G O R E Y - P R O P O S E D R E S I D E N T I A L D E V E L O P M E N T

Architectural Design Statement

Kilnahue, Gorey, Co. Wexford



DEADY GAHAN ARCHITECTS

Document prepared by Deady Gahan Architects

Location: Kilnahue, Gorey, Co. Wexford

Prepared by Deady Gahan Architects

Site Area **(Red Boundary)**	19.4ha
Developable area	11.5ha
Total no. of Units	413no (plus a 102no child creche & 1no community room)
Density *(of developable area)*	35.9 units/ha
Total Building Gross Internal Floor Area	38,802.7 sq.m. (38,233.6 sq.m. residential, 509.9 sq.m. creche and a 59.2 sq.m. community room)
Ground Floor Building Gross Area *(including ex. walls)*	22,356.5 sq.m. (22,004.6 sq.m. residential and 351.9 sq.m. creche/community room)
Site Coverage *(Site Area)*	11.5%
Site Coverage *(Developable Area)*	19.4%
Plot Ratio *(Site Area)*	
Gross Internal Floor Area	0.20
Plot Ratio *(Developable Area)*	
Gross Internal Floor Area	0.34

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00 INTRODUCTION
PROPOSED DEVELOPMENT



FIG: AERIAL IMAGE OF SITE

This document, prepared by Deady Gahan Architects on behalf of Glenveagh Homes, supports a proposed residential development in Kilnahue, Gorey, Co. Wexford. Designed to deliver high-quality housing, the scheme aims to enhance Gorey's role as a key town while addressing the housing needs of the growing Wexford area.

The layout emphasises placemaking through the creation of distinctive neighbourhoods, integrating varied streetscapes, open spaces, and efficient parking arrangements. A strong focus on biodiversity preservation ensures the protection and enhancement of existing hedgerows and trees, promoting seamless integration with the immediate context in the area.

To reinforce wayfinding and urban identity, the design strategically incorporates feature corner units and varied building scales, establishing key node points throughout the site. The proposal provides a diverse range of housing options, supporting Gorey's sustainable growth while enhancing connectivity, liveability, and community cohesion.

The applicant has appointed a Design Team with extensive experience in residential schemes. These include Deady Gahan Architects (Architecture), McCutcheon Halley (Planning), Simon Ronan Landscape Architecture (Landscaping), AKM (Engineering), NRB (Traffic) and Altemar (Ecology) to ensure a high-quality design and a robust and comprehensive planning application submission is made.

00 INTRODUCTION
DEVELOPMENT DESCRIPTION

The proposed Large Scale Residential Development (LRD) will comprise the construction of 413 no. residential units, a 102 no. child creche and a community room at Kilnahue & Gorey Hill, Carnew Road & Kilnahue Lane, Gorey, Co. Wexford

The proposed development principally comprises the construction of a residential development ranging in height from 2 No. to 3 No. storeys that includes: 413 No. residential dwellings (36 No. 1-bed, 134 No. 2-bed, 204 No. 3-bed and 39 No. 4-bed), of which 349 No. are houses (134 No. 2-bed, 176 No. 3-bed and 39 No. 4-bed) and 64 No. are maisonettes/apartments/duplexes (36 No. 1-bed and 28 No. 3-bed); and a 102no child creche (509.9 sq. m).

The development also comprises: a new dedicated pedestrian/cycle route that extends from the Carnew Road to the south to Kilnahue Lane to the north; 667 No. car parking space; 586 No. cycle parking spaces; hard and soft landscaping including public open space, communal amenity space and private amenity space (as gardens, balconies and terraces facing all directions); boundary treatments; 4 No. sub-stations; bin stores; public lighting; PV arrays atop all dwellings; and all associated works above and below ground.



CHARACTER AREA 03 - 102NO CHILD FEATURE SPLIT-LEVEL CRECHE & COMMUNITY ROOM



CHARACTER AREA 01 - UNIT TYPE D1C



CHARACTER AREA 02 - UNIT TYPE F8



CHARACTER AREA 03 - UNIT TYPS R4 & S4

00 INTRODUCTION
KEY DOCUMENTS

The design of the proposed scheme has been directly informed by the relevant planning policy documents at national and local levels. The proposed development has been designed to provide high quality residential units that will contribute positively to the key town of Gorey, and deliver housing to County Wexford.

While designing the proposed layout and units for this scheme, great care was given to refer to and comply with the relevant design standards and planning policies.

The following documents were key to developing a successful proposal:

- Quality Housing for Sustainable Communities, Department of the Environment, Heritage and Local Government (2007)
- Sustainable Urban Housing: Design Standards for New Apartments. Guidelines for Planning Authorities (2023) and Planning Design Standards for Apartments. Guidelines for Planning Authorities (2025)
- Wexford County Development Plan 2022-2028
- Gorey Town and Environs Local Area Plan 2017-2023 (extended to 2026)
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Urban Design Manual (2009)

SUSTAINABLE & COMPACT SETTLEMENTS - NATIONAL GUIDELINES



Sustainable and Efficient Movement

Ensuring places are well connected and accessible by sustainable modes. Also acknowledging that quality of journey is equally important and that places are perceived as safe and are not dominated cars.



Mix and Distribution of Uses

Promoting the integration of land uses and transportation and a diverse and innovative mix of housing that can facilitate compact housing and provide greater housing choice.



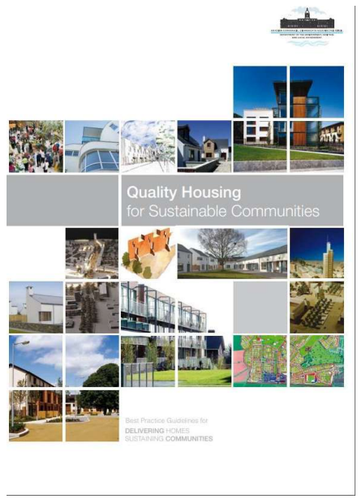
Green and Blue Infrastructure

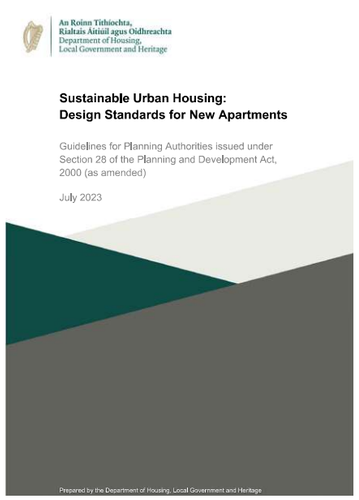
Placing and emphasis on the protection of natural assets and biodiversity, whilst also taking a more strategic view as to how open space networks are formed to balance the needs of communities.

