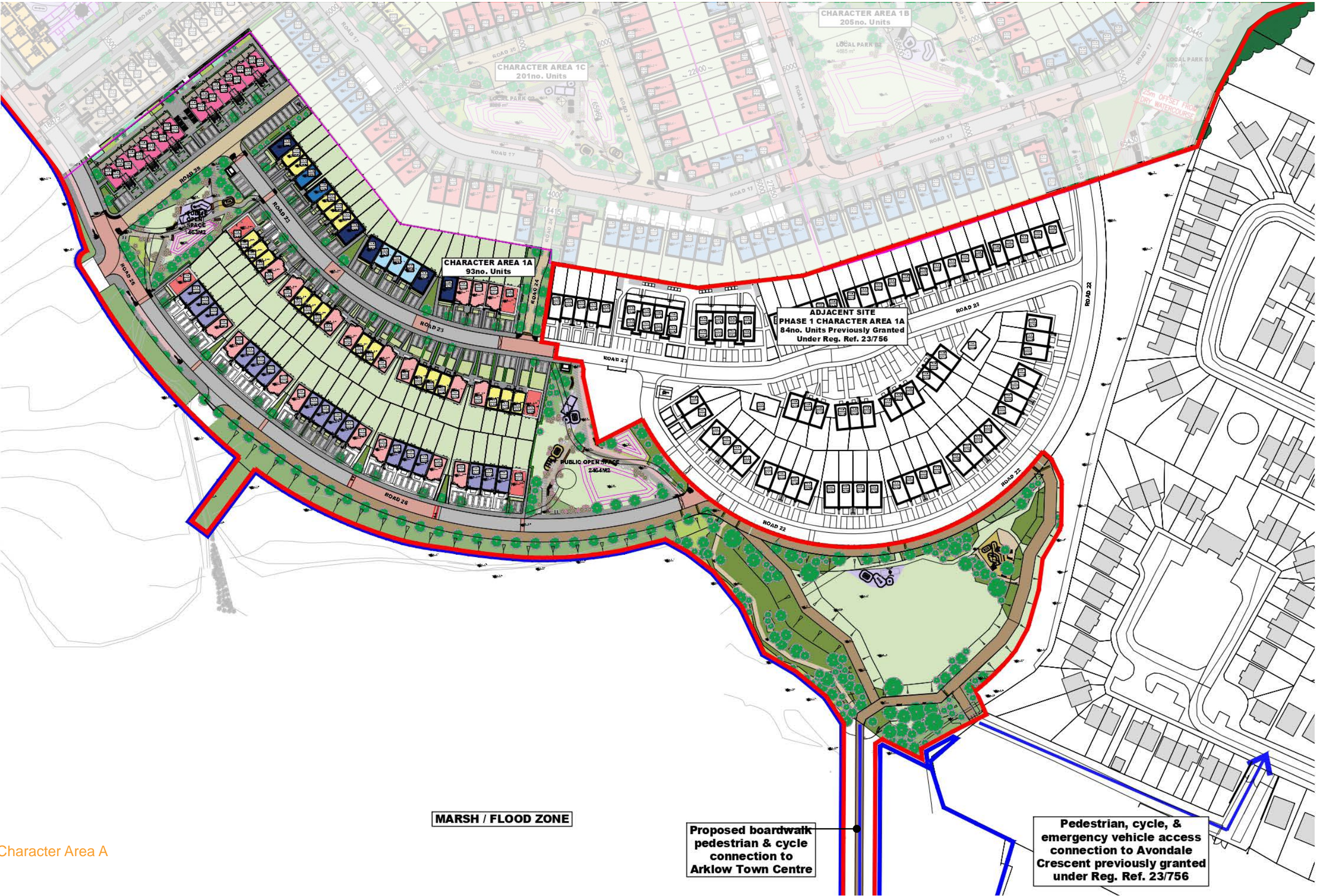


4.0 Subject Application - Proposed Character Areas

To ensure maximum variation, Phase 1 has been subdivided into four architectural character areas with three separate architectural firms undertaking their design. A different range of residential unit types and densities will be delivered in each of the four areas to create a sustainable and varied mix of units across the development. A Landscape Architect has also been appointed and will provide similar variation in the landscape design of each area.







Site Plan - Character Area A



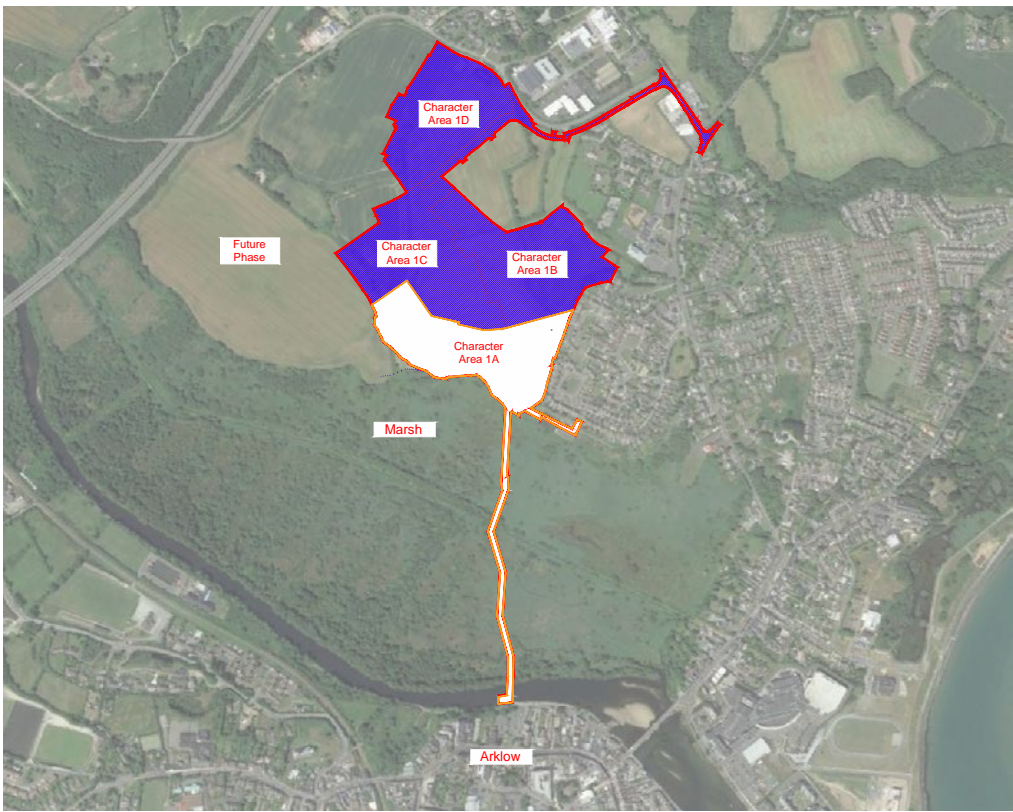
4.1 Architectural Character Areas - Character Area A



Character Area 1A



Marsh Land



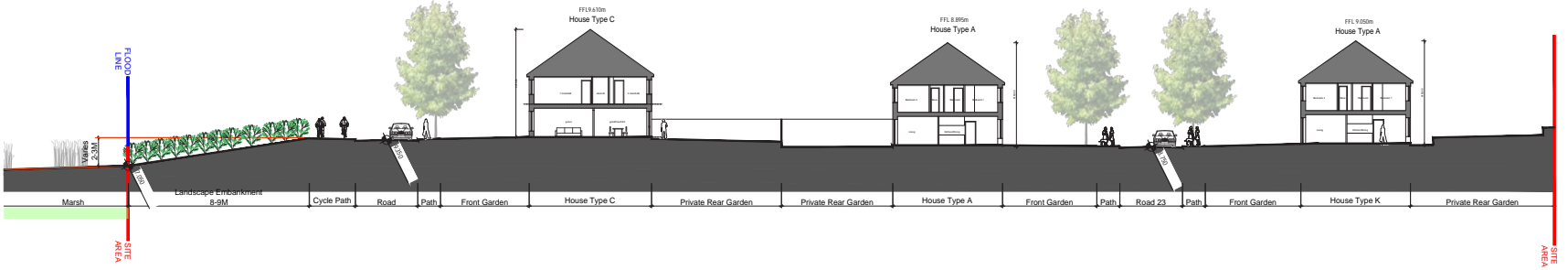
Character Area 1A



View From Marsh



Typical Green Spaces



Site Cross Section



Street View

Design Rationale

An opportunity is presented for establishing a linkage with the town itself. This opportunity is utilised through the incorporation of a pedestrian and cycle greenway that runs along the eastern boundary.

In conjunction with this greenway, the proposed new boardwalk across the Marsh and Avoca River, the adjacency to the Inbhear Mór estate offers greater potential connections. This approach to connectivity underscores the comprehensive nature of the design, which not only focuses on the immediate development but also seeks to establish meaningful connections with the existing urban infrastructure.

The site's strategic location, alignment with Urban Design principles, meticulous attention to strong architectural delineation, and commitment to connectivity through the greenway/boardwalk and adjacent estate collectively establish a blueprint that not only envisages a development but also envisions an integrated, sustainable, and harmonious urban environment.

The design approach is the establishment of a curving solid architectural boundary, strategically situated to offer views over the encompassing Marsh. This serves a dual purpose: it forms a southern edge for the development and contributes to the essential demarcation between the built environment and the Marsh, a delicate resource of biodiversity for both the region and the town. Furthermore, it is important to identify the Marsh's additional role as a floodplain, emphasising the need for its safeguarding and ongoing preservation.

In tandem with these considerations, the architectural intent for the development assumes the crescent form. This configuration is determined by multiple sources, most notably the delineation provided by the zoning line and the encroachment threshold of the 1000-year flood zone. The crescent is a strong geometric shape and provides a clear design treatment for the urban edge.

The adoption of this crescent configuration is rooted in the intention of delivering an apt response to this specific site feature. The design has a strong overlooking strategy over public open space. Moreover, the development as seen from the surrounding areas should also have a clear and well defined image.

The site's strategic location, its alignment with the design philosophy, and the embrace of architectural configurations that both safeguard ecological integrity and design aesthetics collectively demonstrate a holistic approach.

The potential visual aspects of the proposed scheme envisage as a pedestrian-centric and inviting community, the development seeks to cultivate an environment.

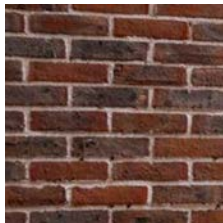
The streets themselves will play a pivotal role in this vision, thoughtfully planned with lush landscaping that serves a twofold purpose. Firstly, this landscape proposal will elegantly envelop and shield the parking areas, acting as a natural buffer that integrates these functional spaces. This strategic landscaping not only mitigates the visual impact of parked vehicles but also augments the visual appeal.

