

DESIGN STATEMENT

Prepared By:
Michael Fitzpatrick Architects

Our Reference:

23001

Report Date:

February 2024

Proposal:

Proposed LRD application for development at Drumlark Townland, Cavan Town for Drumlark Investments Limited consisting of 145 housing units and creche

EXECUTIVE SUMMARY

This Design Statement has been prepared on behalf of the applicant, Drumlark Investments Ltd as part of the LRD application.

This design statement has been prepared to provide an overview of the proposed development and how the design rationale responds to the site and context.

As part of the preparation for the design for this project careful analysis was carried out to identify the important characteristics of the area.

In terms of context the site has an exceptional suburban location and provides an opportunity to open this pivotal site in Cavan, delivering high quality public amenities and connections as well as creating a sustainable new residential community.

In response the proposal aims to provide a residential design that creates a sustainable, liveable community within a quality landscaped environment that will also be an attractive addition to the local area.

The urban design of the scheme as proposed is a contemporary suburban space, which takes reference from the immediate context, the adjacent public open space zoning and the overall site layout is structured around forming a sense of place for residents.

On reviewing the current site constraints, a series of key objectives were put in place that the proposed development would need to respect:

1. Proposed buildings and architectural form are required to provide a design response that are sympathetic to its surrounding context.
2. Any proposed building heights should respect the buildings height and character of the suburban area, with a transition to the rural fringe of the site.
3. The proposed layout and density is to be consistent with relevant planning standards in terms of density and qualitative design standards.
4. Incorporating the public open space lands into the layout.
5. Delivering a layout that will achieve permeability with adjacent lands.

The project architects were supported by a team of engineering, traffic, and planning specialists to ensure an appropriate design has been incorporated into all aspects of the project and ensure an attractive scheme is proposed which adheres to all design requirements.

01 Introduction & Background

- 1.1 Purpose of an Urban Design Statement
- 1.2 Proposed Development
- 1.3 Site Location
- 1.4 Planning History

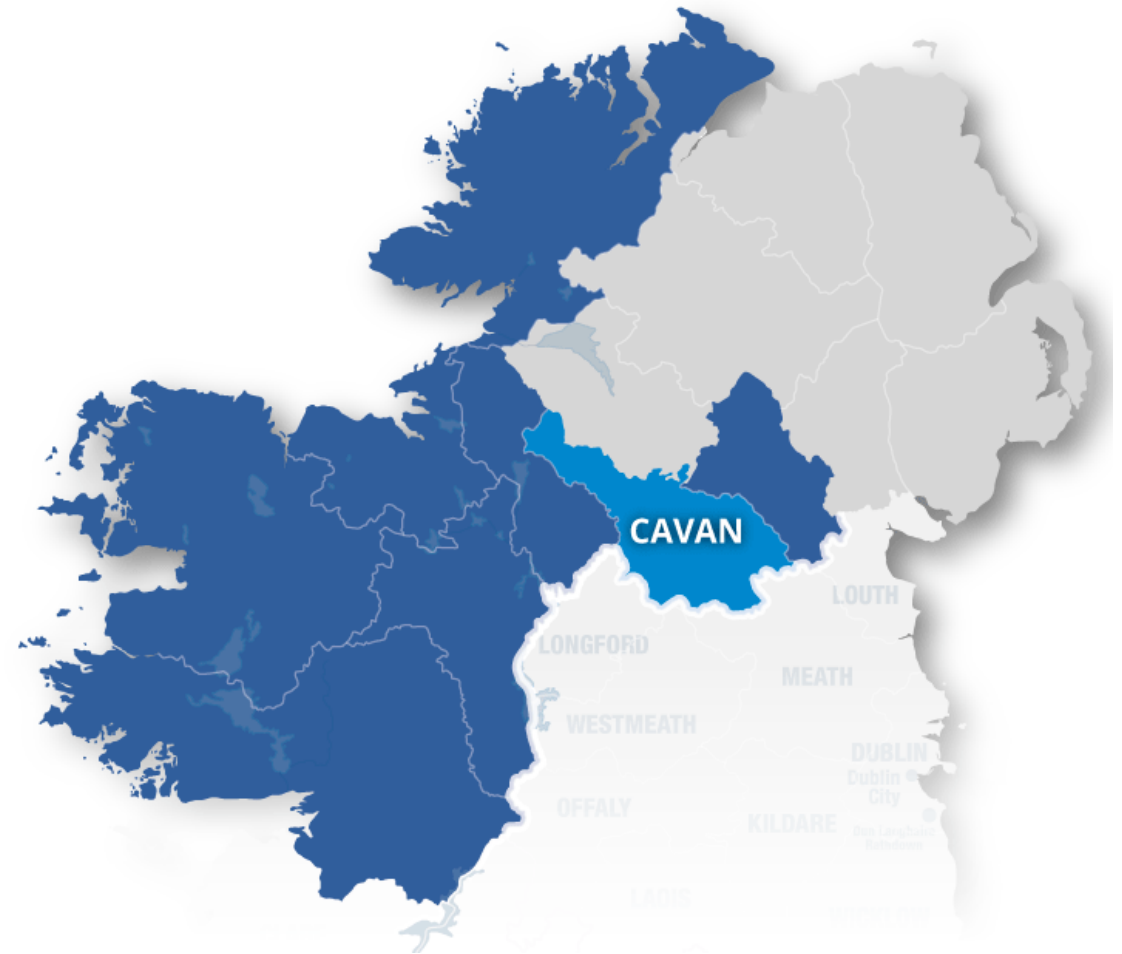
01 Introduction & Background

1.3 Site Location: National

The site is located within Cavan – The largest town with County Cavan. In terms of zoning the site is located within a mix of Zoning uses, mainly dominated by residential however some areas of the lands are zoned as Amenity & open space along with Residential Strategic reserve.

In terms of local demographic context, Cavan Town has a population of circa 10,914 and is economic hub for the region.

In this context the provision of appropriate residential accommodation in the right location is critical to maintaining Cavan’s competitiveness and attracting further growth in investment and jobs. Given the proximate location of the site to areas zoned for employment purposes, the proposed development will offer accommodation in Cavan that is needed and currently in short supply or not available.



Location of Cavan in relation to the North, West Regional Assembly

01 Introduction & Background

1.3 Site Location: Local

In terms of the locality the site is located at the Northern area of Cavan Town and to the East of the newly built N3 bypass of Cavan which accommodates all travel destinations in Midlands and East.

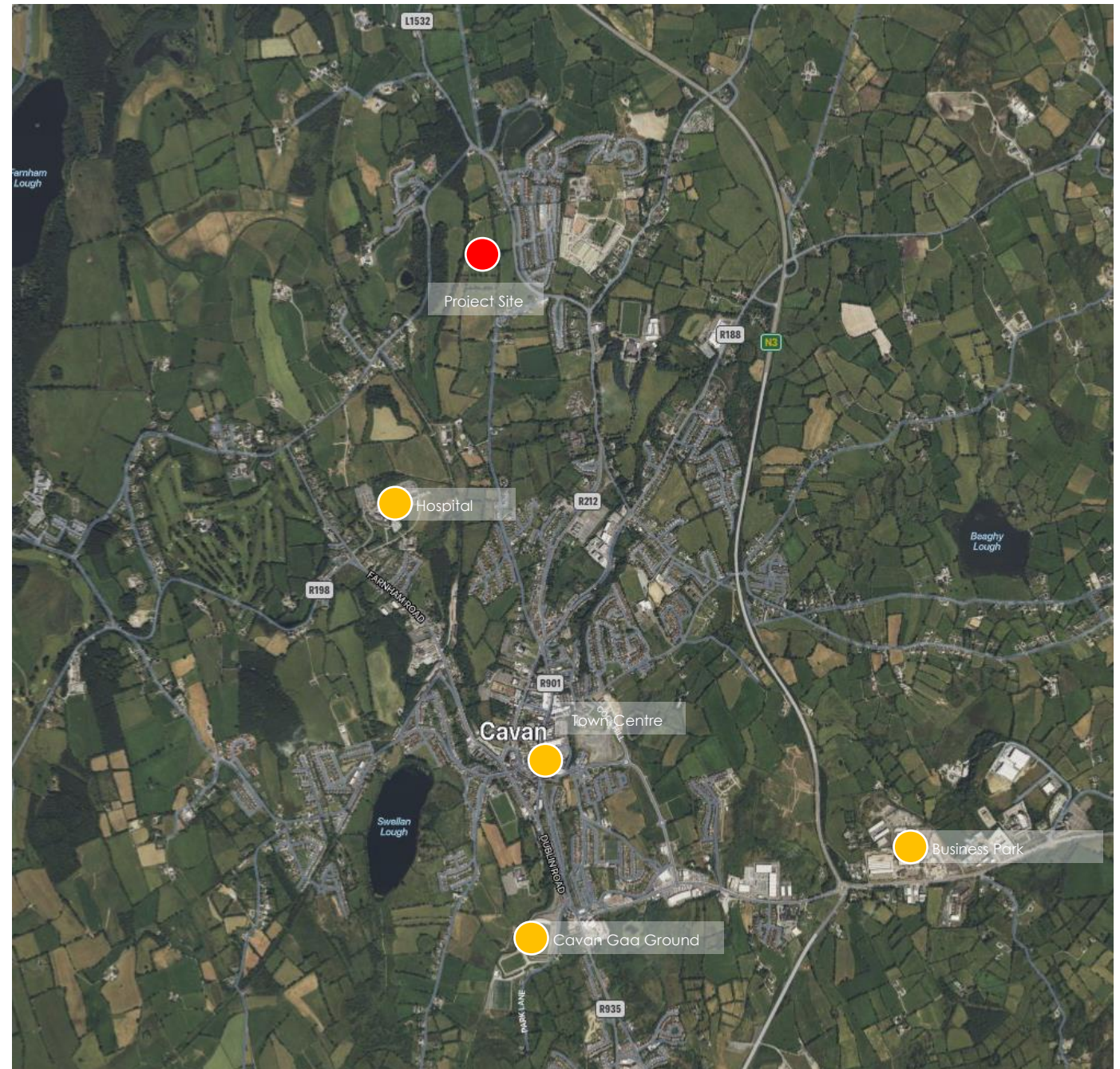
The site is in close proximity to Cavan employment areas, with the IDA and Business Park some 10minute drive away via the N3 road. The local Cavan hospital is also within a very close proximity to the proposed site.

Being accessed via the L1532 the site is highly accessible by foot, bicycle, and car.

A continuous footpath also connects the site and runs from the proposed site location all the way into Cavan town centre.

Immediately adjacent to the site boundary in a eastern direction is an existing housing development.

Overall Cavan is well equipped in terms of infrastructure, facilities and local employment to cater for an increase in population and accordingly the delivery of residential development on the site is appropriate relative to the local context.



01 Introduction & Background

1.4 Planning History

Upon review of the current applications hosted within Cavan County council specific to this area / parcel of lands, it was concluded that no planning application on their system was ever lodged on the grounds and therefore this should be seen as a fresh greenfield site with huge potential to benefit CavanTown.



**Comhairle Contae
an Chabháin**
Cavan
County Council

02 | Context

- 2.1 National Policy Context
- 2.2 Regional Spatial Economic Strategy
- 2.3 Local Policy Context
- 2.4 Local Connections
- 2.5 Urban Structure
- 2.6 Local Context & Density
- 2.7 Local Residential Character

02 Context

2.1 National Policy Context

The National Planning Framework 2040 sets out the importance of development within existing urban areas by “making better use of under-utilised land including ‘infill’ and ‘brownfield’ and publicly owned sites together with higher housing and job densities, better services by existing facilities and public transport”.