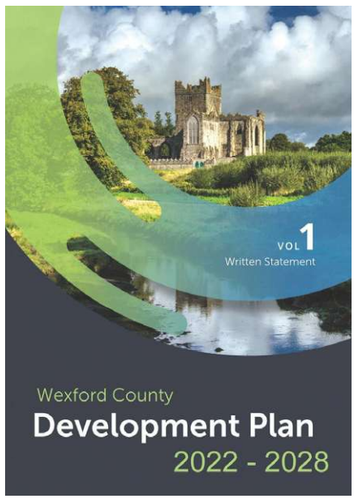


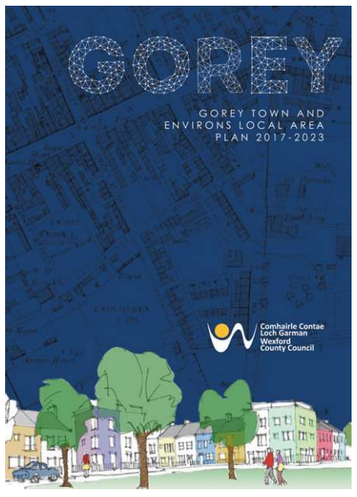
Responsive Built Form

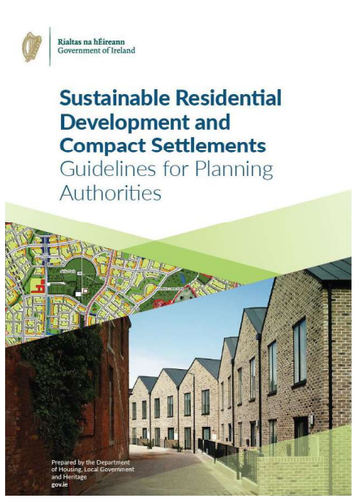
Placing an emphasis on the creation of a coherent urban structure and design approach that responds to local character and is attractive.

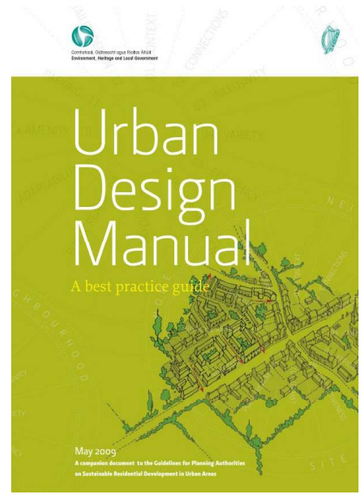












00 INTRODUCTION
SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENTS GUIDELINES

The ‘Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities’ was introduced in 2024 which included a number of additional items to consider when developing a scheme, including some key indicators of quality design and placemaking.

These new guidelines focus mainly on sustainable residential developments and the creating of compact settlements through innovative designs and higher quality public and private amenity spaces. These guidelines consider the renewal of existing settlements and the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth. The key indicators below, along with the updated density and private amenity policies ensure that a new scheme will be developed to a high standard and in line with existing and future Government policies.

SUSTAINABLE AND EFFICIENT MOVEMENT

Key principles such as;
- A permeable and legible urban environment focusing on sustainable modes of transport,
- Connections to wider urban street and transport networks for improved connections between communities,
- The prioritising of active travel and traffic calming measures, and,
- The minimising of car parking throughout a development,

Will ensure that settlements are vibrant, and will allow vulnerable users to freely travel, and access services both within and around the scheme with ease.

MIX AND DISTRIBUTION OF USES

Key principles such as;
- Planning for the activation of outdoor spaces and the public realm to promote more liveable cities and town centres,
- The uses should cater for public transport, services, and amenities around a hierarchy of local centres that support residential communities, and,
- The implementation of a diverse mix of housing and a variety of housing densities across settlements, with the introduction of innovative housing types that can facilitate compact growth and to cater for a range of users,

Need to be implemented to reduce the need for travel and to create more vibrant and active spaces.

GREEN AND BLUE INFRASTRUCTURE

Key principles such as;
- A plan for the protection, restoration, and enhancement of natural features, biodiversity and landscape,
- An integrated network of multifunctional and interlinked urban green spaces, and,
- The promotion of Urban Greening and Nature based Solutions (SuDS),

Will deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places.

RESPONSIVE BUILT FORM

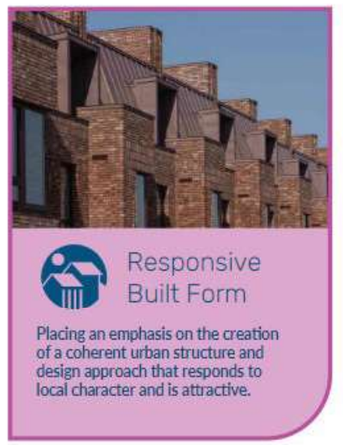
Key principles such as;
- The formation of a legible and coherent urban structure with landmark buildings and focal points,
- The establishment of a pattern of development regarding height, scale, and massing to positively enhance the area with well defined built edges and well-overlooked open spaces,
- The strengthening of the overall urban structure with the opportunities for new linkages, and
- The embracing of modern architecture and urban design that is innovative and varied, and made of high quality and durable materials.

Will need to be addressed to ensure the creation of attractive and well-design settlements.