The site layout is permeable, legible and has an attractive network of streets and open spaces. Desire lines either northwards towards the proposed local facilities, schools, or southwards via a new proposed boardwalk across the Marsh and Avoca River towards the town centre are provided for.

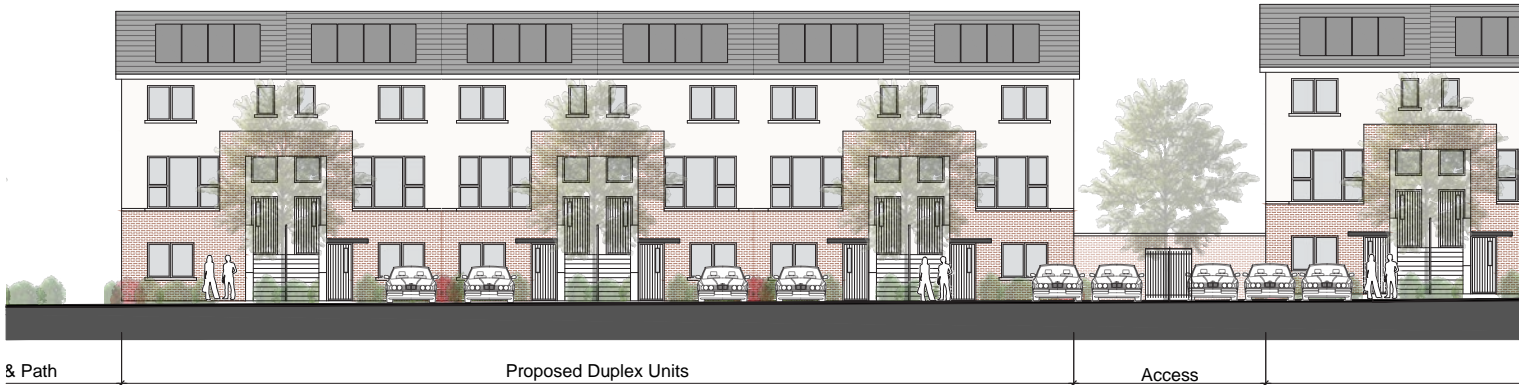
The cycle and pedestrian route to the east is a primary locating and navigating device, both to access the development and to access the greater area through the adjacent Inbhear Mór area. It provides a safe and attractive alternative route to the town and conversely from the town back to the local neighbourhood. Pedestrian routes are always overlooked and safe to use. Parking is largely on street and arranged to be near the units served. Continuous and active edges provide enclosure and passive surveillance contributing to the comfort and safety of pedestrians and cyclists. All residential buildings 'turn the corner' with specially designed end-units that present a public face at street junctions, avoiding blank gables and rear garden walls. Traffic speed within the development is calmed by design, using DMURS as a guiding reference. Cul de sacs are avoided. Marsh Road is a viewing point for the marsh and town beyond. The northern road meanders through the central crescent in an informal manner, creating natural traffic calming.



4.1 Architectural Character Areas - Character Area A



- Concrete Roof Tiles
- Buff Brick
- Red Brick
- Off White Render



Typical Duplex Elevation



Artist's Impression



ROAD 28 - Road Elevation Facing the Marsh



Material Examples



## 4.2 Architectural Character Areas - Character Area B

Character Area 1B is located in eastern quadrant of the site, with primary access from the new strategic link road to the North. The layout incorporates connections to the adjacent Character Areas 1A to the South and 1C to the West, tying in with the road, pedestrian, & cycle networks across the wider area and linking to Arklow town centre via the new boardwalk at the Southern tip of the overall Phase 1 site.

The primary road running North-South through Area 1B includes dedicated cycleways & footpaths either side, and is punctuated by a series of public open spaces along the route in addition to the streetside landscaping provided throughout. The road & unit layout has been carefully considered to create a number of distinct vistas at key locations throughout the scheme. This plays an important function in placemaking and ease of orientation/navigation. Selected low-traffic streets are further differentiated through the use of home-zone/shared-surface paving with integrated tree planting to create a more intimate scale. Consistent throughout the scheme is the use of dual-frontage units at all street corners, and these are typically paired with adjoining public areas of soft landscaping to further enhance the quality of the street environment.

The scheme offers a mix of two storey 2, 3, & 4 bedroom houses in both terraced & semi-detached configurations. Units have been arranged to front onto open spaces wherever possible, both to define the edges of each space and to provide passive overlooking/supervision. This close integration with the landscaped environment adds to the desirability of these units and maximises their residential amenity. Care has been taken to ensure units of all sizes are provided at multiple locations across the site, in a number of different orientations, and on both wider & narrower streets alike. This approach delivers a multitude of diverse unit profiles to cater for a broad range of occupant preferences.

To differentiate this character area from those surrounding, a palette of grey brick, off-white & dark grey render and slate/concrete roof tiles has been selected. The use of brick has been concentrated at street corners and other prominent locations where it can contribute most to the overall look & feel of the character area. In contrast, back streets are populated with a greater number of fully rendered units in line with their more low-profile locations.



Site Plan - Character Area B



4.2 Architectural Character Areas - Character Area B



**MATERIALS & FINISHES**  
A palette of grey brick, off-white & dark grey render and slate/concrete roof tiles has been selected for this character area



- CONCRETE ROOF TILE
- GREY BRICK
- WHITE RENDER





## 4.3 Architectural Character Areas - Character Area C + Local Centre

Character Area 1C is located in Western quadrant of the Phase 1 site, and sits centrally within the wider masterplan. This area fronts onto the new strategic link road to the North, off which primary vehicular access is provided. Units have been arranged to create a strong edge facing the main approach road, while also being separated from it by a line of large open spaces to create wider views and provide a soft buffer along the edge of the built environment. The layout incorporates connections to the adjacent Character Areas and ties in with the wider road, pedestrian, & cycle networks and new boardwalk connection to Arklow town centre.

Many of the same design strategies applied to the adjacent Character Area 1B have been repeated for Character Area 1C, and the two areas share a common mix of unit designs albeit with a different palette of materials to make them distinct from each other. The shared design characteristics ensure that the two areas integrate comfortably, yet their differing materials and street arrangements ensure that each delivers its own unique environment. Area 1C utilises buff-brown brick and brown roof tiles, along with a mix of off-white and sand-coloured render. These materials are used in a similar manner to those in Area 1B, with brick predominantly used in high profile locations at street corners and to bookend terraces.

Cycle & pedestrian connections continue to be a core element of scheme, and public open spaces are again provided along the primary circulation route in addition to the streetside landscaping throughout. Homezone/shared-surface paving with integrated tree planting is again utilised where appropriate, along with the use of dual-frontage units & public soft landscaping at all street corners.

Area 1C also includes a Local Centre of 1 Ha in accordance with the requirements of the Local Area Plan and Action Area 3 plan. The Local Centre will provide crèche, retail/café & health/community local services around a central public plaza/village green, with apartments units at upper floor levels. The local centre makes use of a palette of grey brick & render to differentiate it from its immediate surroundings, while also tying back in with Character Area 1B to the East of the Phase 1 site. The local centre additionally incorporates areas of dark brick to selected prominent elevations, which stands out as a unique material across the wider scheme. This signals the greater public significance of the Local Centre and the strong contrast, in conjunction with the increased building height, picks out it out as a landmark visible from across the site and from Arklow town centre across the river to the South.





4.3 Architectural Character Areas - Character Area C + Local Centre



Existing Gradient and Views  
A palette of light brown & greys bricks, off-white & dark grey render and slate/concrete roof tiles has been selected for this character area



EXTERNAL STREETS CHARACTER AREA



Light Brown Brick  
White Render  
Brown concrete roof tiles  
Light Grey Window Frames





4.4 Architectural Character Areas - Character Area D



Site Plan - Character Area D





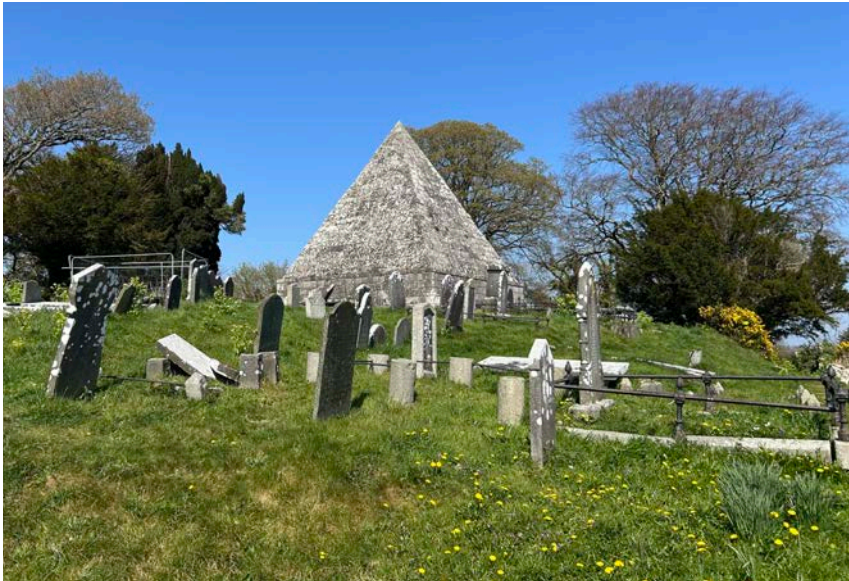
Character Area 1D - Site Layout Plan

Character Area 1D is located to the north of the application site, on the approach from the Dublin Road.

The lands are currently in agricultural use and generally fall from north to south at an average gradient of 1 in 26. Adjacent to the northern boundary is an existing two-storey dwelling of c.204m<sup>2</sup> with associated outbuildings and a large grain store, all of which are to be removed to facilitate the proposed development.

The character area is bounded to the east by the new Western Distributor Road, to the south and west by open lands in our clients ownership, and to the north by an existing public road serving the Avoca River Park Industrial Estate to the West. Beyond this road are a number of large, detached houses and the entrance to the Kilbride Industrial Estate.

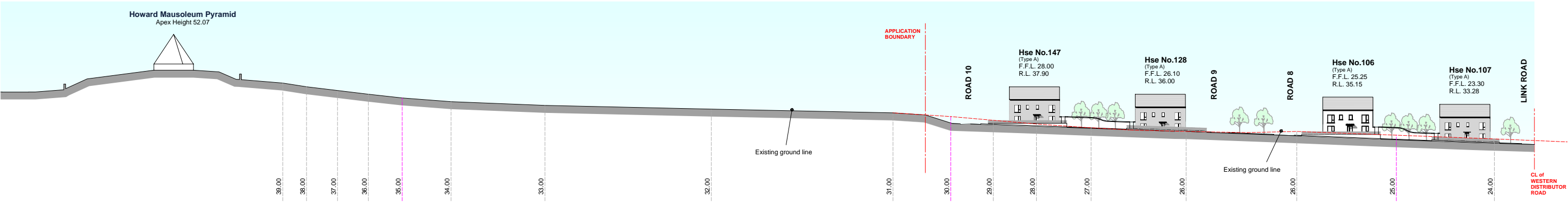
Some 200m to the west is the Howard Mausoleum, a pyramid structure constructed in c.1785, protected structure ref. 40-07. Mapping also references national monument No. WI040-044 on the lands, relating to a red sandstone font. However the description notes that this a former position for the object, and it is now located in St. Patricks Church, Barranisky West (ref. WI035-058).