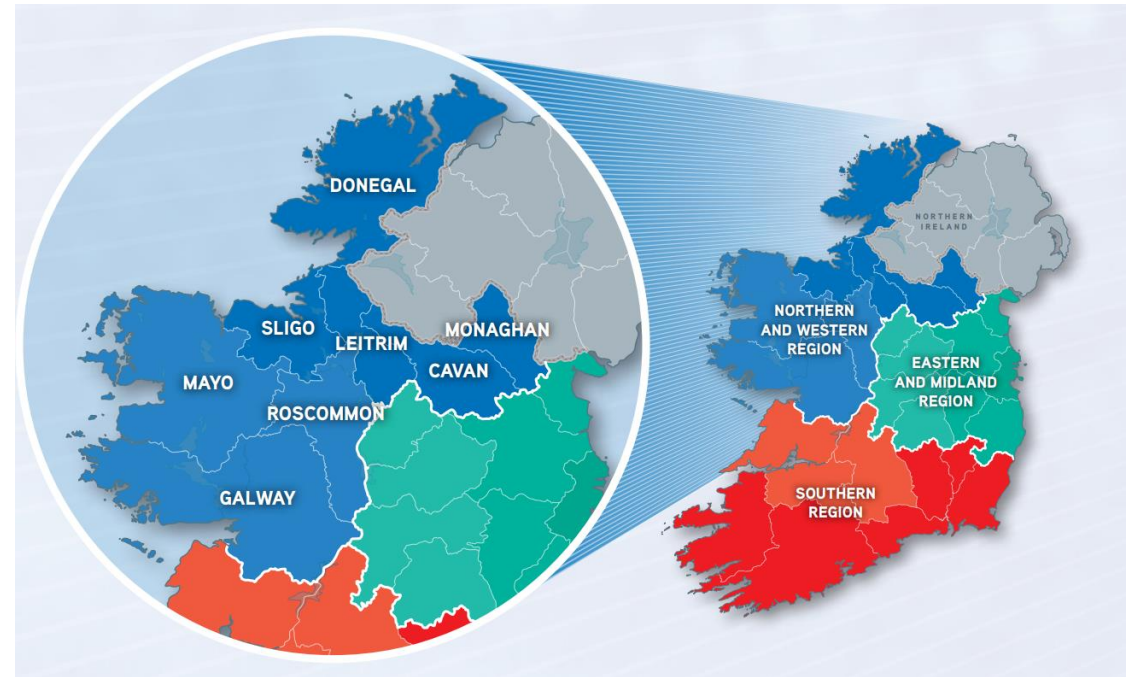
As per the National Planning Framework, Cavan is recognised along side Monaghan as being a key driver for the regional area as the Dublin-Belfast cross border Network, the influence of which extends into both Cavan and Monaghan.

In response to the context of the national Policy context we submit that the proposed development is in a Northern region which is wholly consistent with the strategy and objectives as set out in the NPF to increase residential development at appropriate locations.

2.2 Regional Spatial economic Strategy

The RSES provides a high-level development framework for the Northern and Western Region that supports the implementation of the National Planning Framework (NPF) and the relevant economic policies and objectives of Government. It provides a 12-year strategy to deliver the transformational change that is necessary to achieve the objectives and vision of the Regional Assembly. It has been published in collaboration with all our stakeholders and we are grateful for their contribution. Complementary Regional Spatial and Economic Strategies has also been developed by the Southern Regional Assembly and the Eastern & Midland Regional Assembly.

Cavan Town performs a regional function, being the largest town within the Cavan/ Monaghan/Leitrim sub-region and being the town, which experienced the largest growth within the past 10 years. It has strategic facilities such as an acute hospital, Cavan Institute, Local Authority Headquarters, Agricultural College, Cathedrals and Sports Stadium.



02 Context

2.3 Local Policy Context: Cavan Town Development

The subject lands are located within the functional area of the Cavan Town Development Plan 2022-2028.

In terms of the current zoning the lands have been designated under the plan as:

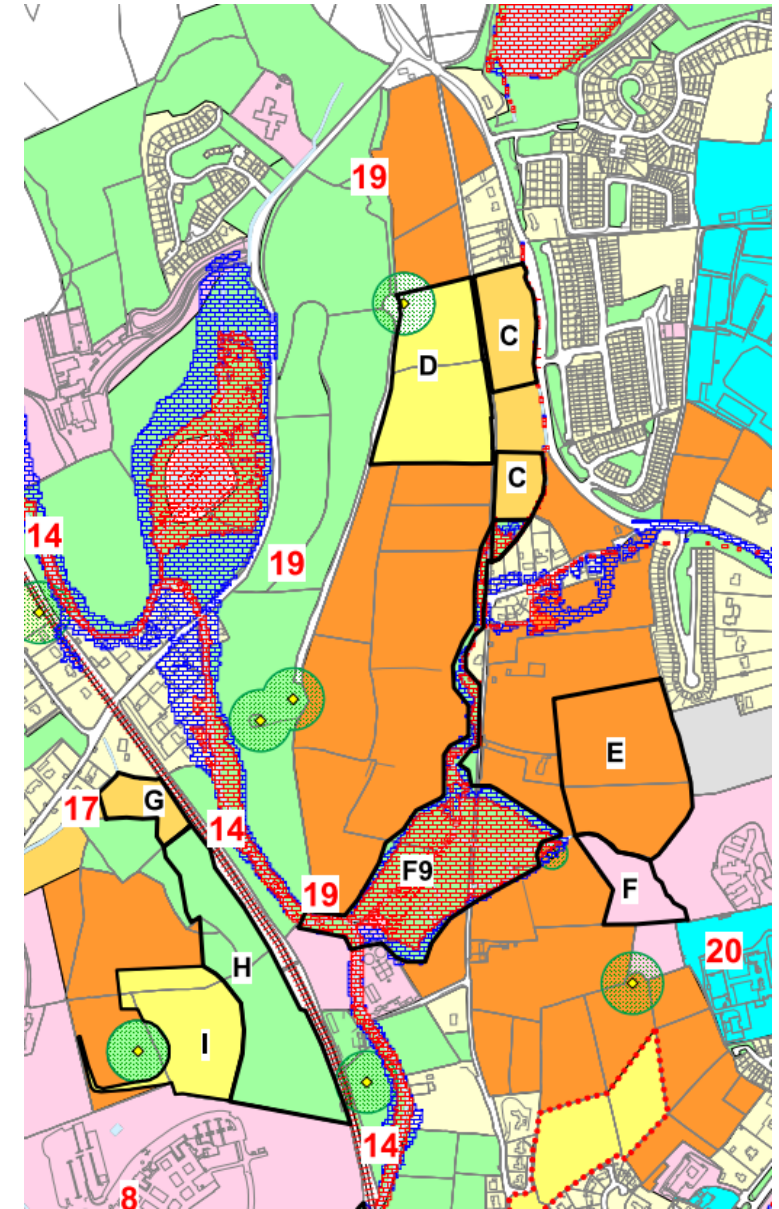
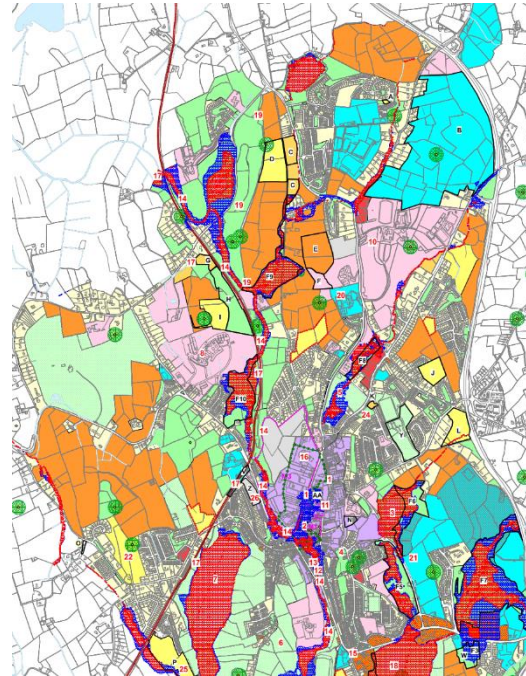
- Proposed Residential
- Proposed Low Density Residential
- Residential Strategic reserve

As set out in the accompanying Planning Statement local objective C28 applies to the lands and which states

'Facilitate the appropriate access to proposed residential lands to the west of the site that does not compromise the future potential of the subject lands.'

In this context the development is plan-led as the zoning and land use objectives are being complied with and objective C28 provides for the access to traverse lands zoned as Strategic Reserve.

Accordingly no issues of Material Contravention of the CDP arise.



LEGEND			
	EXISTING RESIDENTIAL		GENERAL ENTERPRISE & EMPLOYMENT
	PROPOSED RESIDENTIAL		GE&E STRATEGIC RESERVE
	PROPOSED LOW DENSITY RESIDENTIAL		RETAIL WAREHOUSING
	RESIDENTIAL STRATEGIC RESERVE		INTEGRATED WASTE MGT FACILITY/INDUSTRY
	MIXED USE		SPECIFIC OBJECTIVES
	TOWN CORE		PROPOSED AMENDMENTS
	NEIGHBOURHOOD CENTRE		MASTER PLAN AREA
	PUBLIC & COMMUNITY		ACA
	AMENITY & OPEN SPACE		RECORDED MONUMENTS AND BUFFER ZONES
	SPORT & RECREATION		CONSOLIDATION SITES
	RAILWAY LINE(Disused)		FLOOD ZONE A
	RIVERS & LAKES		FLOOD ZONE B
			PROPOSED FLOODING AMENDMENTS

02 Context

2.4 Local Connections

The site is served by the L1532 which is the old Cavan to Butlersbridge road. This is no longer a dominant road in Cavan due to the upgrade of the N3 road which bypasses the main town.

The site in particular benefits from excellent road connections with access to the main N3 road within a 5km proximity.

Existing cycle / footpaths also provide good connections to services in the local area, namely the L1532 from which the site is accessed.

On review we note the area consists of mainly residential schemes and low-density housing which this application is trying to ensure it complies with.

In the context of local connections and services, the application site is well placed within Cavan town for existing services and connections to the main town some 5km away. The main detail on site services and connections can be found with the detailed civil engineers report accompanied by their highly detailed drawings.



02 Context

2.5 Urban Structure

The urban structure of the surrounding area is characterised by typically suburban residential typologies; ranging in height from single storey to three storeys.