01 SITE CONTEXT
SITE LOCATION

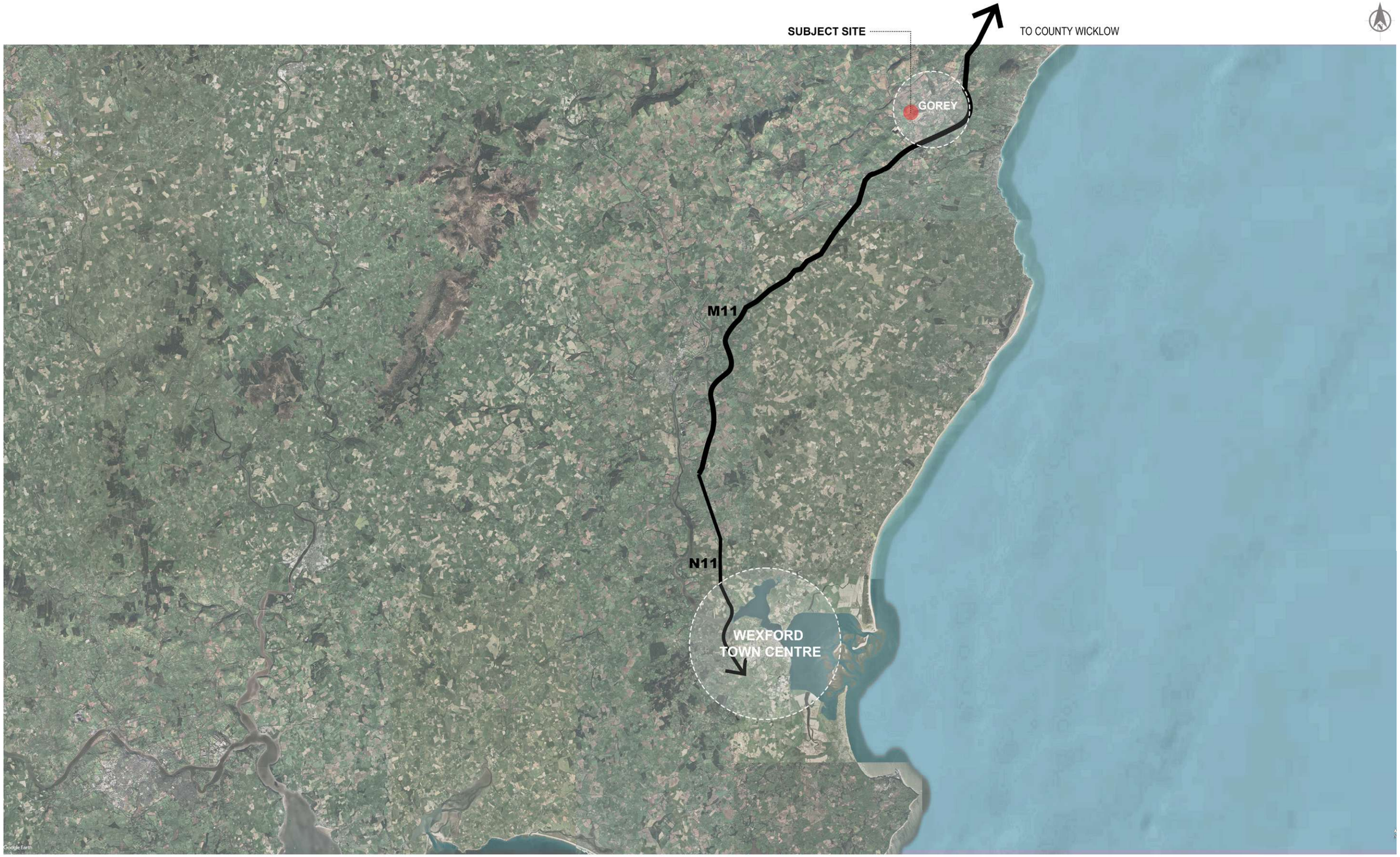


FIG: SITE LOCATION MAP

01 SITE CONTEXT
CONTEXT IMAGES

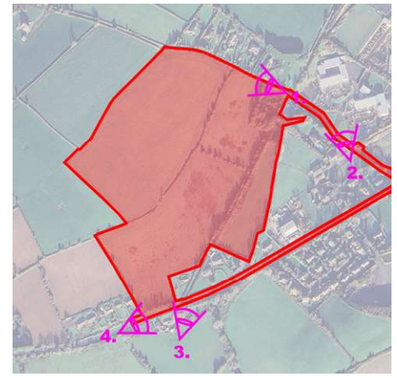




FIG.1. KILNAHUE LANE - NORTH SITE ENTRANCE



FIG.2. GOREY EDUCATIONAL CAMPUS



FIG.3. R725 - CARNEW ROAD - ENTRANCE TO EXISTING LANE WAY



FIG.4. R725 - CARNEW ROAD - SOUTH SITE ENTRANCE

01 SITE CONTEXT
SITE IMAGES

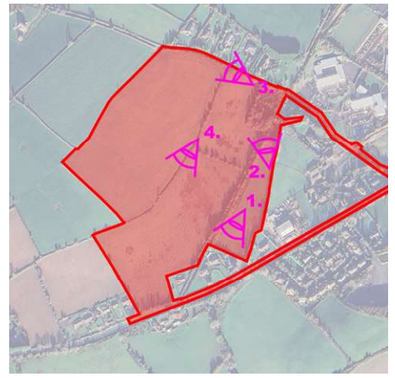




FIG.1. EXISTING LANE WAY



FIG.2. EXISTING HEDGEROWS AND TREES - TO BE RETAINED



FIG.3. KILNAHUE LANE - NORTH SITE ENTRANCE



FIG.4. EXISTING SITE

01 SITE CONTEXT
SURROUNDING ANALYSIS

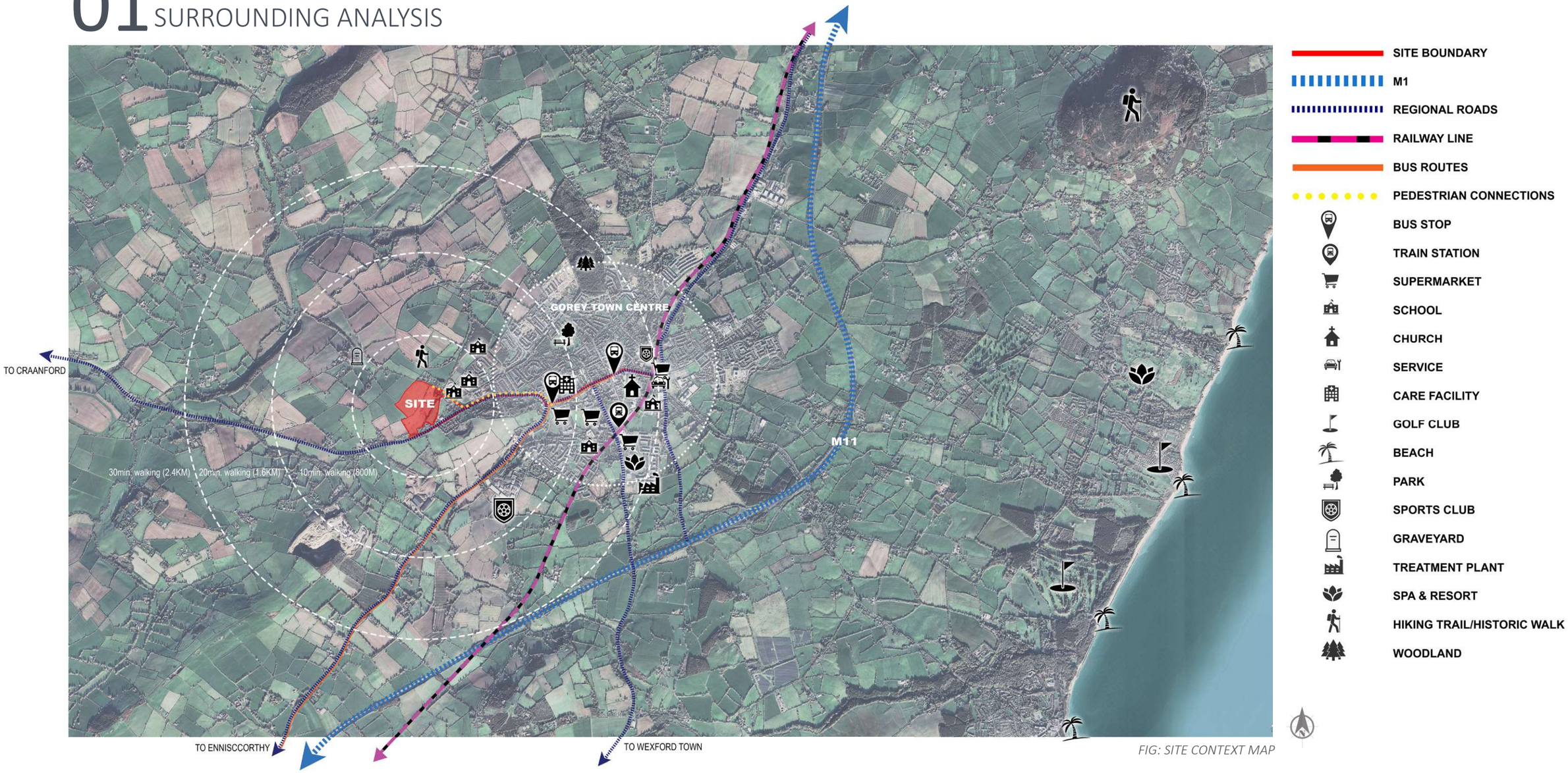


FIG: SITE CONTEXT MAP

The Kilnahue site in Gorey, Co. Wexford, is positioned 1.9 km west of the town centre, offering a balance between urban amenities and a semi-rural setting. Gorey serves as a key regional hub with strong transport links, including the R725 regional road, M11 motorway (5-minute drive), and Gorey train station (2 km away), providing efficient connections to Dublin (80 km north) and Wexford town (40 km south). A network of local roads and lane ways ensures permeability within the surrounding area, with opportunities for enhanced pedestrian and cycle connectivity.

The surrounding land-use consists of residential, agricultural, and educational facilities. To the east, established housing estates with a mix of detached, semi-detached, and terraced homes highlight Gorey's suburban growth. The presence of Creagh College and local primary schools within a 5-minute walk makes the site highly suitable for family-oriented development. To the north and west, the landscape transitions into open agricultural fields with low hedgerows and sporadic trees, maintaining a rural character.

The site features a challenging topography, with a 30-metre elevation drop from the western and northern boundaries towards the south and east, impacting drainage patterns, infrastructure, and building placement. The retention of existing hedgerows, trees, dilapidated stone structures and the adaptive reuse of historic track can enhance biodiversity, historical character, and ecological value, aligning with a green corridor strategy to improve landscape connectivity and sustainability.

Given its strong connectivity, accessibility, and integration with Gorey's urban fabric, the site presents a significant development opportunity. A residential scheme can incorporate split-level housing to address the topography, well-landscaped open spaces, pedestrian and cycle routes, and sustainable urban design, ensuring a vibrant, well-connected, and environmentally sensitive expansion of Gorey.