Howard Mausoleum to West of Application Site



4.4 Architectural Character Areas - Character Area D



Proposed Development in Context with Mausoleum

The layout design integrates with the broader masterplan with regard to connectivity and plot position, creating the potential for extensive permeability from North to South and East to West.

A strong corner facade has been created on the approach to the main Western Distributor Road, which has a strong urban edge, providing passive surveillance, whilst providing permeable linkages to the west.

The central East-West spine road has been aligned to be on Axis with the Pyramid to the West, and will integrate into the overall master-plan in this area.

The site layout along the northern boundary has been arranged to maintain visual connectivity from north to south, and provides the opportunity for pedestrian connections to the existing public road should it be desirable in the future.



Strong Facade on Approach from Dublin Rpad



Existing Dwelling to be Demolished



### PUBLIC OPEN SPACE

16% of the character area has been dedicated to public open space. Each is well overlooked by the proposed units and serve a variety of functions:

- The spaces along the northern edge serve to break up the impact of the development on the existing public road which, together with the retention of any existing native hedgerow, will reflect in as far as is possible the existing setting;
- The central open space acts as a break between the wider masterplan development and the heavily active link road with its associated dwellings and primary school. It will be mirrored by a similar buffer zone around the national monument to the west. This space also contains active play opportunities;
- The southern open space is the first phase of a liner park which will focus on the Mausoleum.

### ARCHITECTURE

The proposed architecture will comprise a contemporary adaptation of traditional dwelling forms and finishes, but with detailed design to provide variety and contrast.

Wherever possible, houses at corners and junctions have been provided with a side entry avoiding blank gables and enlivening streets.

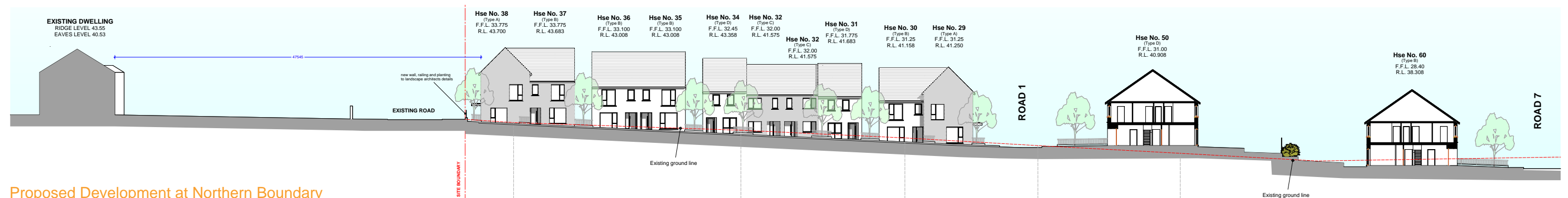
Variations in the depth of dwelling types, in conjunction with level differences between dwellings when required, will provide articulation to the streetscapes, ensuring interest and variety throughout the scheme.

Façades will generally comprise coloured or painted render in a range of colours, with brick facades or elements providing a common thread through the development.

Dwelling types will be constructed in both materials to provide variety, with brick also used for important views or node points (eg at approach to development from Beech Road).



Typical Articulated Facade



Proposed Development at Northern Boundary



## 4.4 Architectural Character Areas - Character Area D



WHITE



Proposed Brick

Vandersanden Nevado  
Brown / Grey brick with  
champagne mortar to  
provide consistency  
through scheme



ARRAN

### Render Colours

The finishes palette will include;

- Brick or rendered façades.
- Dark grey aluminium double or triple glazed windows, RAL 7015;
- Dark grey rainwater goods, fascia, soffits, and cappings as appropriate RAL 7015;
- Black flat tile roof finishes;
- Flat aluminium canopies, RAL 7015 or recessed entrance area to each house type.

### MATERIALS & FINISHES

The primary finishes will be render and brick with a suite of common elements such as rainwater goods, windows, and roof finishes to provide continuity to the character Area.



Typical Dwelling Facades



4.4 Architectural Character Areas - Character Area D



Elevation tp Western Distributor Road





# APPENDIX A - UNIVERSAL DESIGN STRATEGY



## Universal design statement

The approach adopted for the design of the Portmarnock South Development Framework Plan is that all houses, buildings, amenity spaces will be created as an environment that can be used by all people, regardless of their age, size, disability or ability.

The overall scheme is designed to comply with Part M of the Building Regulations. In addition, all of the residential units, along with the public, shared and private spaces, are designed to provide optimum levels of universal access, in an inclusive and comfortable environment.

### ***Principles of Universal Design:***

*The design incorporates the following seven principles of Universal Design:*

#### **1. Equitable Use**

Wherever possible, the same means of use is provided for all users, with equally available provisions for privacy, security and safety. Where not possible, equivalent means are provided, minimising segregation.

#### **2. Flexibility in Use**

The design is adaptable to the user's accuracy, pace, level of precision and methods of use.

#### **3. Simple and Intuitive Use**

The design avoids unnecessary complexity and is consistent with user expectations and intuition. Information is consistent with its importance.

#### **4. Perceptible Information**

The design communicates necessary information effectively to users with a range of sensory abilities. Essential information is provided legibly, in different modes and with sufficient levels of contrast.

#### **5. Tolerance for Error**

The design minimises hazards and the adverse consequences of accidental or unintended actions. Where possible, hazardous elements are eliminated, and where not possible, are isolated or shielded. Hazards are provided with warnings.

#### **6. Low Physical Effort**

The scheme is designed to be used effectively and comfortably with a minimum of fatigue. Access is designed to allow users to maintain a neutral body position, to minimise the operating forces needed and to minimise sustained physical effort.

#### **7. Size and Space for Approach and Use**

The design incorporates appropriate size and space for approach, reach, manipulation and use, regardless of the user's size, posture or mobility. Clear lines of sight are provided, with easy reach to components, allowance for variations in hand and grip size, and adequate space provided for assistive devices or personal assistance.

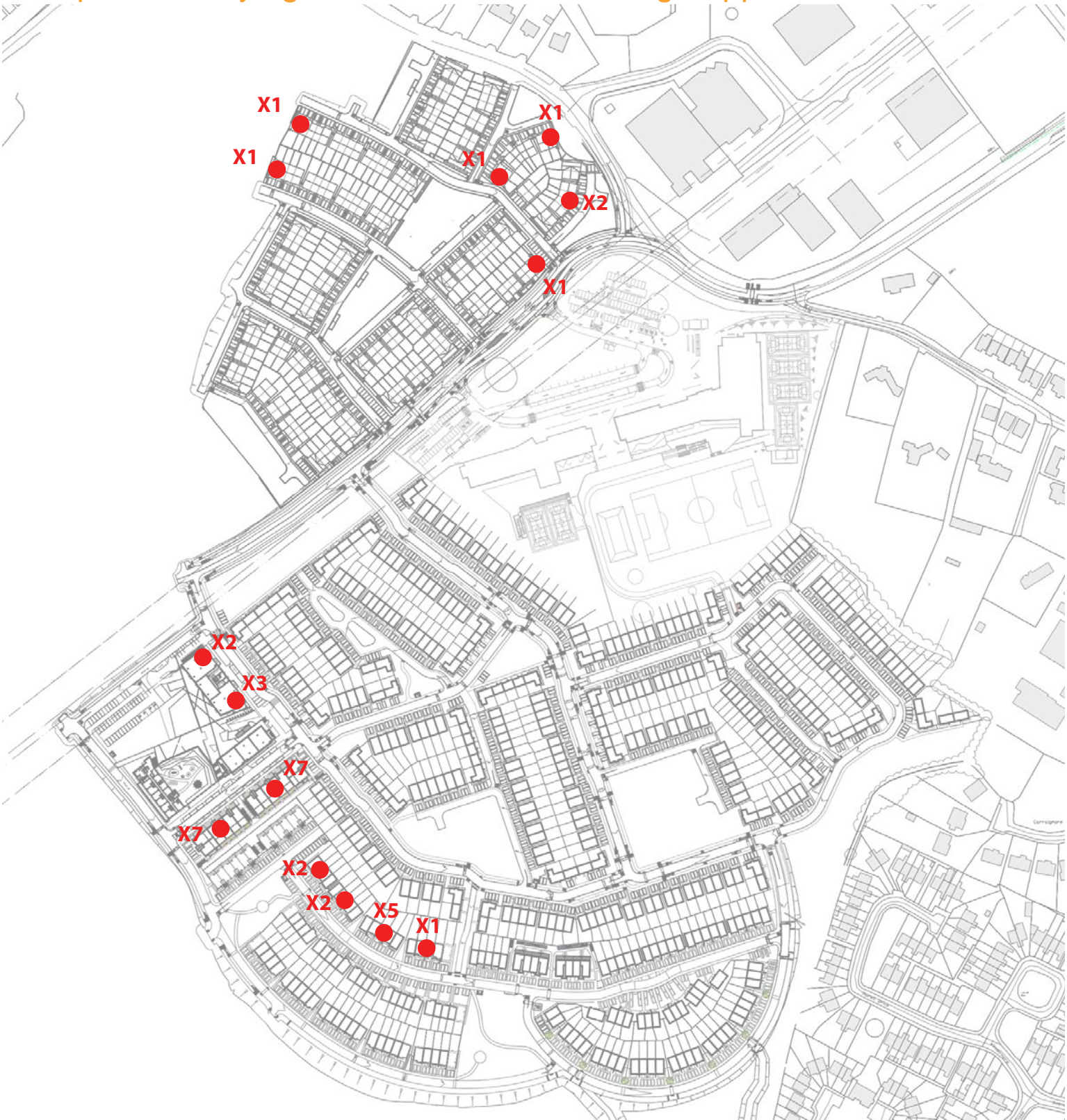
#### ***Overall universal design approach:***

*The landscape design takes particular account of universal access while at the same time incorporating natural landscape features and topography. The landscaped external areas are designed to provide equal access to people of all ages and all levels of mobility.*

*All residential units are designed with level access throughout and accessible WC areas, with all duplex/apartments having level access to balconies. The street frontage interfaces are designed to present an inclusive and positive interaction with passers-by, with open residential aspect providing passive overlooking of the streets and open spaces, and boundary railings presenting visually open and attractive aspect along the major street boundaries.*