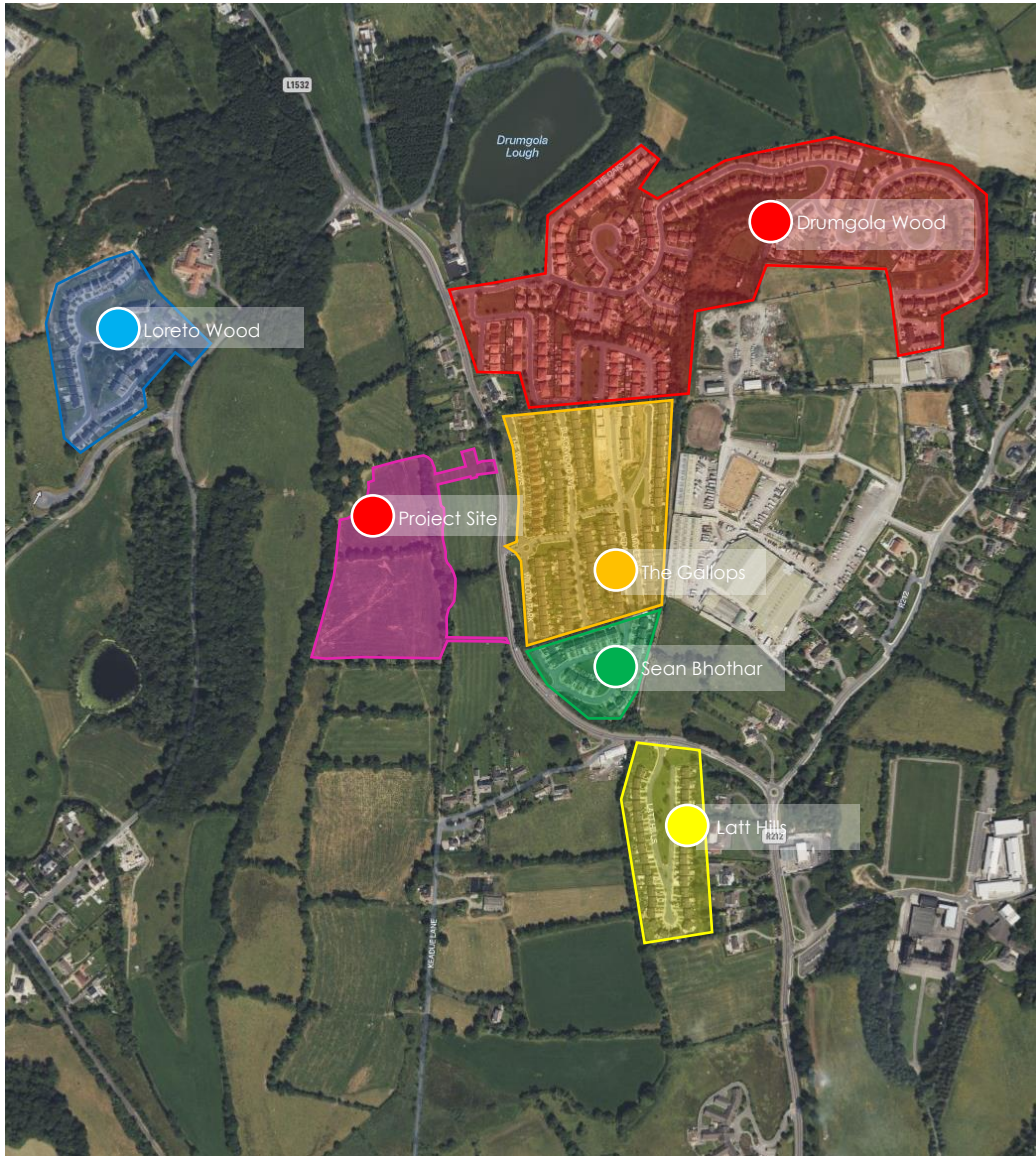
There are a range of Architectural styles that can be found in the local area.



SITE LAYOUT PLAN

02 Context

2.6 Local Context & Density



Using the existing context of the area as a starting point in the design process for any new development, local context includes the recently built houses extended on in Drumgola Wood development.

We note that the surrounding area is rather used for agricultural land and residential developments all of which are high density. This application looks to promote both high density and low-density areas for homeowners who wish to purchase both 3-bedroom houses and 5 bedroom dwellings depending on their needs.

On this basis in order to meet the guidelines contained within the Sustainability and Urban Design Manual, there is a need for consistency with the wider local residential context.

The appropriate design response therefore requires a residential design which is sensitive to the existing context and also appropriate in terms of density and scale.

2.7 Local Residential Character



SEAN BHOthAR



LORETO WOOD



DRUMGOLA WOOD



THE GALLOPS

03 | Design Proposal

- 3.1 | Introduction
- 3.2 | Context
- 3.3 | Layout
- 3.4 | Connections
- 3.5 | Variety
- 3.6 | Inclusivity
- 3.7 | Public Realm
- 3.8 | Efficiency
- 3.9 | Adaptability
- 3.10 | Distinctiveness
- 3.11 | Privacy & Amenity
- 3.12 | Parking
- 3.13 | Detailed Design

03 Design Proposal

3.1 Introduction

Well-designed homes in the right locations are fundamental to building strong, sustainable communities. Such communities will ensure Ireland's continued success in attracting and generating investment and improving the quality of life for its residents.

The Urban Design Manual: A best Practice Guide (2009) accompanies the Department of Environment, Heritage and Local Government guidelines on 'Sustainable Residential Development in Urban Areas'.

This guide provides best practice advice on the practical implementation of the policies contained within the guidelines, using both real and illustrative examples to focus on creating well designed sustainable neighbourhoods that will stand the test of time.

Contained within the design manual are 12 core principles of urban design and sustainability which have been informed by the qualities of successful places – places that people time and again choose to make their homes. They are in essence, a distillation of current policy and guidance and tried and tested principles of good urban design.



The structure of this chapter has been informed by the 12 core principles of urban design and sustainability in relation to residential development as outlined in The Urban Design Manual: A best Practice Guide (2009).

The approach in this design statement sets out how the proposal is appropriate in terms of:

- Site context, opportunities & constraints.
- Site layout; • How the proposal has evolved.
- How units meet required standards.
- How pedestrians, cyclists and vehicles are accommodated.
- How high quality and durable building designs are incorporated.

01. CONTEXT

02. LAYOUT

03. CONNECTIONS

04. VARIETY

06. PUBLIC REALM

08. DISTINCTIVENESS

05. INCLUSIVITY

07. EFFICIENCY

09. ADAPTABILITY

10. PRIVACY & AMENITY

11. PARKING

12. DETAILED DESIGN



03 Design Proposal

3.2 Context

The site area measures 5.01 hectares. Being in a suburban location, the design approach was to create a high-quality residential development which responds to its existing context and improves permeability as part of the area's redevelopment.

Opportunities:

1. Location: Residential area on zoned lands.
2. Transport: Readily Accessible
3. Access: Great infrastructure in the near area.
4. Amenity: Create a high-quality residential environment with usable amenity space.
5. Vacant lands: Sustainable development.
6. Create active frontages/ interaction along the existing Main Road.
7. Provide cycle and pedestrian connectivity and permeability.
8. Create focal buildings for key views, interaction, and legibility along L8048 and throughout.

Constraints:

1. Existing topography and vegetation.
2. Access and Site works.
3. A need to design appropriate to local context.
4. Achieving connections with neighbouring areas.
5. Achieving an uplift in density with appropriate building typologies.
6. Need to blend with neighbouring permission seamlessly.

The overarching concept for the design is therefore to achieve:

1. Provision of a scheme which is appropriate in terms of density relative to local context and policy context.
2. Incorporating a link road to the development.
3. Create a sense of place both within the site and its surroundings.
4. Provision of a scheme which is sustainable in terms of building types and design.
5. Delivery of a creche.
6. Achieving pedestrian & cyclist permeability as per DMURS.

It should be noted that the surrounding lands are owned by the applicant and have been included in the Traffic Impact Assessment, Screening Report and Archaeological Assessments.



03 Design Proposal

3.3 Layout



Stage 2 Pre Planning Meeting Layout: July 2023



Final Planning Application Layout: February 2024 2023

The layout above formed the basis of the Stage 2 LRD meeting with Cavan County council. A number of different items arose from these discussions which are detailed below.

- Pocket parks to be incorporated to the west of the site to prevent over reliance on the main open space around the creche.
- Overall pedestrian connectivity to be reviewed
- Priority should be given to a drop off area at the creche
- Overall density should be increased
- A full phasing plan should be drafted
- Duplex units to the north of the site to be relocated to reduce visual impact from the site entrance
- Houses along the south western boundary to be replaced with duplex units to allow for passive surveillance to walkway behind
- Consideration to be given to the Cavan County Council active travel plan which includes cycle tracks and to allow for a possible future bus stop to serve this site.

Following on from the Stage 2 LRD meeting a number of revisions were made by the design team. The revised proposal which forms the basis for the final application now includes for the following:

- Revised red line boundary with a total area of 5.01 ha (Gross Area).
- Proposed unit numbers of 145 on a net site area of 4.44ha achieving a density of 32 units/hectare.
- Revised open space areas to allow for better pedestrian permeability from the site entrance to the rear of the site and an additional pocket park to the southern end of the site.
- New pedestrian and cycle path linking to the L132 to shorten the route to Cavan Town from the lower end of the site and to the future bus stop location and crossing point.
- Relocated duplex units to the south and western boundaries of the site to avoid overlooking and to allow for passive surveillance over the proposed pathway within open space 3.
- Access points for future greenway link along the western boundary.
- Revised layout to the creche entrance and parking area to give priority to a drop off area.



03 Design Proposal

3.3 Layout



Fig: Road Hierarchy

A street hierarchy within the site based on context, linkages, vehicle & pedestrian movement, desire lines & proposed layouts.



Fig: Spatial Hierarchy

Create an attractive, safe & diverse public realm network which incorporates the open space lands & which creates active frontages to all areas of the site.



Fig: Pedestrian Layout

Create well planned pedestrian connectivity, with perimeter walking proposed through the site to ensure passive surveillance and security.

3.3 Layout

Integration with the Surrounding Area

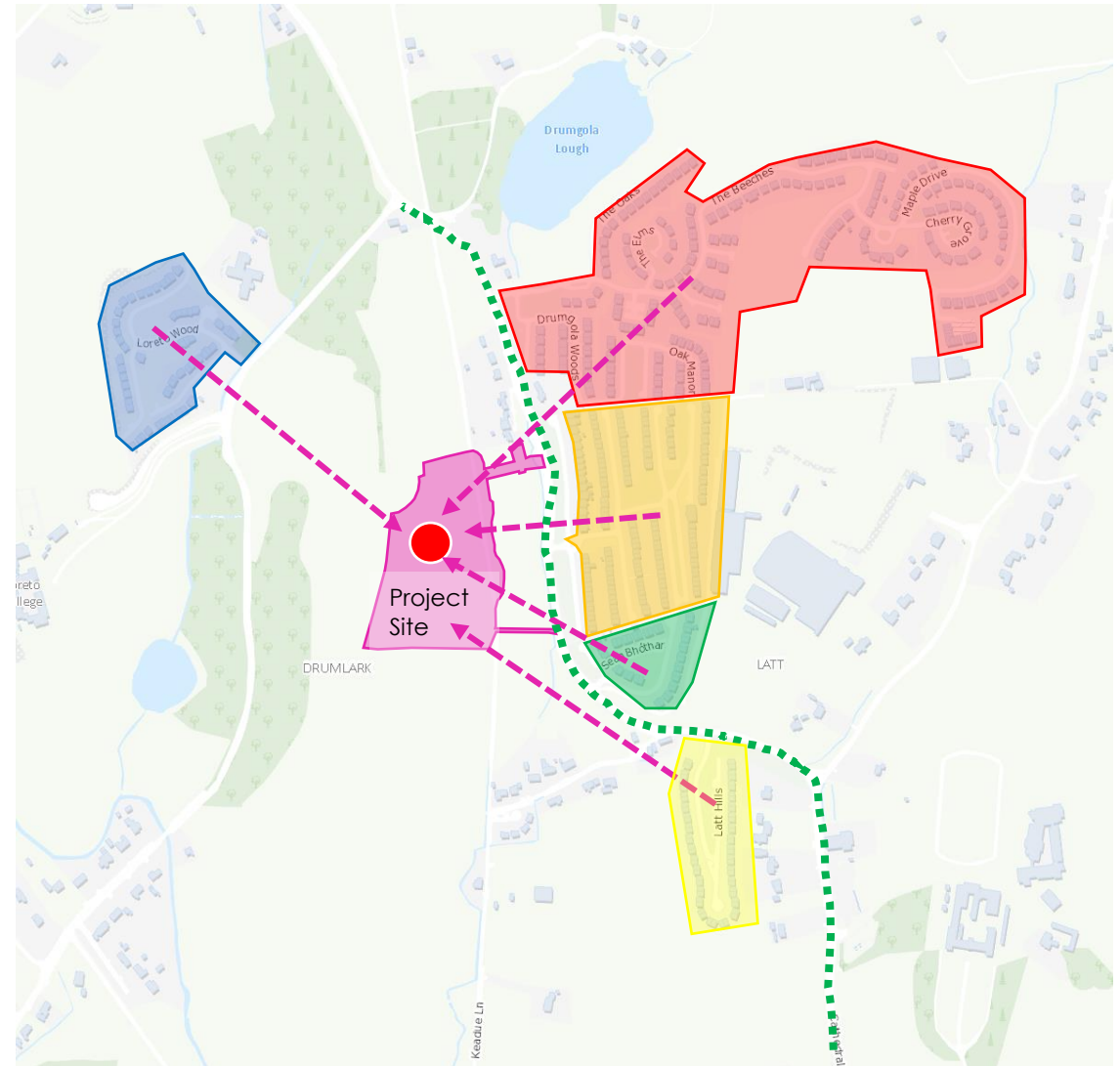
The proposed site is located adjacent to the recent Drumgola Wood, existing Gallops & Sean Bhothar residential developments. The Loreto wood development is situated northwest of the site.