01 SITE CONTEXT
SUBJECT SITE & SURROUNDINGS

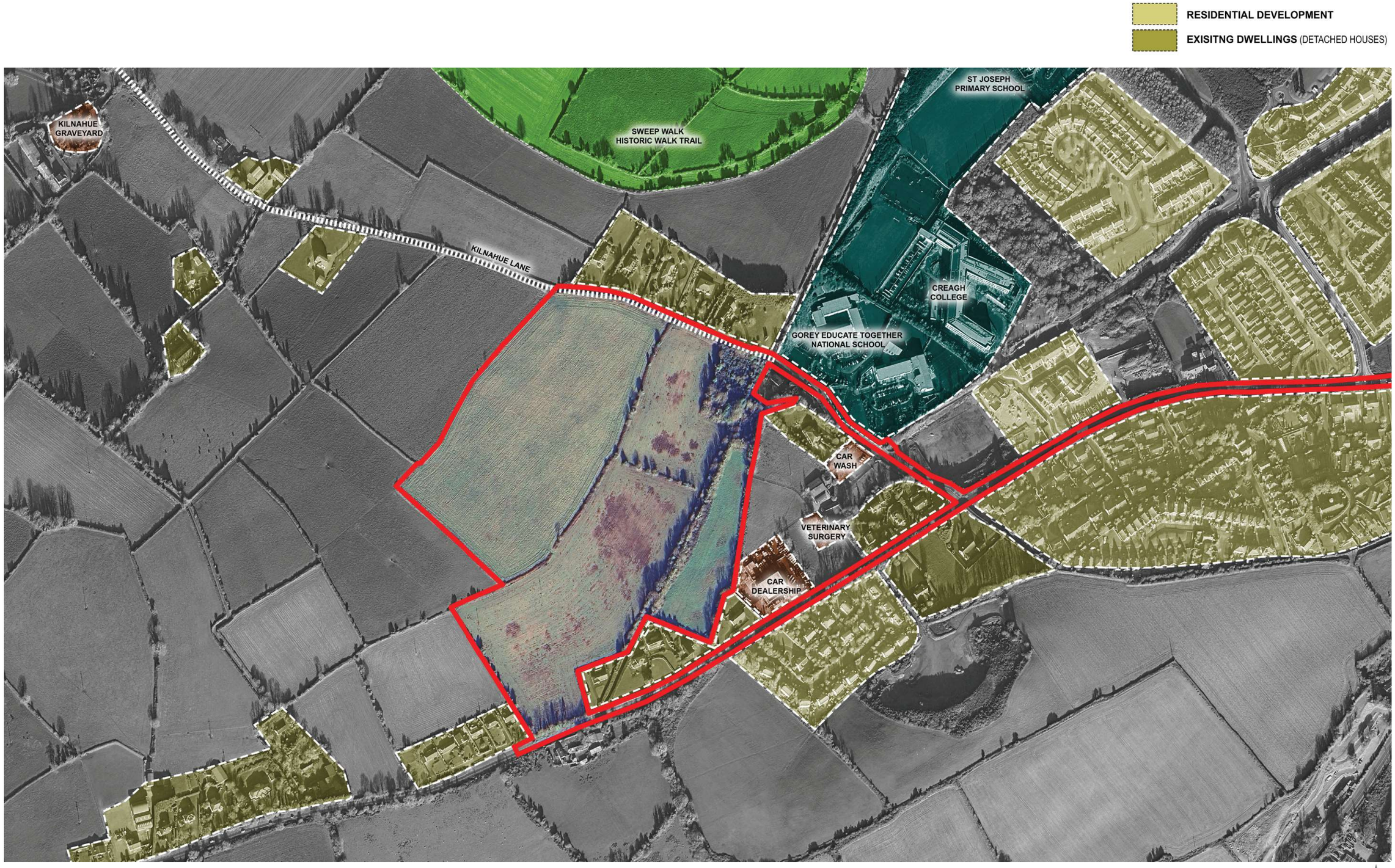


FIG: SUBJECT SITE AND SURROUNDINGS MAP

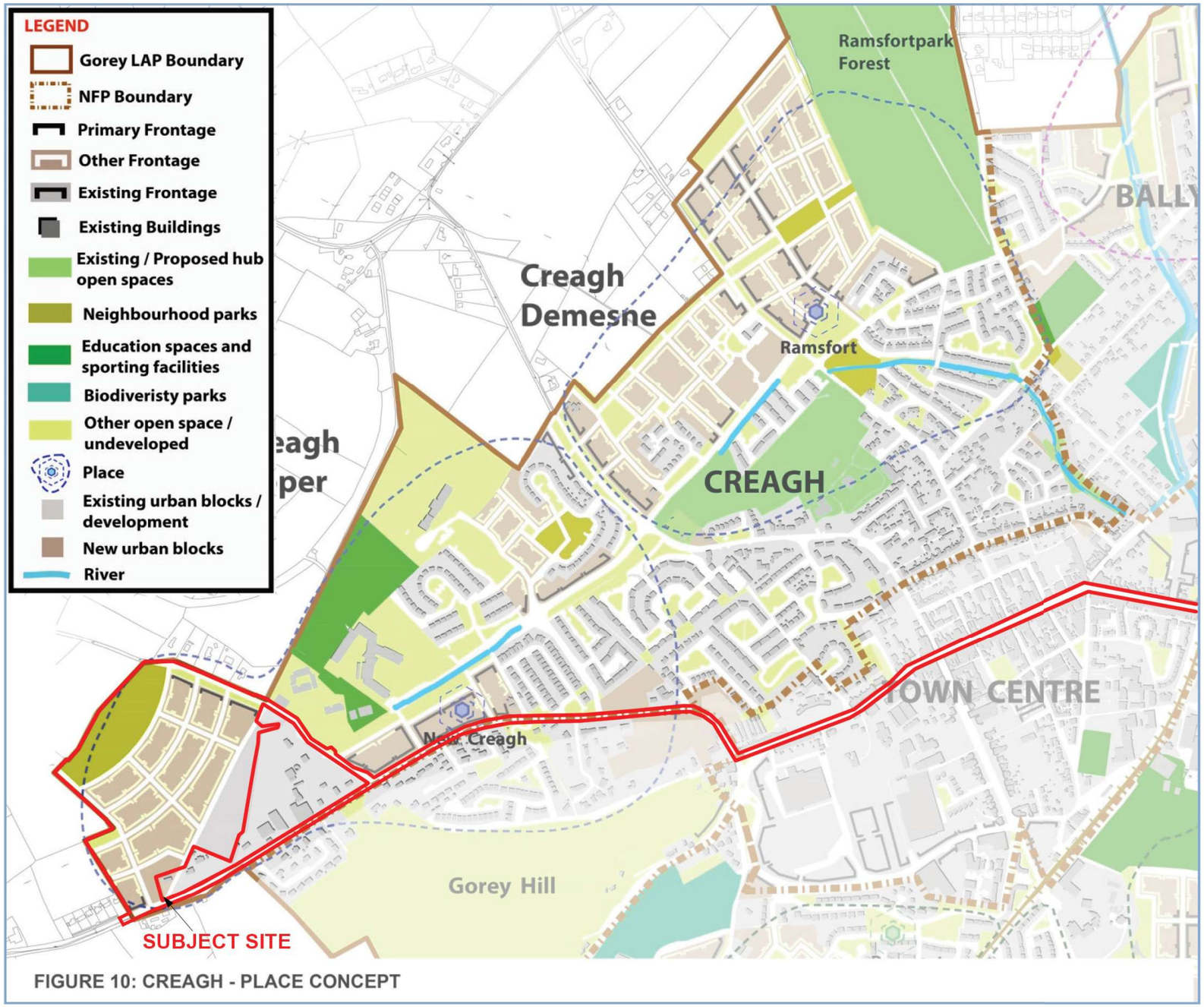


FIGURE 10: CREAGH - PLACE CONCEPT

FIG: EXTRACT FROM CREAGH : NEIGHBOURHOOD FRAMEWORK PLAN

01 SITE CONTEXT
HISTORIC MAP

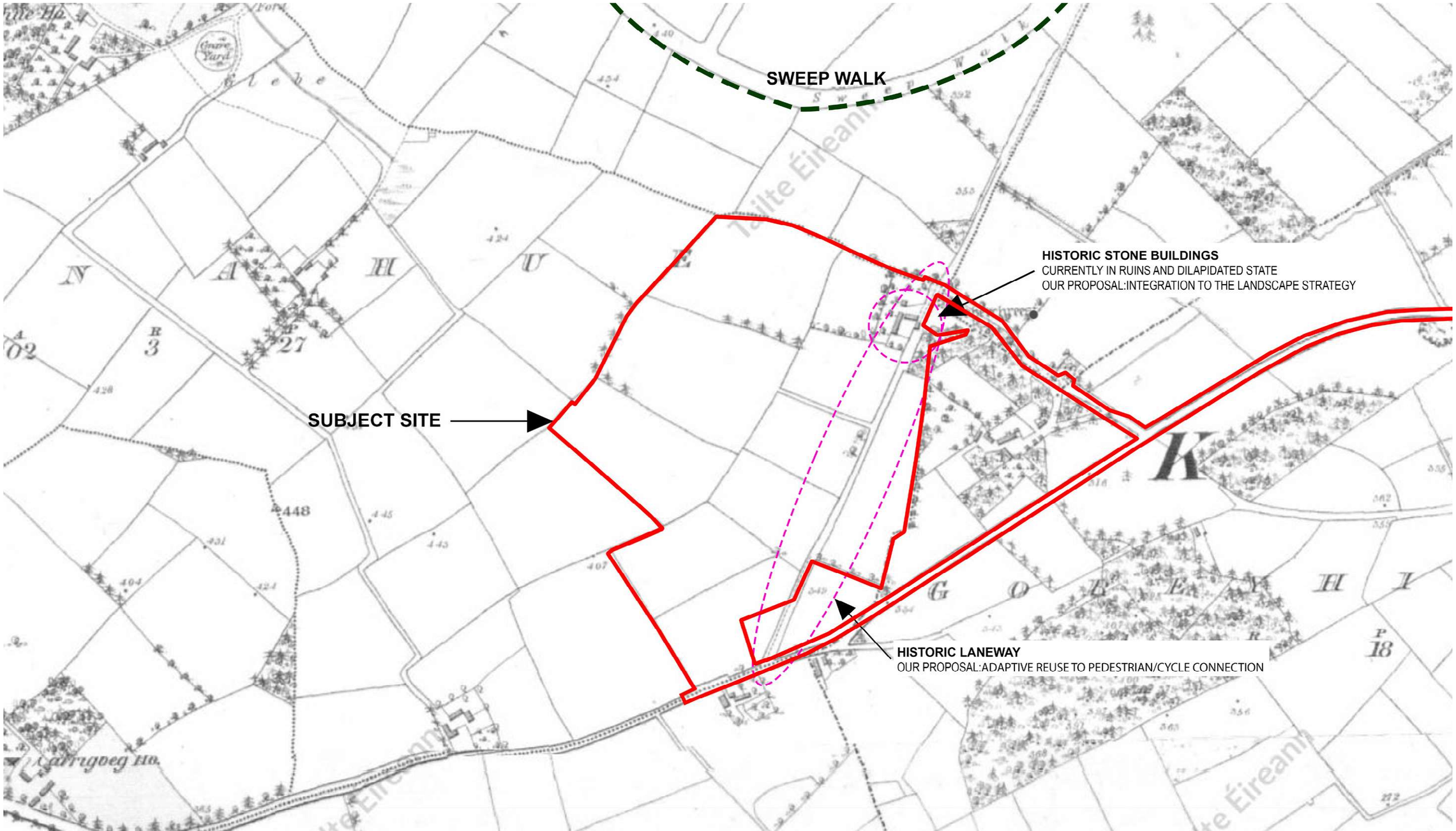


FIG: HISTORIC MAP FIRST EDITION 6 INCH - 1829-1834

01 SITE CONTEXT
EXISTING SITE TOPOGRAPHY

The site presents notable topographical challenges, with significant level changes exceeding 30 metres, sloping downward from the western and northern edges toward the south and east. This variation in elevation requires an innovative design solution, such as split-level buildings and strategic cut and fill management, to ensure efficient land use and minimise excessive earthworks.