Site plan identifying the 30% Universal Design Approach Units

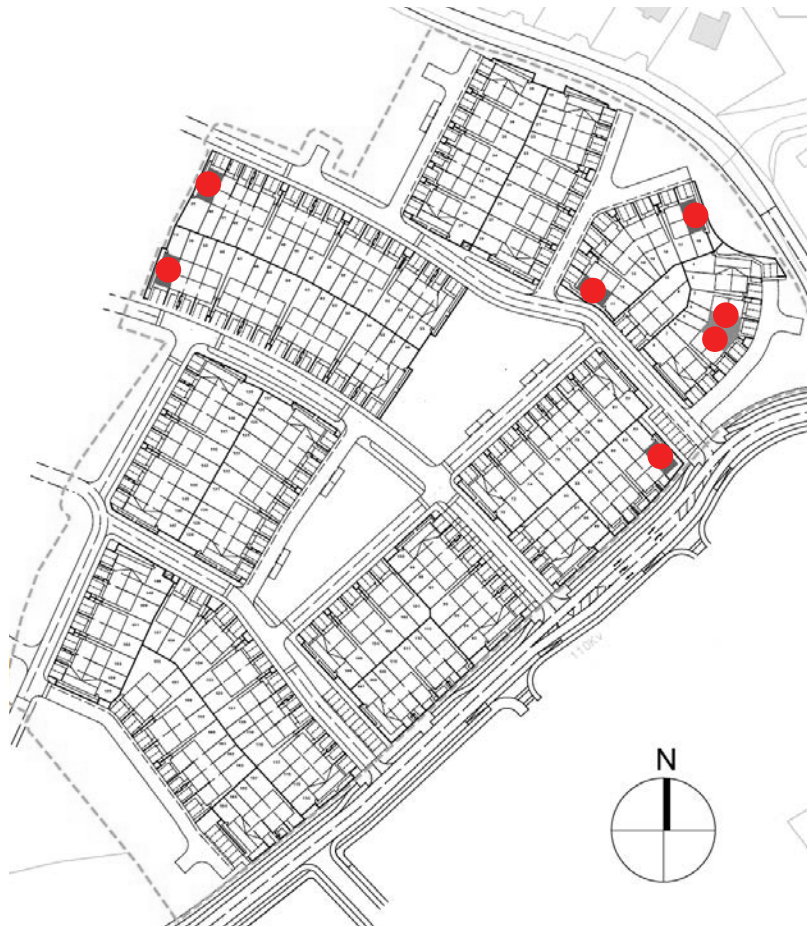
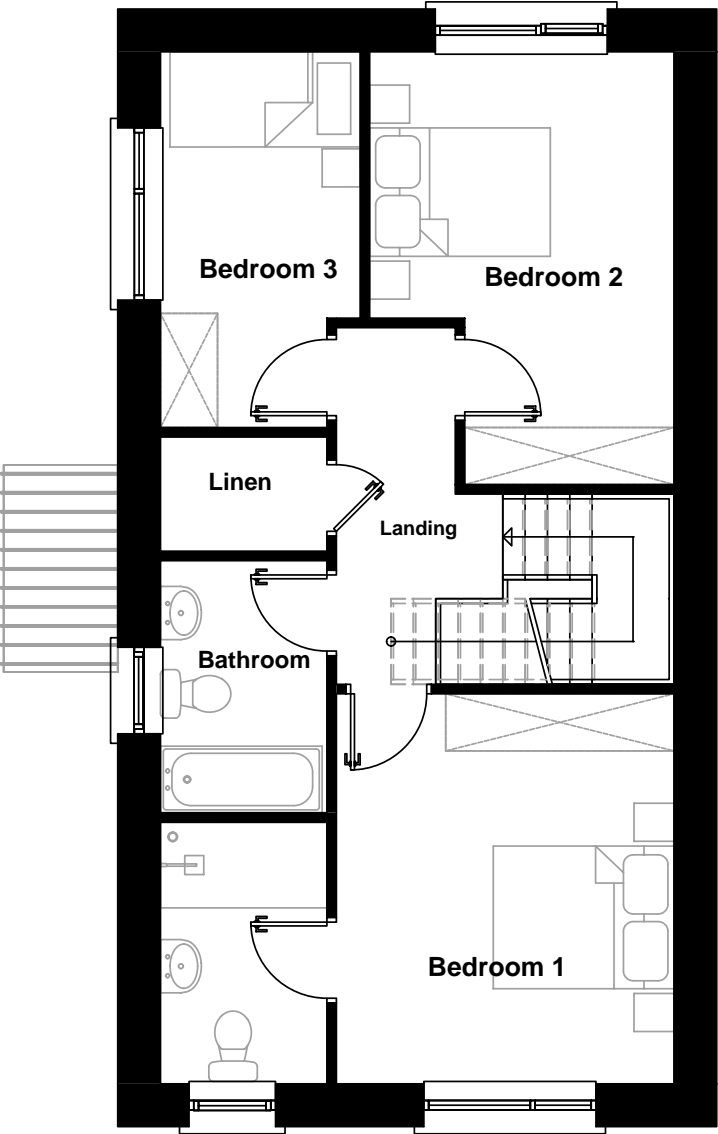
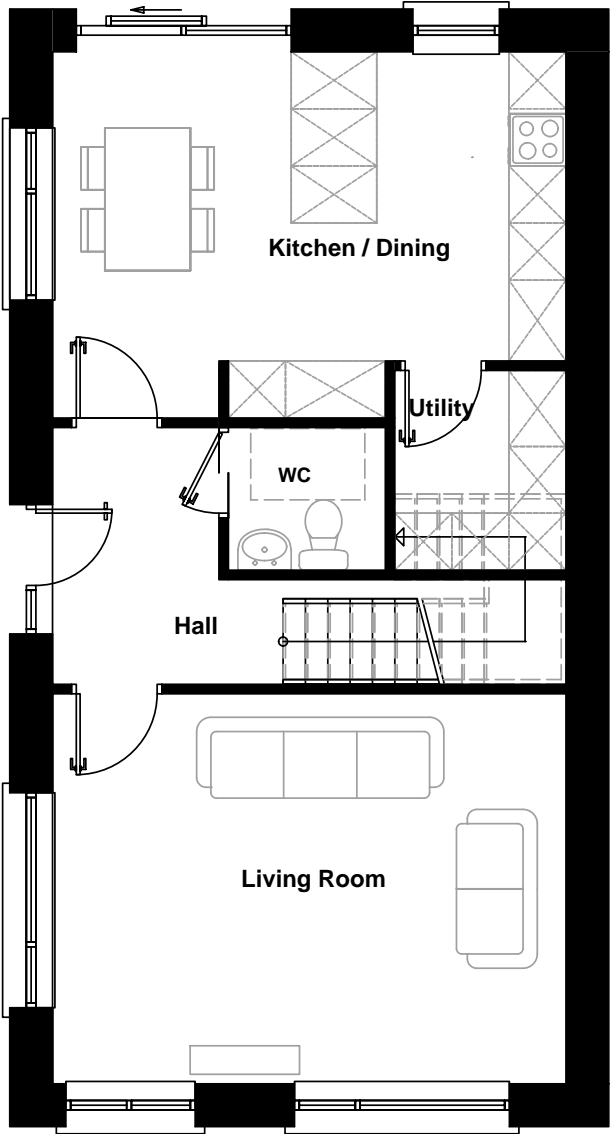


● UNIVERSAL DESIGN APPROACH UNIT  
X1

TOTAL NUMBER OF RESIDENTIAL UNITS	666 Units
Number of Universal design units proposed per character area:	
Character Area A	7 no. units
Character Area B	0 no. units
Character Area C	19 no. units
Character Area D	10 no. units
Total number of universal design approach units proposed	36 No units (5.4%)

The plan and diagrams that following provide an illustrative example of how the selected unit types can be easily adapted for use by a range of users and cater to a variety of age profiles.