The existing context of these developments contains mostly dwelling houses, both attached and detached with 3-5 bedrooms.

The proposed development has been designed carefully, considering the existing surrounding character of the area. A wider variety of building types have been included in this proposal. We have included a variety of Unit types and sizes. A mixture of 1-, 2-, 3- and 4-bedroom units.

There is an existing bicycle lane (Green dotted line) in place that connects Drumgola wood etc directly to Cavan town. The proposed site will utilise this path along with the existing pedestrian footpath.

Through the use of high-quality materials and finishes and the appropriate building form, the architectural quality of this development will positively contribute to its context. This development responds creatively to and respect and enhance this area.



03 Design Proposal

3.3 Layout

Proposal Summary

The development will consist of the provision of a total of 145no. dwellings including apartments and creche. Particulars of the development comprise as follows:

Site excavation works to facilitate the proposed development to include excavation and general site preparation works.

- The reprofiling of ground levels within the site and associated site works as required.
- The provision of a total of 91no. residential dwellings which will consist of 25no. 2 bed units, 55no. 3 bed units and 11no. 4 bed units. The dwellings range in height from single storey to two storeys.
- The provision of a total of 54no. duplex apartment units consisting of 15no. 1 bed units and 39no. 2bed units. The duplex apartment blocks range in height from two storey to three storey in height.
- Provision of a 2 storey creche with associated parking, bicycle, and bin storage.
- Provision of associated car parking at surface level via a combination of in-curtilage parking for dwellings and via on-street parking for the creche and duplex apartment units.
- Provision of electric vehicle charge points with associated site infrastructure ducting to provide charge points for residents throughout the site.
- Provision of associated bicycle storage facilities at surface level throughout the site and bin storage facilities.
- Creation of a new access point from the public road with associated works to include for a connection to the existing public footpath along with provision of a pedestrian crossing point with a raised table.
- The provision of a new shared cycleway and footpath to serve the site.
- Provision of internal access roads and footpaths and associated works to include for retaining walls and regrading of site levels as required.
- Provision of residential communal open space areas to include formal play areas along with all hard and soft landscape works with public lighting, planting, and boundary treatments to include boundary walls, railings & fencing.
- Internal site works and attenuation systems which will include for provision of a hydrocarbon and silt interceptor prior to discharge.
- Installation of culverts and headwalls to facilitate crossing over the existing watercourse aligning the site boundary with associated works.
- All ancillary site development/construction works to facilitate foul, water and service networks for connection to the existing foul, water and ESB networks.

Planning Statistics

Net Site Area	4.44ha (5.01ha gross)
Plot Ratio	0.30 plot ratio
Density (units per ha)	33 p/ha based on net site area
Height	1-3 storey buildings
Public Open Space	18.38% of net site area (7,955.6m ²) or 16% of the gross site area
Communal Open Space	530.3m ²
Parking provision	2 per dwelling, 1 per apartment and 1 per 4.5 visitor allocation. 273no. spaces in total with 6 creche spaces, 11 EV charge points and 3 disabled spaces
Bicycle provision	120 for apartments and 5 for creche
One bed units	15 (10%)
Two bed units	64 (44%)
Three bed units	55 (38%)
Four bed units	11 (8%)

3.3 Layout

Masterplan

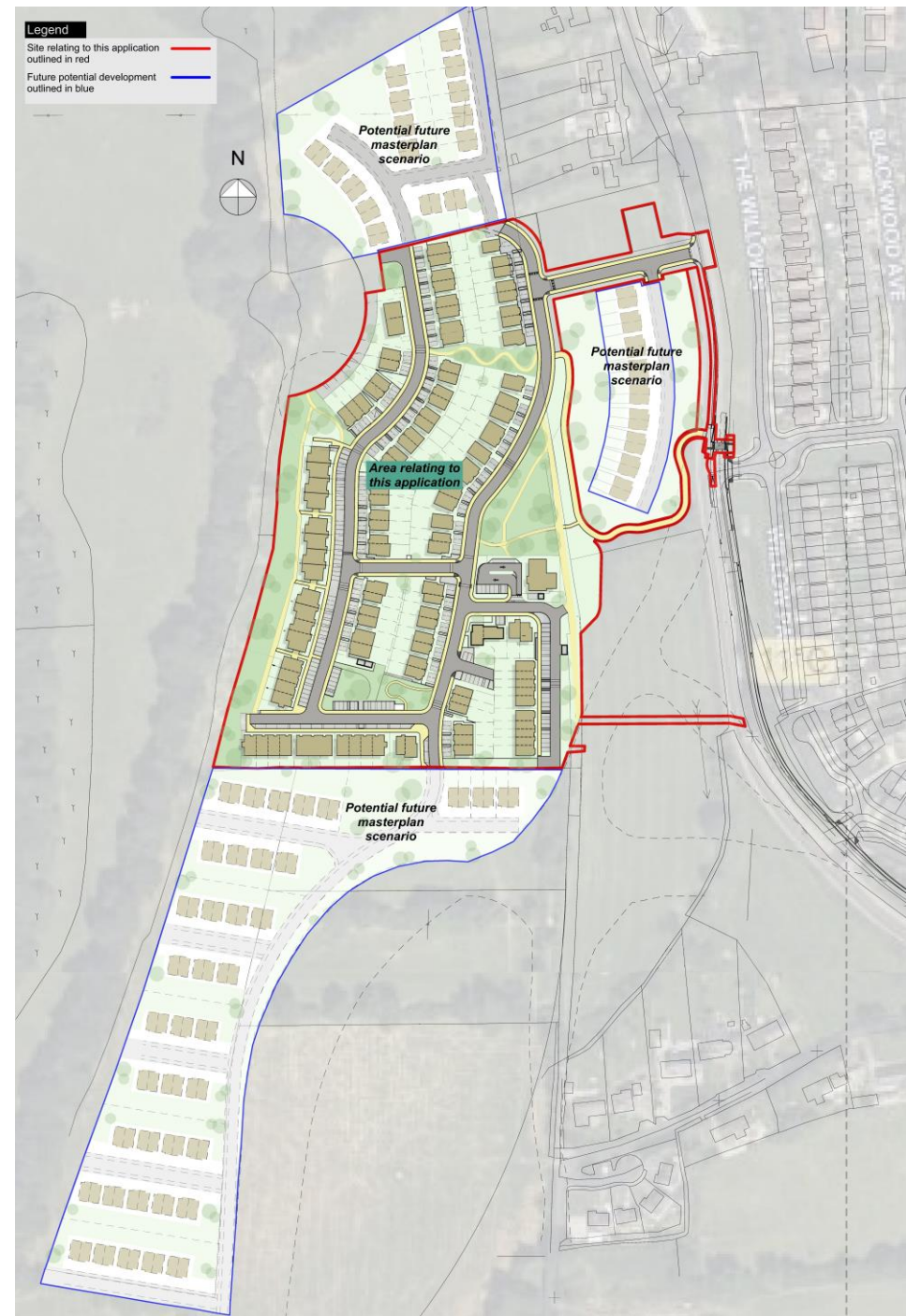
The suitability of the proposed design to its intended land use and the wider land-use character of the area, along with its relationship with and contribution to the public realm.

A masterplan layout details how the proposed scheme could be extended into lands to the North of the site and a larger area to the south of the proposed development. Please refer to Masterplan drawing 23001-BCD-MFA-00-ZZ-DR-A-509 for further details.

A masterplan layout details how the proposed scheme could be extended into lands to the North and East of the site and a larger area to the South of the proposed development.

The proposed road layout allows for future links to service these areas and all roads and services have been designed to allow for future development.

Refer to Masterplan drawing 23-001-BCD-MFA-00-ZZ-DR-A-509 for further details.