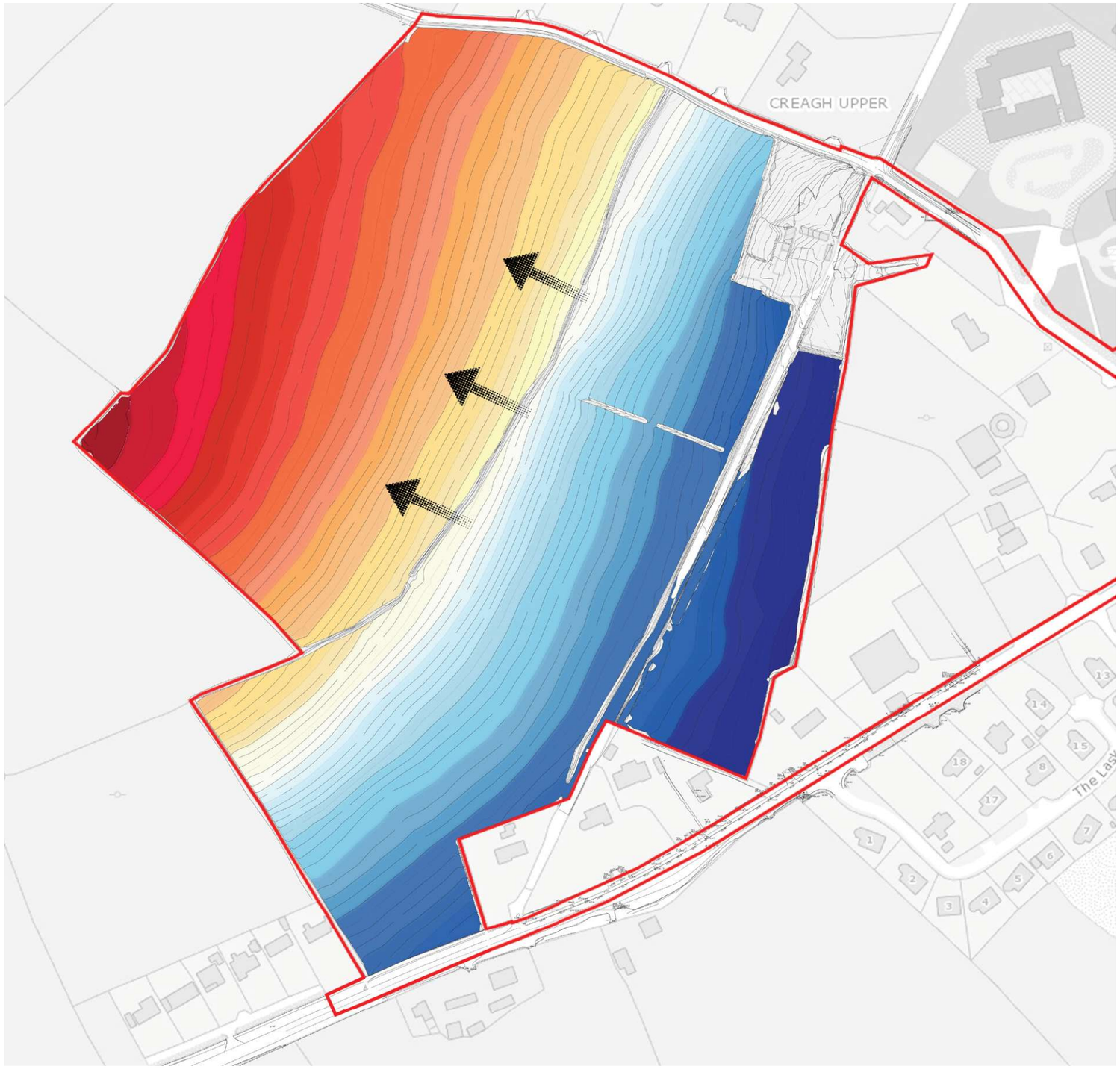


FIG: TOPOGRAPHY DIAGRAM

01 SITE CONTEXT
CONSULTATION WITH WEXFORD COUNTY COUNCIL AND AMENDMENTS MADE FOLLOWING SECTION 247 MEETING

A S247 meeting was held on the 29th of April 2025, with members of Wexford County Council's Planning, Engineering and Environmental Departments and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The input received from Wexford County Council following this meeting resulted in the following changes prior to the 32B Meeting, some of which are highlighted below.

1. STRENGTHENING OF PEDESTRIAN AND CYCLE CONNECTIVITY THROUGHOUT THE SCHEME

In order to promote active travel both within the proposed Gorey scheme and with the immediate/wider context, we have strengthened and developed further the design of the dedicated pedestrian and cycle route that is being provided (this is formed utilising the majority of the existing laneway on site). This extends from north to south through the site from the Carnew Road to Kilnahue Lane. A raised crossing is also proposed at the Kilnahue Lane pedestrian/cycle entrance and will allow the new route to link with the established pedestrian/cycle network that exists in this location.

2. EXISTING STONE BUILDINGS INCORPORATED INTO THE PUBLIC REALM STRATEGY

The existing stone buildings that are located in the north-east corner of the site have been retained where possible and have been incorporated into the landscape strategy. This high-quality public realm design by SRLA, will provide a valuable amenity that is unique to its location and can be enjoyed by both future residents as well as the wider community

3. REVISIONS TO THE CRÈCHE DESIGN AND PARKING PROVISION

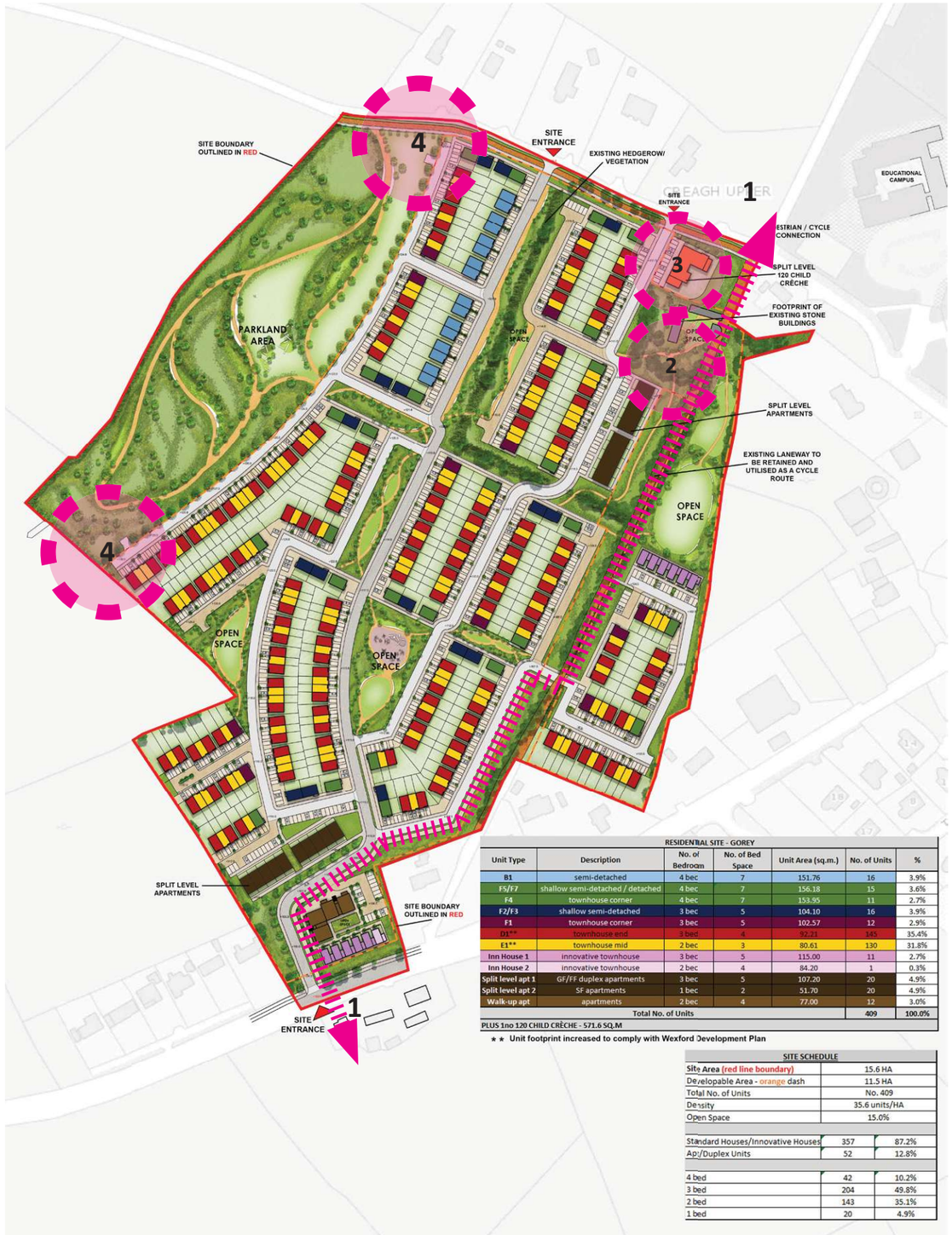
The architectural treatment of the proposed split-level creche in the north-east corner has been reworked to create a more prominent feature building that forms a gateway at the entrance in this location. The parking strategy has also been revised to include a dedicated drop-off/turning area. This is to ensure that a safe and dedicated area for vehicles to turn is provided