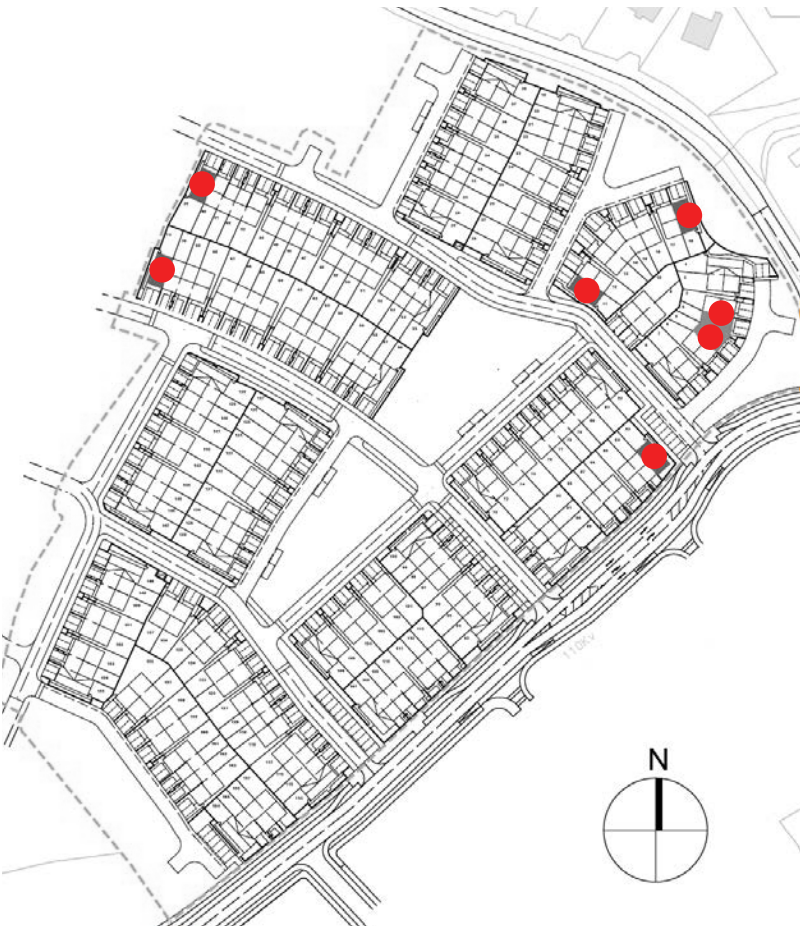
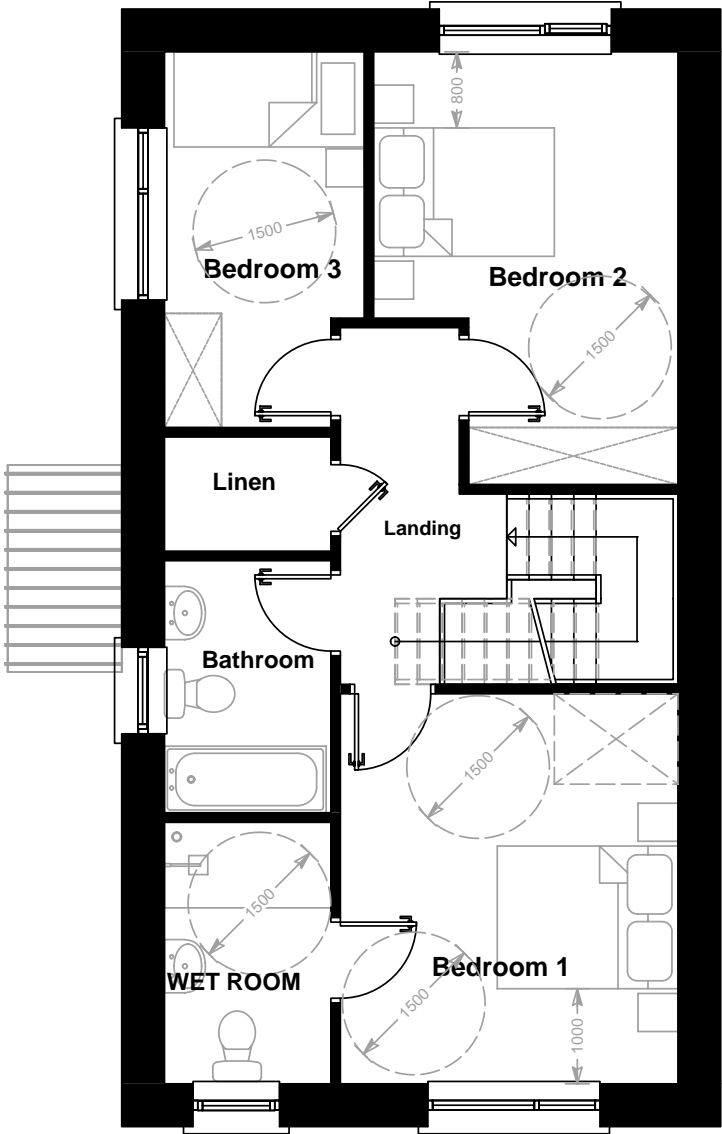
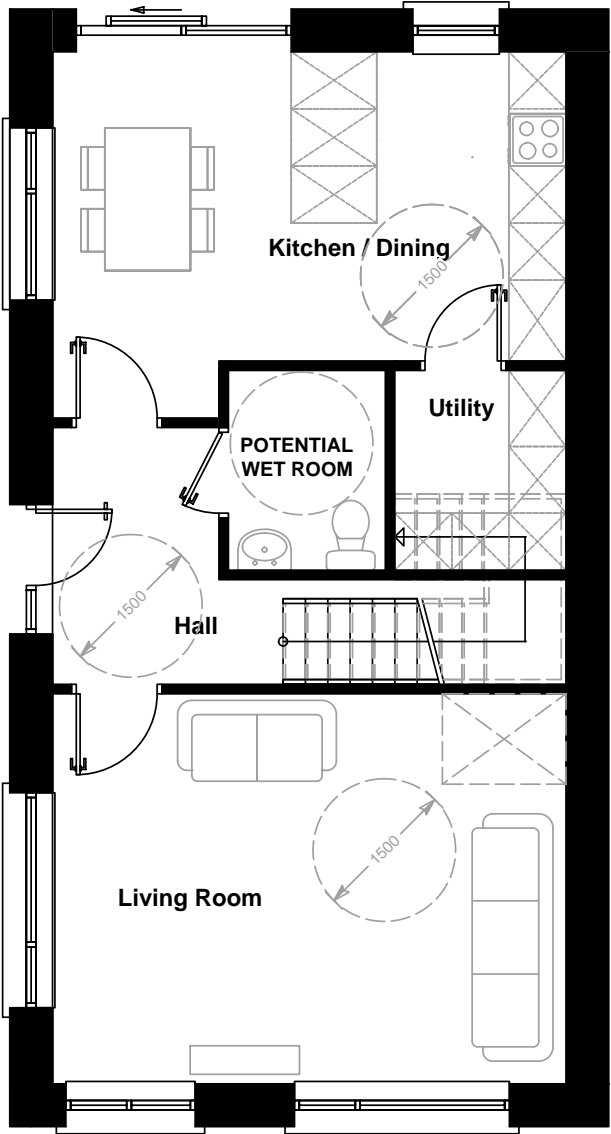
Site plan identifying the 30% Universal Design Approach Units

The diagrams shown left illustrate the B1 & B2 type units proposed within character Area 1D. The unit has been designed using the principles set-out in the “Building For Everyone: A universal design approach” documentation whereby it can be easily adapted to suit a range of occupants requirements and a variety of age profiles. The same unit is shown on page 51 illustrates the re-configured unit where the the ground floor w/c has been enlarged and converted to a wet-room and turning circles have been included to demonstrate the units suitability for wheelchair users.

● UNIVERSAL DESIGN APPROACH UNIT

Character Area 1D - House type B1/B2 floors plans  
(plan illustrate the unit prior to adaptation)



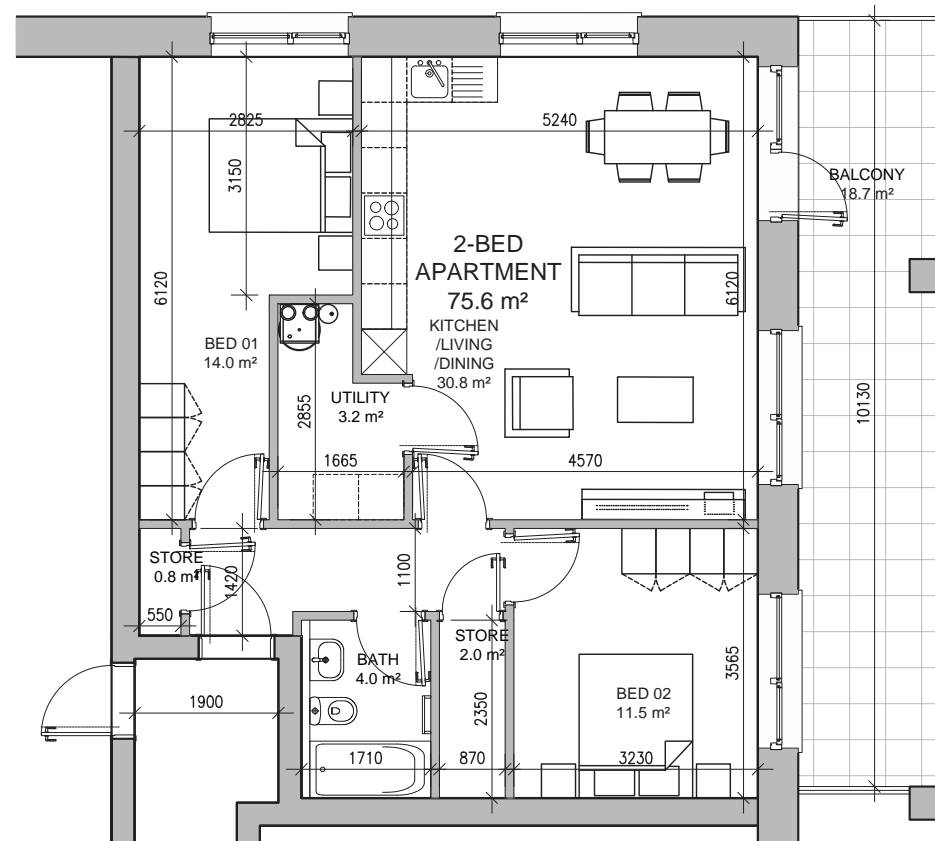


Site plan identifying the 30% Universal Design Approach Units

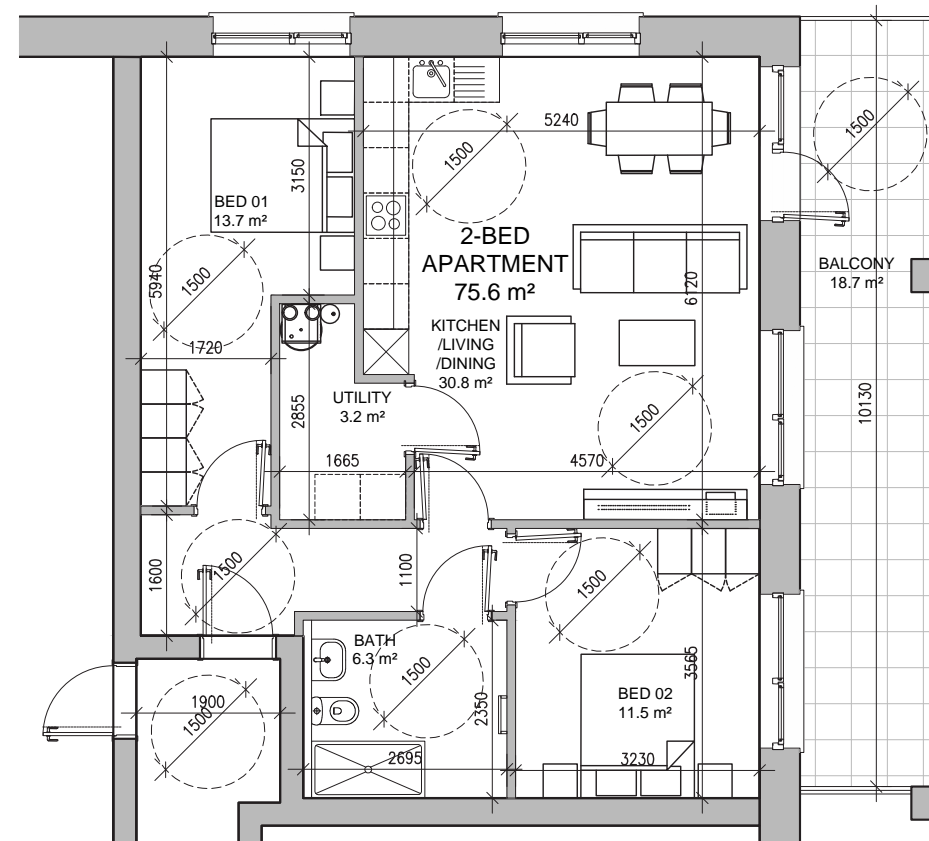
Character Area 1D - House type B1/B2 floors plans  
(plan illustrate the unit post to adaptation)