3.3 Layout

The Entrance – Approach

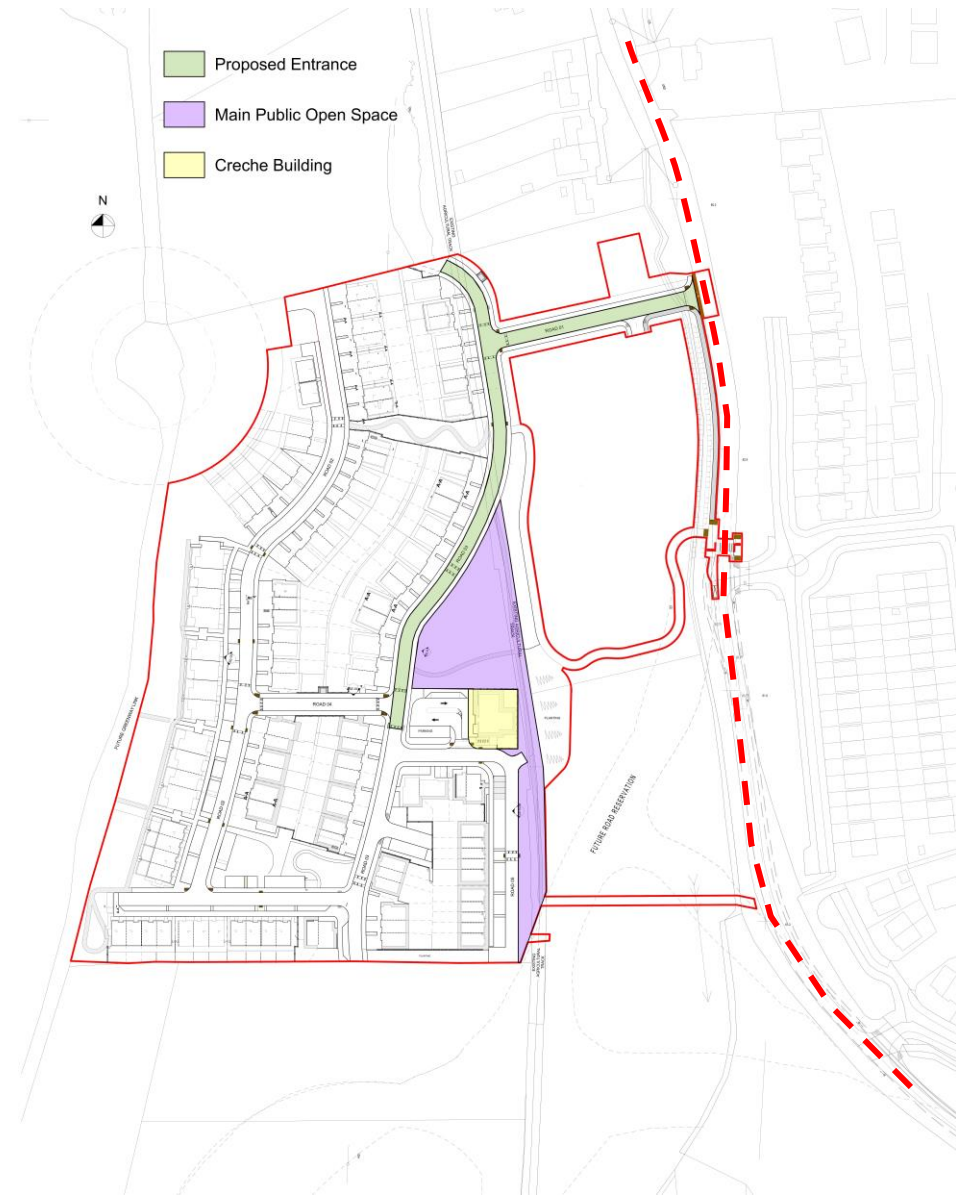
The proposed main routes are distinguished by utilising views and key buildings. The creche and main open space is made most visible, thus bringing a sense of liveliness to this area.

The entrance into the proposed development is via the existing road from Cavan town. This proposed entrance will lead to the creche building and main Public open Space area.

The proposed entrance will achieve DMURS compliance, including landscaping along the avenue with provisions to link the cyclist and pedestrian paths.

Houses are positioned to one side of the entrance road, with trees and landscaping to the other side. This demonstrates a relaxed and attractive arrival into the development.

Tree coverage and landscaping have been used to create a sense of place and community in this proposal.



3.3 Layout

Open Community Space and Pocket Parks

All public open spaces, playgrounds, and pedestrian routes will be accessible to all members of the community. The spaces were designed with consideration ensuring minimal resource requirements for long term management. The Public and Communal open spaces will include extensive planting, ornamental trees etc to create a natural environment. Planting semi mature trees will give instant impact and provide enclosure and screening.

Landscape architects plans by Parkhood will accompany this proposal. These include a landscape plan, section details, treatment of the proposed rear garden spaces, boundary treatments, site entrance design, path details, lighting details and connections to the adjacent lands.

Public open space proposed is 18.38%, based on the net site footprint. Exceeding the minimum requirement of public open space of 15%.

The green Public Open Spaces are divided into 4 functional areas:

1. **Area 1** is the first Public open space approached from the main entrance. It was introduced to divide the row of units upon arrival. It provides pedestrian access to the units at the rear (western Boundary)
2. **Area 2** public open space alongside the creche. This space can be used by the community as an outdoor recreational /play space for use by both the residence and the creche. The Playground to cater for the recreational and educational requirements of children of the residents. The existing agricultural track has been integrated into the overall Public Open Space. A walkway linking to the eastern boundary has direct access through the site, to the future green way along the western boundary.
3. **Area 3** will include a pocket park directly behind the rear apartments with landscaped areas and seating. Area 3 will provide landscaped area adjacent to the boundary with a walkway providing a link to the future Cavan Greenway. Landscape plans by Parkhood will include boundary proposals that will achieve passive surveillance.
4. **Area 4 & Communal Space** will serve as a communal area for the apartment units at the rear of the site.

Please refer to Public & Communal Open Space drawing 23001-BCD-MFA-00-ZZ-DR-A-503 for further details.



Description	Area
Area no. 1	630.7m ²
Area no. 2	3,328.50m ²
Area no. 3	3,568.90m ²
Area no. 4	427.5m ²
Total	7955.6m²

3.4 Connections

Site Permeability & Access

For a neighbourhood to be successful, site permeability & access needs to be designed with much consideration. The layout of the proposed development will provide for good connection points and overall permeability.

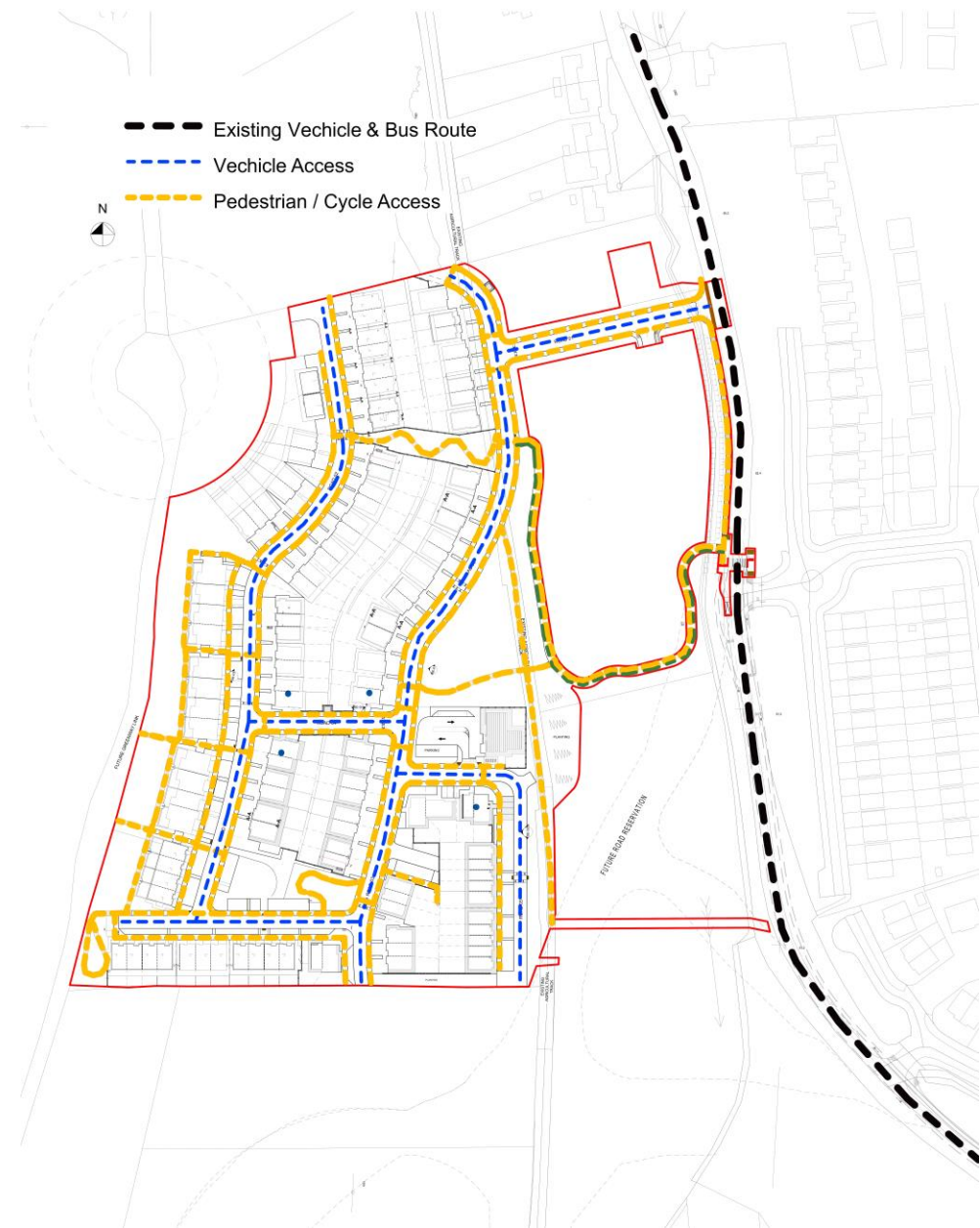
The proposal provides clear and direct routes through the development for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.

The internal network will include for the main access road in accordance with DMURS guidance and 2m wide footpaths throughout.

From the new walkway to the rear of the site is proposed to provide future access to the existing Cavan Greenway.

The existing Local Link bus service stop is located approx. 300m from the application site. This route provides access to Cavan Town and nearby villages.

A new cycle and pedestrian route is proposed from the future bus stop location and pedestrian crossing to provide a shorter access route to the site.



3.5 Variety

The development has been designed to include a range of different unit types. In order to achieve this, we propose a total of 20 house types which are a mixture of detached, semi-detached, apartment blocks and terraced block varying from 1-, 2,3- & 4-bedroom units.

The design rationale behind the house types is based on the demographics of the local area and will provide an appropriate mix for a wide section of housing needs.

This development will provide a sustainable mix of residential types which will attract a wide range of occupants of different life cycle stages.

Description	Number	Percentage
1 Bed Units (Apartments)	15	10%
2 Bed Units (Apartments & Dwellings)	64	44%
3 Bed units (Dwellings)	55	38%
4 Bed Units (Dwellings)	11	8%
Total	145	100%



3.6 Inclusivity

Universal Design and Inclusion

Range of people and households

Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people, regardless of their age, size, ability or disability. An inclusive environment is one which values diversity and difference and encompasses the needs of a wide range of user groups, as well as being sufficiently flexible and versatile to be able to adapt to diverse and changing needs and life circumstances.

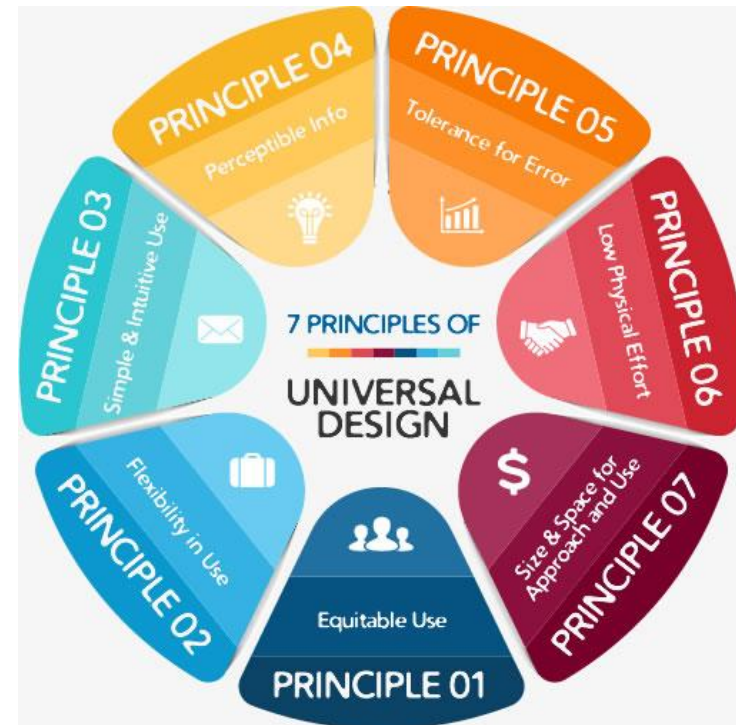
For a residential development to be inclusive it should include a mix of housing sizes, types, and tenures. This proposal has been designed to meet the mobility needs and convenience of all, and incorporate inclusive design principles particularly for vulnerable groups such as persons with disabilities.