4. INTRODUCTION OF ADDITIONAL VISITORS SPACES FOR THE PARKLAND AREA

In line with the feedback received at the S247 meeting, we have introduced 12no parking spaces for visitors, that are located adjacent to the generous parkland space that is being proposed on the north-west portion of the site



SRLA DETAIL - EXISTING STONE BUILDINGS RETAINED AND INCORPORATED INTO THE PUBLIC REALM STRATEGY



RESIDENTIAL SITE - GOREY						
Unit Type	Description	No. of Bedroom	No. of Bed Space	Unit Area (sq.m.)	No. of Units	%
B1	semi-detached	4 bec	7	151.76	16	3.9%
F5/F7	shallow semi-detached / detached	4 bec	7	156.18	15	3.6%
F4	townhouse corner	4 bec	7	153.95	11	2.7%
F2/F3	shallow semi-detached	3 bec	5	104.10	16	3.9%
F1	townhouse corner	3 bec	5	102.57	12	2.9%
D1**	townhouse end	3 bec	5	97.7	145	35.4%
E1**	townhouse mid	2 bec	3	80.61	130	31.8%
Inn House 1	innovative townhouse	3 bec	5	115.00	11	2.7%
Inn House 2	innovative townhouse	2 bec	4	84.20	1	0.3%
Split level apt 1	GF/FF duplex apartments	3 bec	5	107.20	20	4.9%
Split level apt 2	SF apartments	1 bec	2	51.70	20	4.9%
Walk-up apt	apartments	2 bec	4	77.00	12	3.0%
Total No. of Units					409	100.0%

PLUS 1no 120 CHILD CRÈCHE - 571.6 SQ.M

★★ Unit footprint increased to comply with Wexford Development Plan

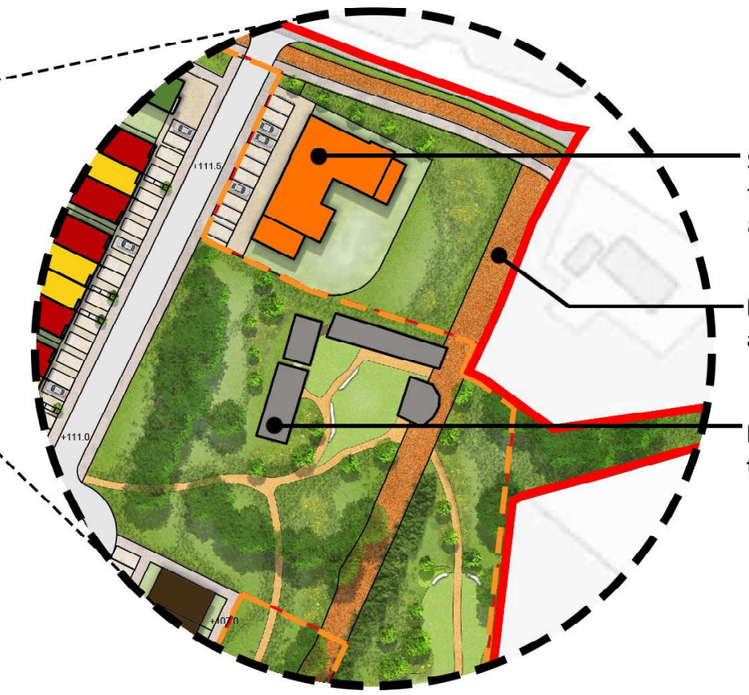
SITE SCHEDULE		
Site Area (red line boundary)	15.6 HA	
Developable Area - orange dash	11.5 HA	
Total No. of Units	No. 409	
Density	35.6 units/HA	
Open Space	15.0%	
Standard Houses/Innovative Houses	357	87.2%
Apt/Duplex Units	52	12.8%
4 bed	42	10.2%
3 bed	204	49.8%
2 bed	143	35.1%
1 bed	20	4.9%

01 SITE CONTEXT

AMENDMENTS MADE FOLLOWING SECTION 247 MEETING- ITEMS 1/2/3



S247 LAYOUT



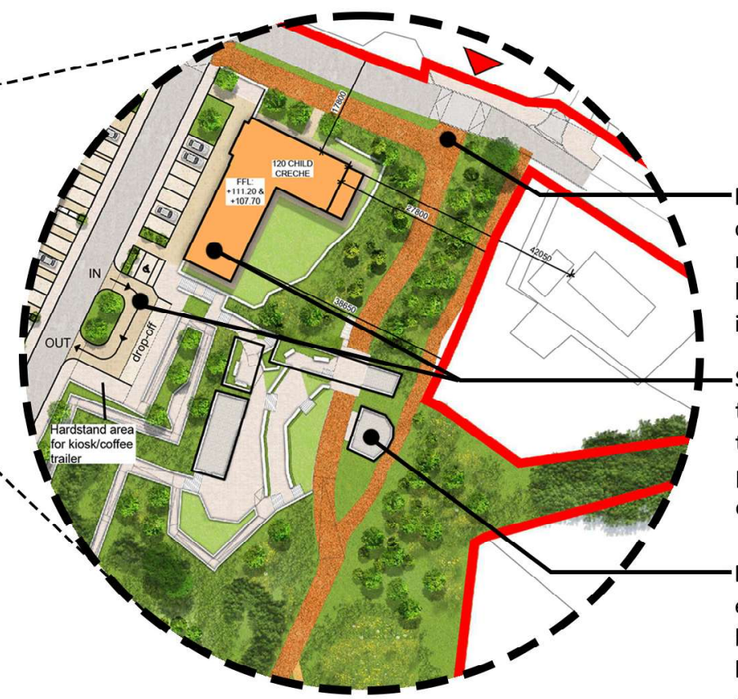
Split-level creche - In response to the challenging levels in this location, a split-level creche was included with associated perpendicular parking

Pedestrian & cycle connectivity - Existing laneway utilised as a dedicated pedestrian/cycle route

Existing stone buildings - Retained and incorporated into the landscape strategy



AMENDED S32B LAYOUT



Pedestrian & cycle connectivity - The alignment of the dedicated pedestrian/cycle route has been adjusted and a raised table on the public road added in order to ensure a link to the existing cycle/footpath network in this location is provided

Split-level creche - Design of the creche has been revised to provide a more appropriate feature gateway building in this location. The parking strategy has also been revised to provide a setdown/turning area and a space for a kiosk/ coffee trailer

Existing stone buildings - The strategy to incorporate the existing stone buildings into the landscape proposal has been developed further in order to create a community hub with a variety of hard and soft landscaped spaces created