● UNIVERSAL DESIGN APPROACH UNIT





Apartment Type 1C-N  
Standard Layout



Apartment Type 1C-N  
Universal Design Approach Layout

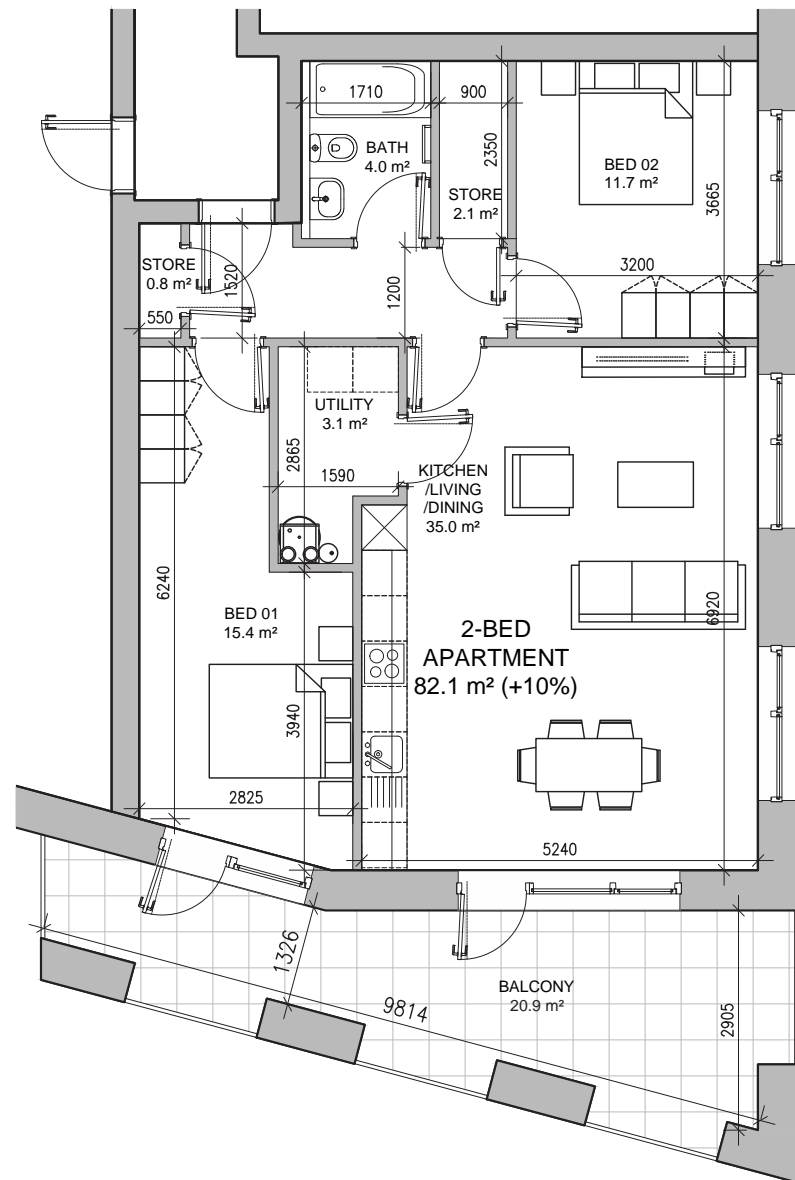


The diagrams shown left illustrate the N type apartment units proposed within the local centre, located within character Area 1C. The adapted layout includes a generous main bathroom (now shown as a wet-room) - which directly adjoins a large bedroom. Smaller stores within the units have been removed and have instead been accommodated within the habitable living / bedroom spaces - allowing easier circulation and maneuvering room for wheelchair users.

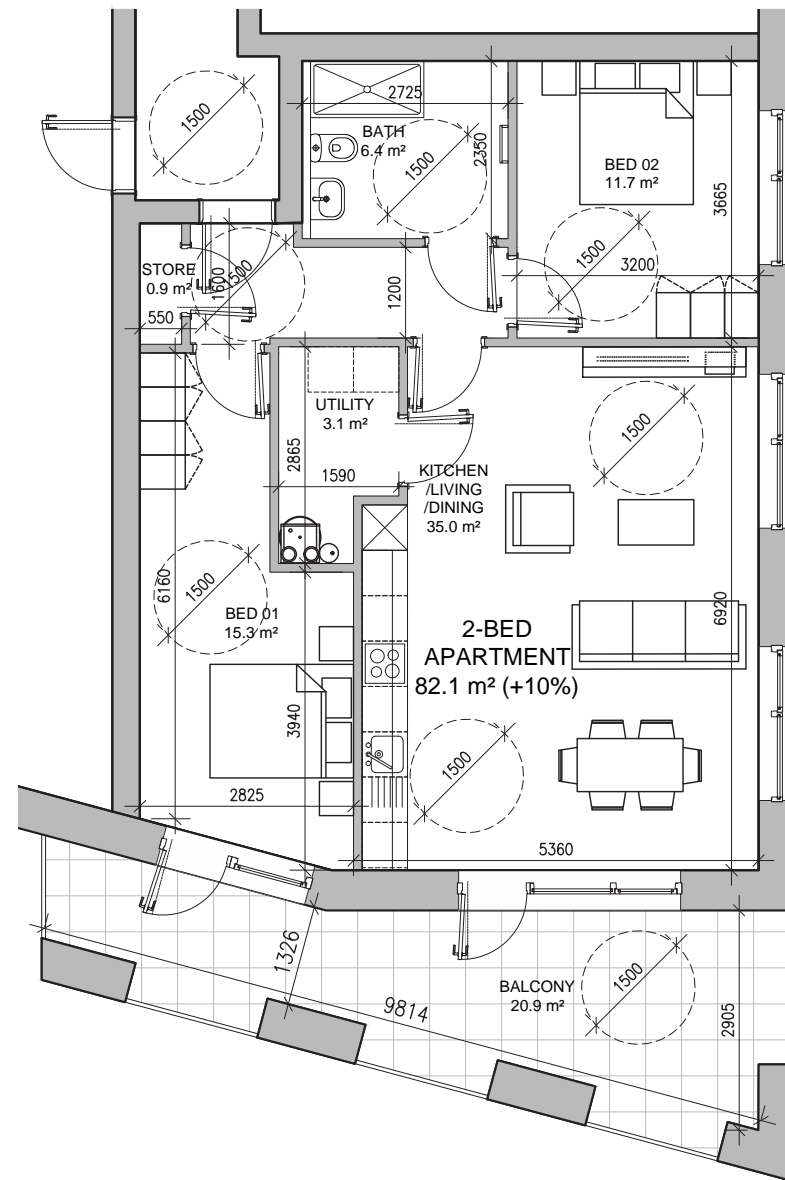
● UNIVERSAL DESIGN APPROACH UNIT

Character Area 1C - Apartment type N floors plans  
(plan illustrate the unit before adaptation (left) and after adaptation (right))





Apartment Type 1C-R1/R2  
Standard Layout



Apartment Type 1C-R1/R2  
Universal Design Approach Layout

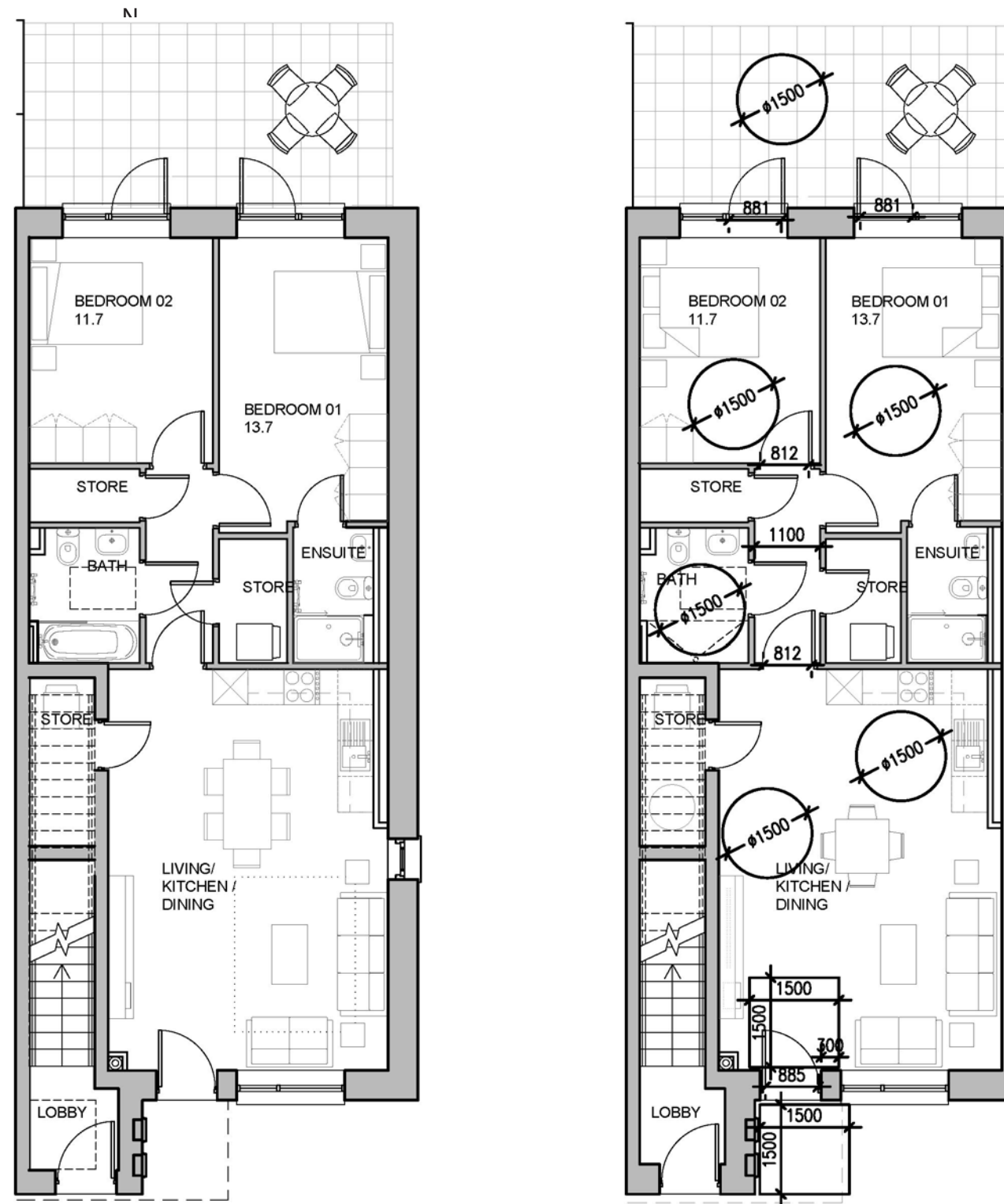


The diagrams shown left illustrate the R1/R2 type apartment units proposed within the local centre, located within character Area 1C. As per the apartment type N - the adapted layout includes a generous main bathroom (now shown as a wet-room) - which directly adjoins a large bedroom. Turning circles are included on the layout to demonstrate that the layout can cater to the circulation and maneuvering requirements for wheelchair users.