For this development a total of 145 units are proposed with a mix of house types including detached, semi-detached, terrace, apartments and Terrace Apartment. Within the various unit types there are a range of sizes varying from 1-4 bedrooms. Providing a mix of housing units will enable people from different backgrounds to benefit from opportunities created from the proposed development and to ensure the community created will be balanced and sustainable.

During the design process consideration was given to issues such as provision of level circulation, lifts, doors widths, surface finishes, signs and information. The needs of occupants of different ages and stages of life should also be considered, ensuring form, construction and internal arrangement of the building will enable future adaptability. Access to the environment should also consider ways in which services and information can be provided to meet the needs of all users.

The proposed development will also include 15 units allocated to social housing in compliance with Part V requirements, which in this instance in 10% of the proposed 145 Units.

Please refer to Part V Allocation drawing 23001-BCD-MFA-00-ZZ-DR-A-505 for further details.



3.6 Inclusivity

Universal Design and Inclusion

Residential Unit Design & Access

The development overall will comply with the principals of Universal Design with a minimum of 5% of units being compliant. Refer to planning drawings. There is a high percentage of units designed in compliance with the guidelines for Universal Design with the remainder of units complying with most guidelines.

- **Principle 1: Equitable Use**

The design is useful and marketable to people with diverse abilities.

The proposed development will provide housing options for a wide range of users and abilities through the various unit types. There are a wide range of options to cater for different ages/needs. All dwellings and ground floor units will be accessed via a Part M compliant access route from the footpath and parking space. Access to all parts of the site will be provided for all users.

- **Principle 2: Flexibility in Use**

The design accommodates a wide range of individual preferences and abilities.

The proposed development will offer a wide range of layouts for different preferences and requirements. House types include bungalow units, typical 2 storey houses, and a variety of apartments and duplex units. All dwellings will be in compliant with TGD Part M.

- **Principle 3: Simple and Intuitive Use**

Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

The overall design is simple with clearly defined distinctions between public and private areas with materials and landscaping. Access into the site and around the site will be clearly defined. All dwellings have porches to clearly identify access points and will have simple layouts internally to ease navigation.

- **Principle 4: Perceptible Information**

The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

Selected materials for the creche and apartments will ensure that visual contrasts outlined in TGD Part M will be achieved. Throughout the site tactile paving and landscaping will be used to identify cross points and other hazards.

- **Principle 5: Tolerance for Error**

The design minimizes hazards and the adverse consequences of accidental or unintended actions.

Tactile paving will be used to warn users of road crossing points and other hazards. Road alignment and restricted radii at internal junctions will discourage high vehicle speeds providing a safer environment for all.

- **Principle 6: Low Physical Effort**

The design can be used efficiently and comfortably and with a minimum of fatigue.

The site topography varies throughout the site with the ground levels rising to the rear and road and footpath gradients have been kept as low as possible to allow for all users. Car parking will be provided within the curtilage of all dwellings including the apartments reducing travel distance for housing occupants.

- **Principle 7: Size and Space for Approach and Use**

Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

All entrances will be provided with a clear approach from the footpath and car parking space with level access to comply with TGD Part M. All dwellings and the proposed creche will be provided with sanitary facilities in compliance with TGD Part M.

3.6 Inclusivity

Universal Design and Inclusion

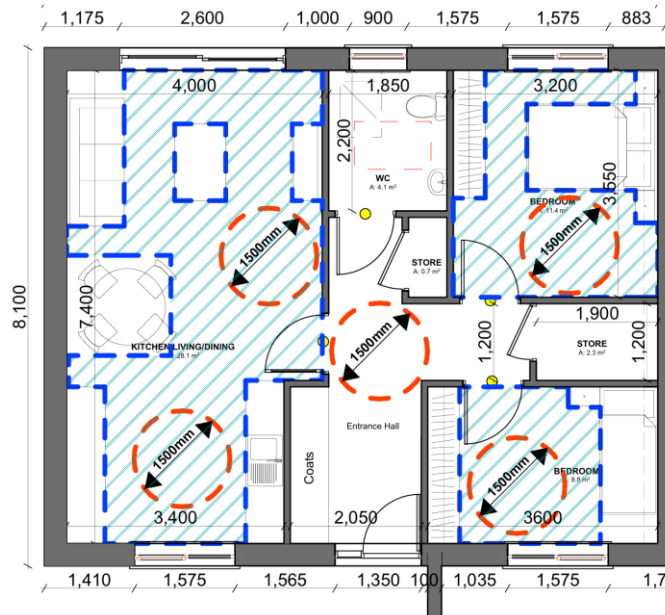
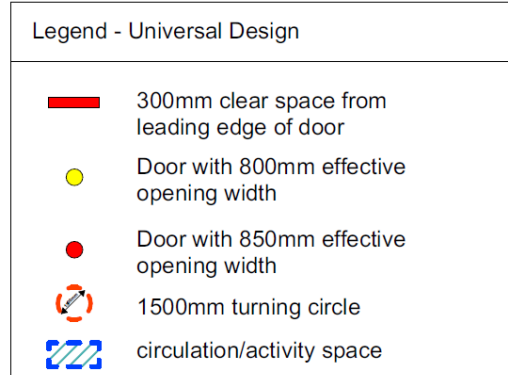
Residential Unit Design & Access

The development overall will comply with the principals of Universal Design with a minimum of 5% of units being compliant. Dwellings have been designed to ensure that they can be easily adapted over time.

Universal Design Examples:

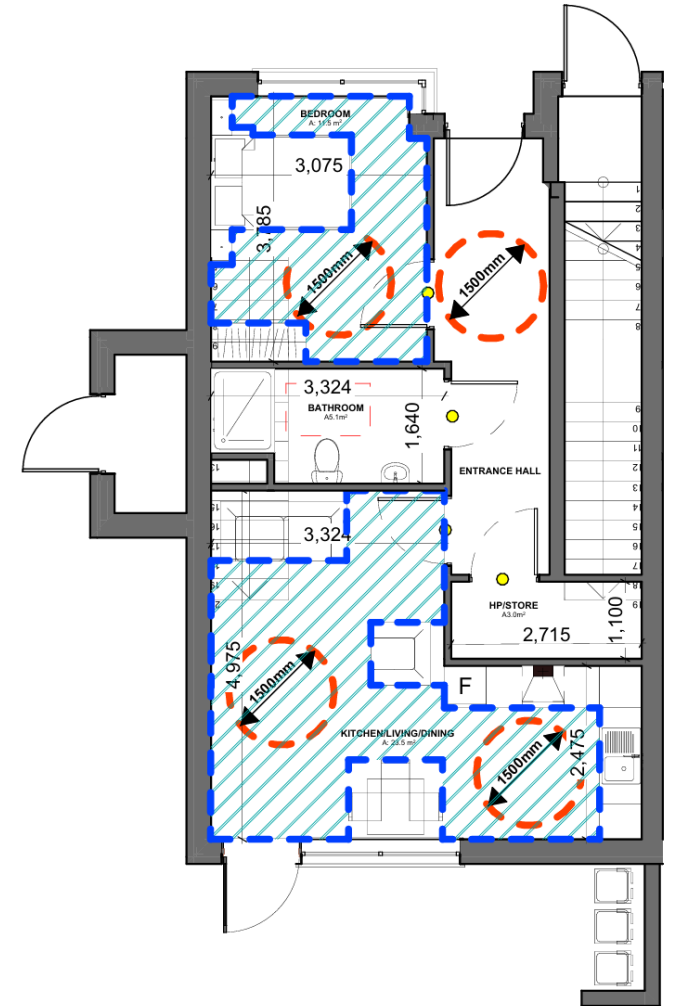
House type H – Bungalow dwelling

Apartment from Block E- Typical ground floor unit



FLOOR PLAN- HOUSETYPE H

Not to scale



FLOOR PLAN- GROUND FLOOR APARTMENT (BLOCK E)

Not to scale

3.6 Inclusivity

Residential Unit Design & Access-Compliance with Lifetime Homes

Lifetime Homes: The 16 Criteria

Car Parking

Parking is provided at a level which is accessible from all units.

Access from Car Parking to Dwelling

The distance from the car parking space to the home should be kept to a minimum and the path should be level or gently sloping to meet relevant standards. Car spaces and parking arrangements should also comply with the relevant building standards.

Approach to Entrances

The approach to all entrances should be level or gently sloping. The proposed entrances are provided on a level surface, on a surface gradient no steeper than 1:20.

Entrances

All entrances should be illuminated, have level access over the threshold, have a covered main entrance and should have appropriate clear opening widths.

The proposal will meet these entrance requirements by providing appropriate light, level thresholds, adequate weather protection and effective opening widths.



Communal Stairs and Lifts

Should provide easy access and, where homes are reached by a lift, it should be fully accessible.

The Stairs within the apartment buildings will be designed in accordance with the building specifications. Communal stairs providing a principal access route to a dwelling regardless of whether or not a lift is provided should be easy going, with:

- Uniform rise not exceeding 170mm
- Uniform going not less than 250mm
- Handrails that extend 300mm beyond the top and bottom
- Handrails height 900mm from each nosing
- Step nosings distinguishable through contrasting brightness
- Risers which are not open

Widths of Internal Doorways and Hallways

The width of internal doorways and hallways should conform to Part M (Building Regulations, Technical Guidance Document) except that when the approach is not head on and the hallway width is 900mm, the clear opening width should be 900mm rather than 800mm. There should be 300mm nib or wall space to the side of the leading edge of the doors on entrance level.

The apartments have been designed to meet these requirements.

Accessible Circulation Space

There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchairs elsewhere.

All house types and apartments have been designed to meet these requirements to include the following:

- Clear 1500mm turning circles in all Kitchen / Living & Dining rooms
- Kitchens to have a clear width of 1200mm between kitchen units / appliance and any fixed obstruction opposite
- Main bedroom to have clear 1500mm turning circle, & capable of having a clear space of 750mm wide to both sides of a standard double bed

Lifetime Homes: The 16 Criteria.. (Continued)

Entrance Level Living Room

The living room / living space room should be provided at entrance level.
Every house or unit has been designed to meet this requirement.

Entrance Level Bed-Space

In houses of two or more storeys, there should be space on the entrance level that could be used as a convenient bed space.
The proposed two storey houses and terrace units have included bedroom on entry level, meeting the criteria accordingly.

Entrance Level Accessible WC and Shower

In houses with three bedrooms or more there should be a wheelchair accessible toilet at entrance level with drainage provision enabling a shower to be fitted in the future. In houses with two bedrooms the downstairs toilet should conform at least to Part M.
All houses and units meet this requirement.

WC and Bathroom Walls – Grabrails

Walls in WCs and Bathrooms should be capable of taking adaptations such as handrails.
All houses and apartment units will meet this requirement.

Potential Hoists/lifts in Bedrooms and Bathrooms

The design should incorporate provision for a future stair lift and a suitably identified space for a through the floor lift from the ground floor to the first floor, for example to a bedroom next to the bathroom.

Route for Hoist

The design and specification should provide a reasonable route for a potential hoist from a main bedroom to the bathroom.