● UNIVERSAL DESIGN APPROACH UNIT

Character Area 1C - Apartment type R1/R2 floors plans  
(plan illustrate the unit before adaptation (left) and after adaptation (right))



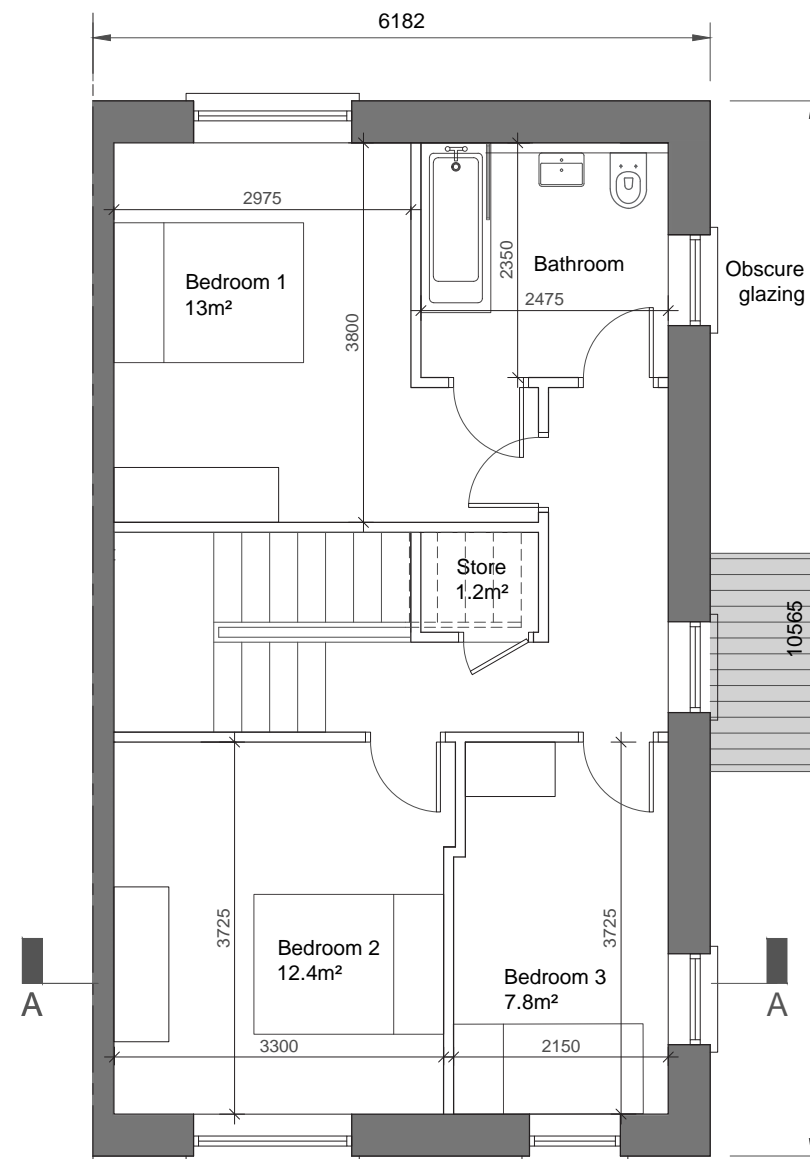
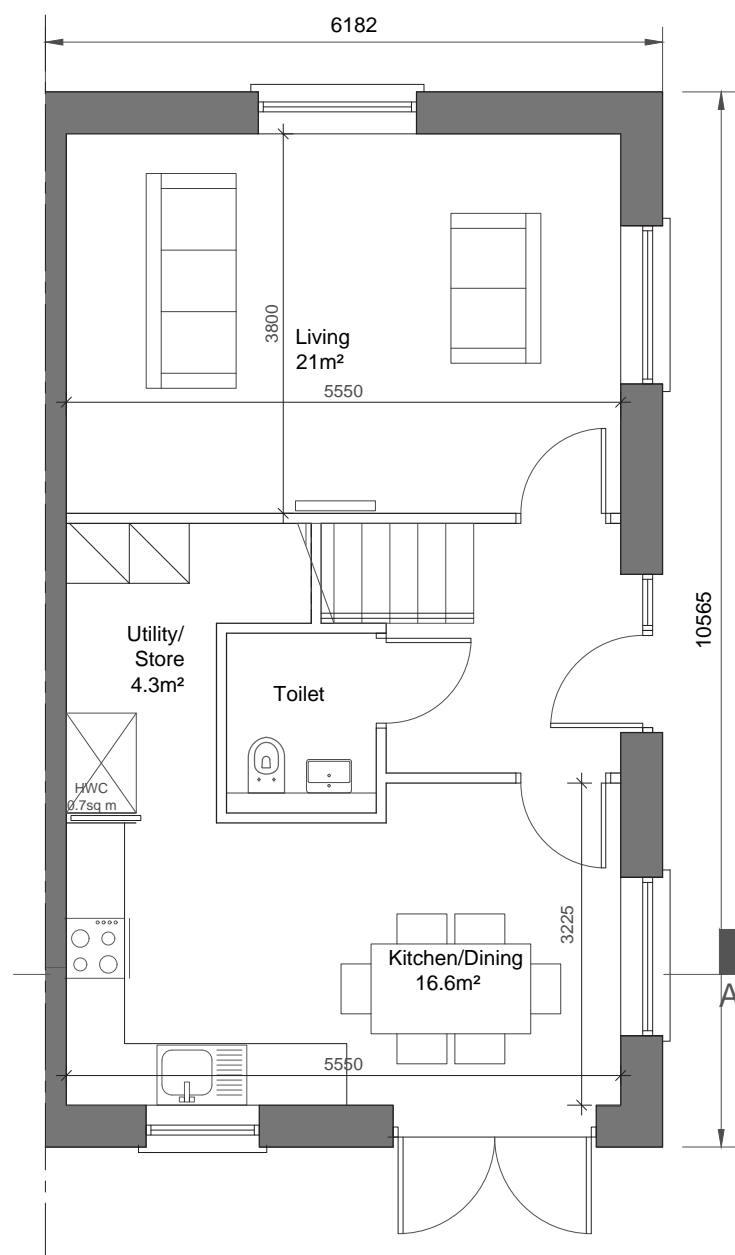


The diagrams shown left illustrate the K type ground floor duplex units proposed south of the local centre, located within character Area 1C. The adapted layout includes a generous main bathroom (now shown as a wet-room) - which is located in close proximity to a large bedroom. If required the store that separate the bathroom from the bedroom can be incorporated within the bedroom area - to provide a bathroom which directly adjoin the large bedroom. Per the other examples - each corridor and room layout has been designed to ensure ease of circulation for wheelchair users.

● UNIVERSAL DESIGN APPROACH UNIT

Character Area 1C - Duplex type K floors plans  
(plan illustrate the unit before adaptation (left) and after adaptation (right))



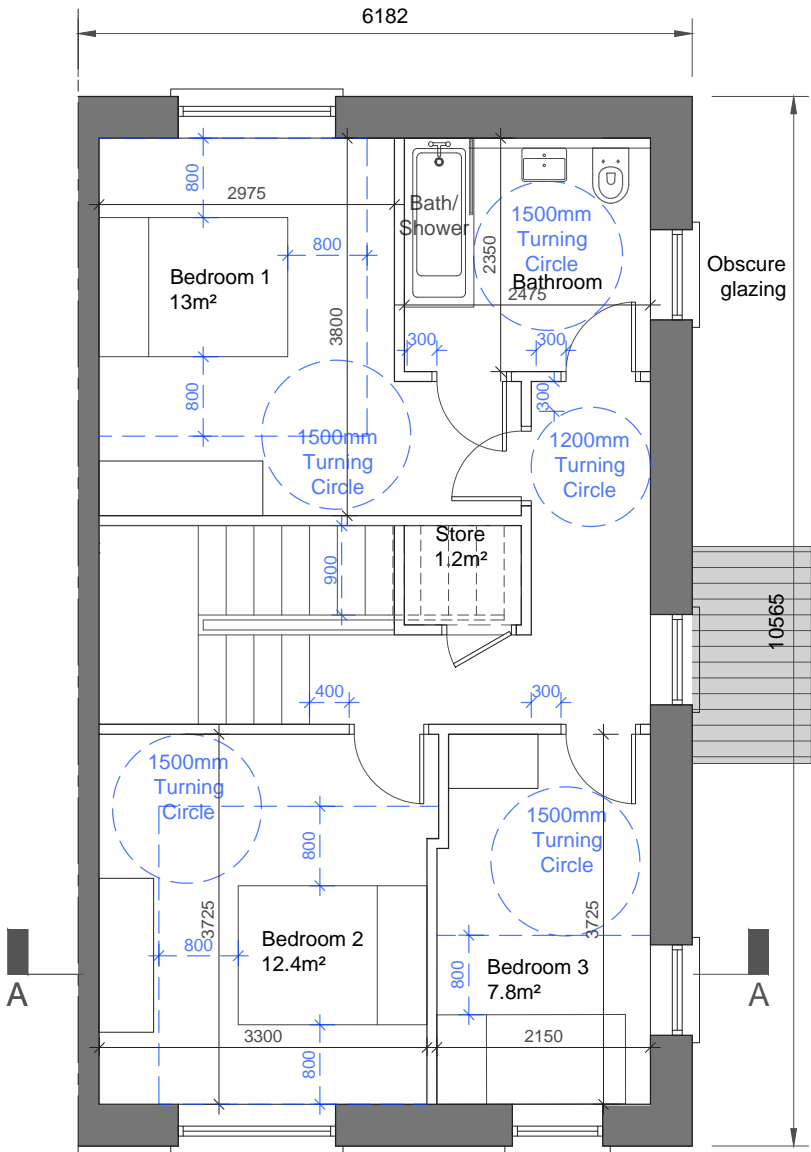
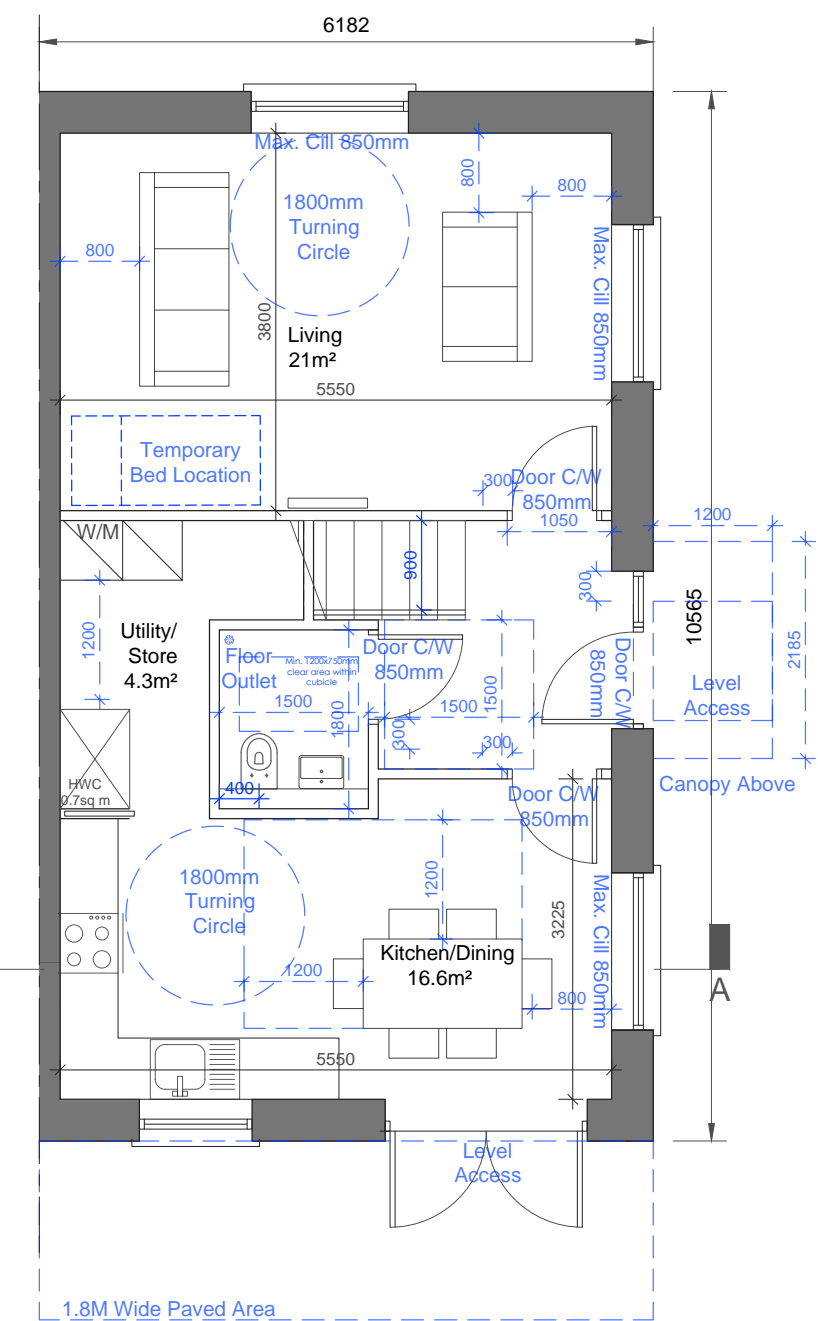