Access in Bathroom

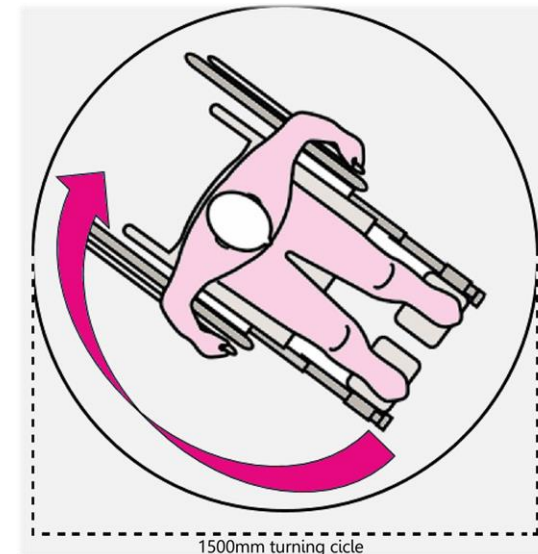
The bathroom should be designed for ease of access to the bath, WC & wash basin.
An accessible bathroom is provided within each house and apartment.

Glazing and Window Handle Heights

Living room window glazing should begin no higher than 800mm from the floor level and windows should be easy to open/operate.
All windows withing the living spaces will comply with the criteria.

Location Switches, Sockets & Controls

Switches, sockets, ventilation and service controls should be at a height usable by all (i.e. between 450 and 1200mm from the floor).



3.7 Public Realm

"The most successful neighbourhoods contain streets, squares, parks and public gardens that are as good quality – if not better, than the private buildings and spaces within the neighbourhood. A neighbourhood with poor quality public spaces will rarely be improved by even the highest quality architecture – whilst a neighbourhood of ordinary buildings can be transformed through improvements to the public realm." DEHLG - Urban Design Manual

The proposed development includes a series of public open spaces and accessibility throughout providing an overall positive public realm. Public open space proposed is 18.38%, based on the net site footprint. Exceeding the minimum requirement of public open space of 15%.

Green areas

The proposed design incorporates public green open spaces for play areas for children, activities etc. The largest area in particular will be a focal meeting point. This area is most visible from all directions and located near the creche.

Public lighting

Lighting assists in providing a safe and secure environment. Public lighting will be appropriately designed to meet the lighting requirements with amenity and environmental considerations. The public lighting (including road lighting) provided will be in accordance with the requirements of with the latest Public Lighting Standards IS EN13201.

Walkways throughout the site

A key factor of the Public Realm is ease of access throughout the site. Walkways are positioned throughout the site, connecting each dwelling effortlessly to the public areas and connect to the pathways leading into Cavan Town. A walkway at the rear of the site will allow access to the future proposed greenway.

Landscaping

All Public areas will be landscaped to a high standard with a combination of hard/soft landscaped plan. The location, sizing and overall landscape design has been completed by Parkhood Landscape Architects.

Outdoor Seating

Certain uses in the public realm, including furniture, can enhance public spaces as they provide a place to gather and rest. Seating is to be good contemporary design and respect the overall character of the area and quality of the public realm and be so located to prevent any obstruction or clutter of all footpaths and paved areas.





3.8 Efficiency

The greenfield site brings an opportunity to achieve a design of high density and a quality residential environment by the usable amenity space. The adjacent existing network of roads and public transport will be utilised to maximise its potential. It's an ideal site for sustainable land use and efficiency.

Innovative design and layouts can achieve greater energy efficiency through the orientation of buildings to maximise passive solar gain. The buildings will be designed to minimise resource consumption, reduce waste, conserve water, promote efficient energy use and use appropriate renewable technologies.



Recycling Facilities



Landscaping /green spaces



Orientation for passive solar Gain



Building density



Pedestrian & Cycle networks



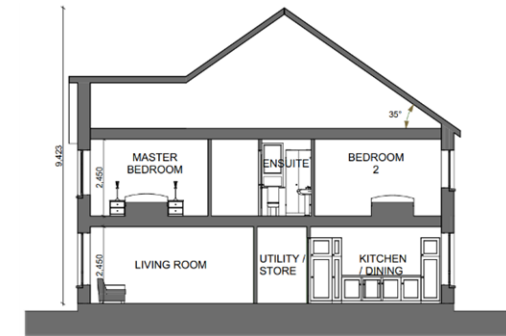
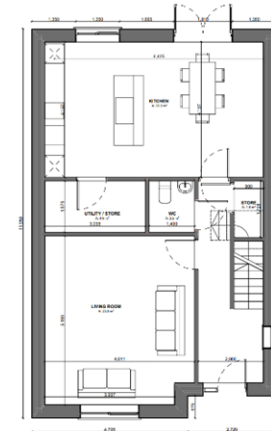
Public Transport Accessibility

3.9 Adaptability

A successful housing development can be measured by its longevity and ability to adapt to meet future needs of its residents. As people and their needs / circumstances change, family sizes, work situations etc. sustainable design is essential.

The layout of the housing units has been designed with potential for future modifications. For example, House Type D below:

- The pitch roof structure will enable for future attic space conversion into a habitable room.
- A high percentage of dwellings have ample rear garden space, providing opportunities for future extensions.



House type D – Potential Rear Extension & Attic conversion

3.10 Distinctiveness

Designs for a new residential environment should provide contrast and interest balanced with elements to provide coherence and identity. As well as greater variety in the spatial form of development, this creates a greater diversity of dwelling form.

The proposal includes a mix of house types and sizes to help create a balanced and sustainable community. Coherence was created in the detailed design of the different dwelling types by following local traditions of form, materials and detailing.

Three-character zones offer variations on the brickwork and render combinations. The colour palette separates zones and creates visual distinctiveness which will allow people to easily describe where they live.

Area 1

This area will include the dwellings fronting the site which are a variety of housetypes including 2 storey detached and semi detached dwellings and bungalows to the upper part of the site.

Area 2

Along with semi detached dwellings this area also includes the proposed creche which overlooks the main public open space area and the 2 terrace blocks.

Area 3

This area includes a number of semi detached bungalow and 2 storey and dwellings and all of the duplex units.



3.11 Privacy & Amenity

Outdoor space is required for residential amenity, play areas etc but also importantly for privacy. The privacy for the occupants of residential properties is an important element of the quality of a residential environment.

The context and orientation in relation to daylight, sunlight and overshadowing and environmental performance including climate impacts such as downdraft or wind tunnelling.

The proposal ensures sufficient amenity standards for each residential unit by providing access to an exclusive area of private open space in accordance with the requirements for dwellings. The majority of amenity spaces will take advantage of the south / west orientation to maximise the quality of sunlight within.

Overlooking

Rear balconies, roof terraces, dormer windows and windows to side elevations have been minimised as there is potential to cause overlooking problems, due to their position and orientation, particularly from upper windows. A solution was achieved through building position and the orientation of windows that are capable of both maintaining privacy and provide natural surveillance on to the street. Separation distances between opposing rear dwellings meets the required minimum standard of 22 metres.

Storage

All dwelling houses have a private rear garden, which can also be utilised for bin storage. Terrace units will be provided with a dedicated bin and bicycle storage.



3.12 Parking - Bicycle

The bicycle parking provision of the proposed development has been assessed with respect to Cavan County Development Plan 2022-2028, which defines the standard bicycle parking provision for new developments by land use type.

It should be noted that there are no bicycle standards for houses and terraced houses mentioned in the development plan. However, each house can accommodate 2no. cycle spaces within the curtilage of the house.

Land Use/ Unit Type	No. Of Units	Apartment Guidelines min. - 1 per bedroom	No. of spaces proposed per unit type	No. of visitor spaces proposed per unit type
2-4 bed dwellings	91	N/A	2 in curtilage	N/A
1 bed apartments	15	15	1 (15 Total)	15
2 bed apartments	39	78	2 (78 Total)	78
Resident Total	145			93
Required residential bicycle storage spaces (shelter/rack/internal)	**(Total derived based on apartment units & visitors only; excludes dwellings)		Apartments: 93 Visitors: 27 Creche: 5	
Overall Total Bicycle Spaces			120 for Apartments & 5 for Creche	

Bicycle Parking Provision (Cavan County Development Plan)

A total of 120no. residential bicycle spaces and 5no. crèche bicycle parking spaces are to be provided within the development.

Of the 120no. residential spaces shall be allocated to the apartments which shall be secured and sheltered and located in the close proximity of the apartment blocks.

5no. creche Bicycle spaces shall be located in the close proximity of the creche.



3.12 Parking - Vehicular

Proposed car parking is designed in accordance with requirements of the Cavan County Development Plan. The proposed development comprises a total of 145no. residential units and 342.1sqm crèche.

Of the 145no. residential units:

- 91no. units shall be houses
- 15no. units shall be 1 bedroom apartments
- 39no. units shall be 2 bedroom apartments

The subject development shall include:

- 182no. in-curtilage car parking spaces for the houses, (2no. space for each house)
- 54no. residents parking spaces shall be provided for apartment units
- 12no. visitor car parking spaces shall be provided for apartments
- **248no.** Total resident spaces
- **6no.** car parking spaces for crèche, and a set-down area is also provided to facilitate the crèche.



This proposed car parking provision has been assessed with respect to the Cavan County Development Plan 2022–2028, which defines the requirements for car parking provision in new residential developments. The table below shows the maximum car parking standards applicable to the proposed development.

Land Use/ Unit Type	Area / No. Of Units	CCDP Car Parking Rate Per/Unit	No. of spaces proposed per unit type
2-4 bed dwellings units	91	2 space per unit in curtilage	182
1 bed apartments units	15	1 space per unit	15 (Also 1 visitor space per 4.1 apartments as per below)
2 bed apartments units	39	1 space per unit	39 ** (Also 1 visitor space per 4.1 apartments as per below)
Resident Total	145		236 spaces
Visitor Spaces		12 (1 per 4.5 apartment units)	
Overall Total Car Spaces		248 residential spaces & 6 spaces for creche Note: EV vehicles= 11 EV charge points Note 3: Disabled spots= 5	

Car Parking Provision (Cavan County Development Plan)

*Assumed numbers – 37no. children, and 7no. staff

No standards for disabled-accessible car parking spaces have been given in the Cavan County Development Plan 2022-2028. However, Cavan County Development Plan notes – “The Planning Authority will specify, in certain developments, the requirement for a number of disabled car parking spaces and a number of parent and child spaces”.

3.12 Parking - Vehicular

Electric Vehicle Charging Provision

Electric Vehicles play a central role in the Climate Action Plan, in decarbonisation of the transport sector, and in eliminating emissions from private vehicles. Electrification of the vehicles offers a pathway to zero tailpipe emissions, with several co-benefits such as improved air quality, reduced noise pollution, and less fossil fuel dependence.

The Cavan County Development Plan 2022–2028 requires that facilities for the charging of battery electric vehicles (BEVs) be provided in new residential developments on the following basis:

“Require proposed car parks to include the provision of necessary wiring and ducting to be capable of accommodating future Electric Vehicle charging points, at a rate of 10% of total space numbers.”

The proposed development shall include a total of 11no. EV Charging spaces. Each house shall accommodate 1no. EV car parking spaces within the curtilage of the house, equating to 91no. EV spaces.

Of the 54no. on-street car parking spaces provided for apartment units, 11no. spaces shall be accommodated with EV Charging facilities. The remaining on-street car parking spaces shall be ‘future-proofed’ by the inclusion of ducting and/or cabling to permit the rapid future installation of additional BEV charging points.