The diagrams shown left illustrate the D type units proposed within character Area 1A. The unit has been designed using the same principles as the other examples shown whereby it can be easily adapted to suit a range of occupants requirements and a variety of age profiles. The same unit is shown on page 56 illustrates the re-configured unit where the the ground floor w/c has been enlarged and converted to a wet-room and turning circles have been included to demonstrate the units suitability for wheelchair users.

● UNIVERSAL DESIGN APPROACH UNIT

Character Area 1A - House type D floors plans  
(plan illustrate the unit prior to adaptation)





Character Area 1A - House type D floors plans  
(plan illustrate the unit post adaptation)

● UNIVERSAL DESIGN APPROACH UNIT



# APPENDIX B

- RESPONSE TO URBAN DESIGN MANUAL
- 12 CRITERIA ASSESSMENT

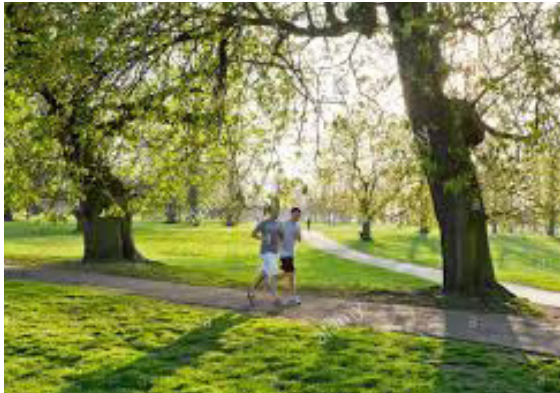


Urban Design Manuel : Urban Design Criteria Assessment

01. Context

How does the development respond to its surroundings?

- The proposed residential masterplan has been carefully designed to integrate with its surrounding context, creating a natural extension of the existing town fabric. Located across a gently sloping site, the plan accommodates 666 new residential units, sensitively arranged to respect the site's topography and existing landscape features.
- Primary access is provided from the L6179 road to the north, seamlessly connecting the development to the broader transport network. To encourage sustainable mobility and strengthen links with the town centre, a new boardwalk connection has been incorporated, offering a safe and attractive route for cyclists and pedestrians. In addition, a second pedestrian and cycle link is proposed via Avondale Crescent, enhancing permeability and offering residents convenient, car-free access to key local amenities and services.
- Overall, the masterplan fosters a strong relationship with the surrounding town, promoting connectivity, walkability, and a sense of community while respecting the character and setting of the site.



02. Connections

How well connected is the site/new neighbourhood?

- The masterplan has been thoughtfully designed to respond not only to the immediate town context but also to the wider hinterland setting. The layout works with the site's natural slope, creating a gentle transition between the urban edge and the landscape beyond. Open spaces and green corridors are integrated throughout the development, providing visual and physical connections to the surrounding countryside and maintaining a strong sense of place.
- Strategic links to the wider area are enhanced through the primary vehicular access from the L6179 road to the north, ensuring easy connectivity to neighbouring towns and regional routes. The provision of pedestrian and cycle connections, including the boardwalk to the town centre and the route via Avondale Crescent, ensures that residents can move seamlessly between the development, the town, and the rural hinterland beyond.





### 03. Inclusivity

*How easily can people use and access the development?*

- The development will create an inclusive and accessible environment for everyone. Further details of the inclusive and accessible nature are described in section 2.9.
- All accommodation in the apartment units will be located on a single level with level access throughout, including balcony spaces. The same design approach has been taken for ground floor duplex units.
- All amenity areas, and parks within the development are open to the public and overlooked by units which provide active surveillance.



### 04. Variety

*How does the development promote a good mix of activities?*

- The development provides a mix of 30 different house types and 10 different duplex/apartment types - catering to a wide array of formats - in a mix of one, two, three and four bed units in a variety of sizes configurations and orientations.
- A complimentary set of communal open spaces are provided at different locations in the development each availing of a different character, landscape language and orientation. Please refer to the landscape architects drawings and documents for more detail.



### 05. Efficiency

*How does the development make appropriate use of resources, including land?*

- The development provides a robust density on the site (35.2 units/ ha.) while taking account of the adjoining properties / requirements of the AAP3 and site constraints.
- The development delivers an appropriate level of communal and public open space at ground and first floor deck level without recourse to rooftop areas.
- The development utilises an extensive green landscape for biodiversity.
- Secure cycle storage facilities for a variety of bicycle configurations are provided within the development to encourage modal shift.
- A highly insulated building fabric will be provided in line with TGD Part L NZEB requirements.
- Ducted air heat recovery units and PV panels will be provided to meet renewable requirements.

### 06. Distinctiveness

*How do the proposals create a sense of place?*

- The building massing, elevational composition and material quality has been carefully designed to provide a single coherent language throughout the development and to provide a strong and appropriate contrast to its surroundings. The nature of the elevations are detail ed within the drawings which describe each character area.
- A range of public spaces and communal open spaces are provided at different locations in the development. Each space has a distinctive character, landscape language and orientation. The nature of these spaces are more fully described in the landscape architects drawings and documents.



### 07. Layout

*How does the proposal create people friendly streets and spaces?*

The masterplan diagrams for the development at section 2, clearly shows the intention to :

1. Restrict & slow down vehicle circulation with quieter residential areas - whilst defining key routes for main access through the development / servicing of the local centre. This proposal has been fully considered for service vehicles and waste management vehicle access & circulation. These are described in more detail in the engineering drawings that accompany this application.
2. Create a pedestrian friendly environment to the south of the buildings with an east / west pedestrian spine linking all of the public and communal open spaces on the site. The pedestrian route also provides access to the main entrances of each of the five blocks.



### 8. Public Realm

*How safe, secure and enjoyable are the public areas?*

- All of the public and communal open spaces in the development are overlooked by units to ensure maximum passive surveillance and supervision.
- Each space has a distinctive character, landscape language and orientation. The nature of these spaces is more fully described within the landscape architects drawings & reports.
- All of the external spaces have been assessed for average annual sunlight hours. The landscaping design has been adjusted in accordance with the findings of these specialist assessments to maximise their use and enjoyment for all occupants.



### 09. Adaptability

*How will the buildings cope with change?*

- A percentage of all units within the development have on a single level without internal stairs, providing maximum flexibility for lifetime usage. This applies to the local centre apartments and ground floor duplex units.
- The internal layout of the houses and duplexes within the development has been established to allow for future adaption of these layouts. Garden sizes for houses in particular have been provided in excess of the minimum requirements - to allow for further extension of units where required.





### 10. Privacy & Amenity

*How does the scheme provide a decent standard of amenity?*

- The area of all units in the development comfortably meet / exceed the minimum standards set out in the Sustainable Urban Housing: Design Standards for New Apartments, the design manual for quality housing and the sustainable residential development and compact settlement guidelines.
- 85% of units are provided as dual aspect. There are no north facing single aspect units in the development.
- The buildings are generally separated by a distance of 22m between opposing windows however at limited locations the distance between the blocks reduces to 13m (notably between the duplex units facing roads 25 & 31).
- All units have their own private balconies / rear garden areas.



### 11. Parking

*How will the parking be secure and attractive?*

- The vast majority of houses within the subject application are provided with 2 car spaces within the curtilage of the unit. In limited circumstances - due to site restrictions, car parking has been provided for some houses/duplexes in close proximity to the unit entrance - but not within the curtilage of the unit (ie. on-street managed car parking). Section 3.5 of this document sets out the car parking provision for the local centre and the allocation per use.



### 12. Detailed Design

*How well thought through is the building and landscape design?*

- The elevation composition and material quality has been carefully designed to provide a coherent language throughout the development and to provide a strong and appropriate contrast to its surroundings. As required by the AAP - the development has been split into character areas each of approx 200 units. To improve variety of design - the four character areas have been designed by 3 different architectural practices. The nature of the elevations is more fully described in the accompanying drawings and cgi images included within this planning application submission.
- A sizable public space and a range of communal open spaces are provided at different locations in the development. Each space has a distinctive character, landscape language and orientation. Please refer to the landscape architects drawings, reports and the cgi images included within this planning application submission for more detail on the nature of these spaces.