3.13 Detailed Design

Landscape Design



The central community spaces will be at the heart of the Drumlark, with a large open green space providing the main platform for community activities and events.

The primary open space in the project site provides a focal point for the development and will contain landscaped areas, all of which will be overlooked by residential units arranged around this space to provide an active street frontage with passive surveillance.

A dedicated drop-off point for the Creche is located on the eastern boundary of the central community space with open landscape area for outdoor activities for the creche kids as well as the kids in the community to create an active frontage and sense of place to the core of the site.

The secondary open space areas also provide much needed amenity space for the properties located elsewhere within the site.

Each of these open spaces will be furnished with play equipment (see opposite) and soft landscaping to allow for passive and active recreational use, as well as high quality seating strategically placed for both residents and visitors for respite and impromptu social interaction.







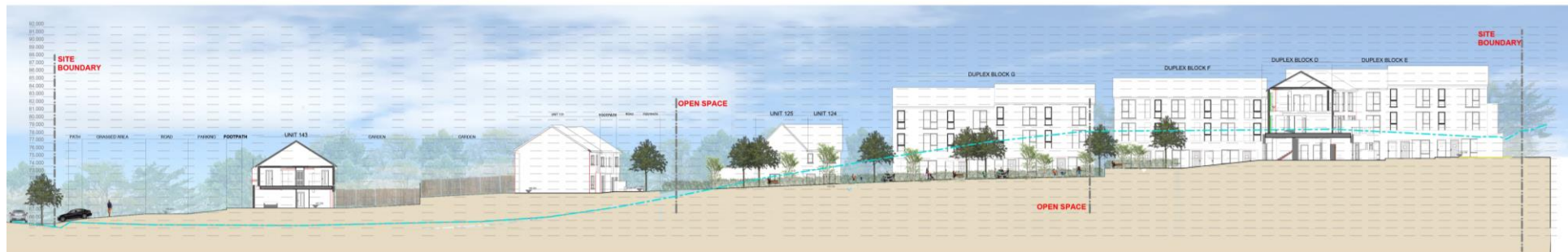
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SECTION

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02 | SITE SECTION
SECTION

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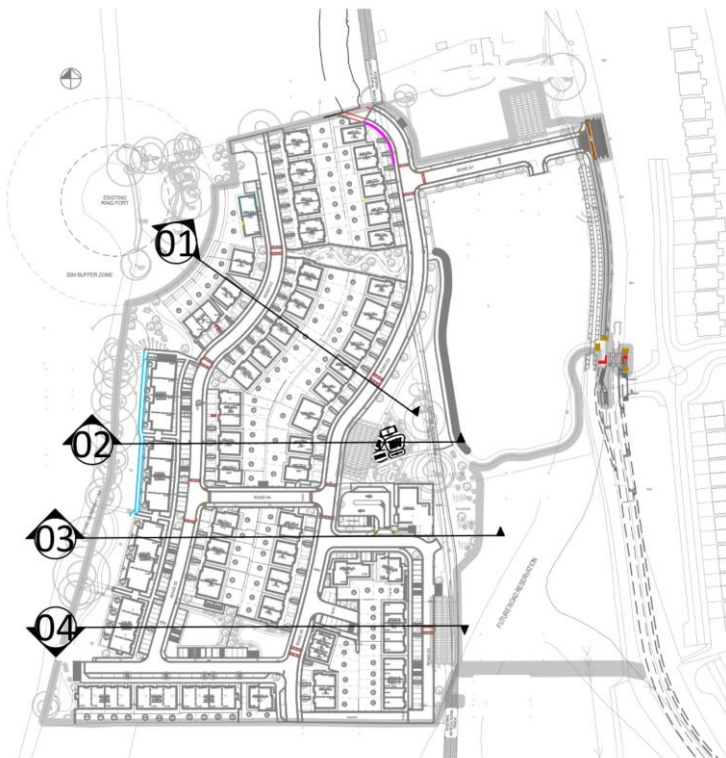
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SECTION

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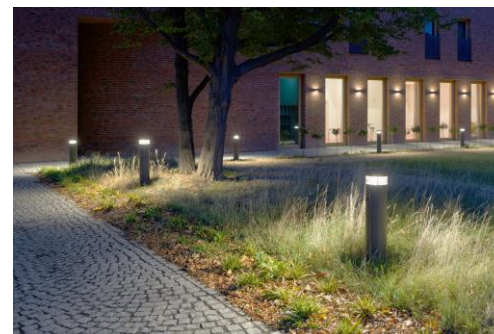
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SECTION

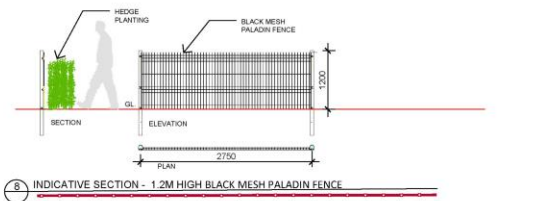
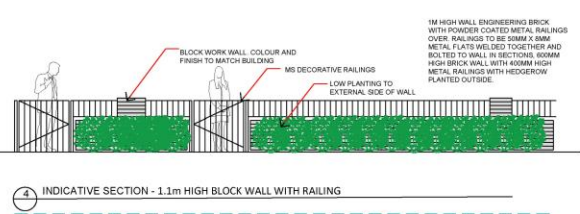
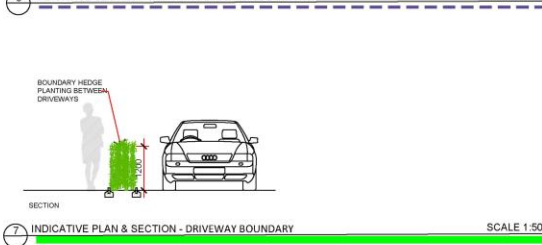
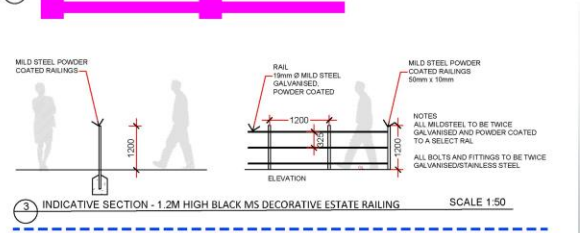
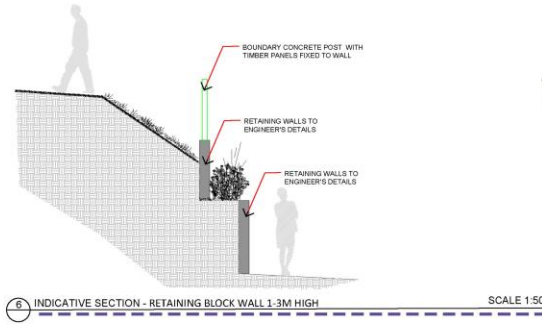
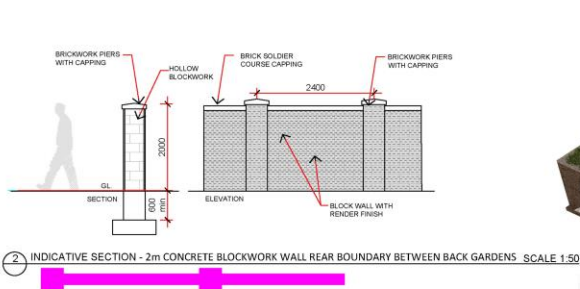
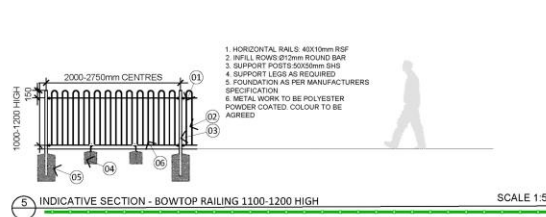
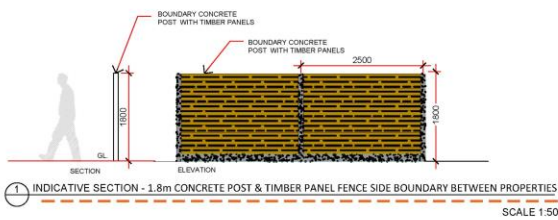
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00 | LOCATION PLAN
Plan

NTS





ISSUE FOR PLANNING	Revision Notes	CT / AM	21/02/24	00
		Rev / Chg	Date	Rev
Status: PLANNING				
 Park Hood Chartered Landscape Architects				
Hawarden House, 163 Upper Newtownards Road, Belfast, BT4 3HZ T: +44 (0) 28 9029 8020 E: info@parkhood.com parkhood.com				
Client: Drumark Investments Ltd				
Project: Proposed Development at Drumark Co Cavan				
Title: Boundary Proposals				
Job No: 7695	Scale: A0 1:500	Date: February 2024		
Drawing Number			Revision	
7695-L-2102			00	

3.13 Detailed Design

Site Layout

The layout and form of a development can influence a range of factors including microclimatic impacts and visual impacts. The layout, position and composition of the proposed buildings on the site have been carefully considered. The layout of the development was designed to be aesthetically pleasing to all users, particularly pedestrians and cyclists.

The creche will be the first building situated on the left of the entrance road, beside the main open space (Area 2). This building will be viewed from all sides to create an open and inviting sense of place.

The orientation and layout of house units maximise the use of natural daylight and sunlight. Where possible, the main habitable rooms (living / kitchen) are south and/or west facing. Rear private gardens are sufficiently sized and orientated to ensure direct sunlight access. All habitable rooms are naturally ventilated and lit.

The design in summary:

- Net site density proposals of 33 units per hectare
- Overall residential unit numbers of 145no. proposed
- A variety of residential types to include apartments and duplex units
- A variety of building typologies, heights and finishes to ensure a high quality residential environment is provided
- A strategically located creche
- Open space provision to achieve 18.38% of the net site area (16.8% of the gross site area)
- A DMURS compliant road layout
- A layout that will deliver connectivity with adjacent lands
- Provision of associated services and site infrastructure works
- communal space for apartment residents;

Please refer to Site Layout Plan drawing 23001-BCD-MFA-00-ZZ-DR-A-503 for further details.

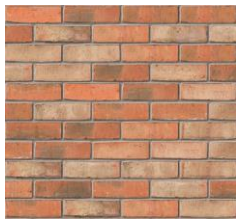


3.13 Detailed Design

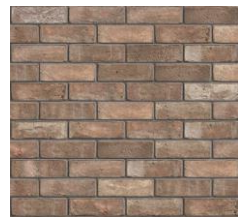
Material Finishes to Dwellings, Apartments & Creche



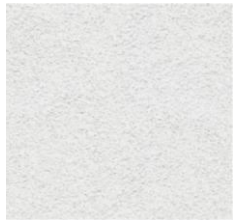
Buff brick



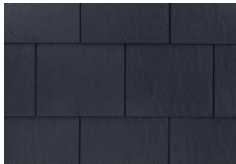
Red brick



Brown brick



White Render



Grey/Black Slates



Black Standing Seam

- Existing developments within the area are a combination of render and brick finishes.
- The materials that have been selected are sustainably sourced and have been chosen to compliment the existing neighbouring developments.
- Three-character zones offer variations on the brickwork and render combinations. The colour palette separates zones and creates visual distinctiveness which will allow people to easily describe where they live.









Michael Fitzpatrick
ARCHITECTS