Proposed Residential Development at Old Orchard, Newtown, Monaleen, Limerick

Architectural Design Statement

Prepared by:

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DGA Ref.: 24167

July 2026

DEADY GAHAN ARCHITECTS



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DEADY GAHAN DG ARCHITECTS

00 INTRODUCTION
PROPOSED DEVELOPMENT

This document has been prepared by Deady Gahan Architects in support of a proposed residential development at Old Orchard, Newtown, Monaleen, Limerick.

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 housing units that will contribute positively to the area and deliver much needed housing to Limerick. The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking.

To ensure the visual integration of the proposed development into the existing context, the scheme promotes the protection and enhancement of areas of high biodiversity value, including existing hedgerows and trees along the sites boundaries, along with the OPW channel on the eastern boundary.

This proposal aims to make amendments to the previously permitted Large-Scale Residential Development granted by An Bord Pleanala under Appeal Case Reference ABP-319009-24. While works have begin on the site (Commencement No. 123599L), this application intends to make amendments to the remaining elements of the permitted scheme.

The dwelling mix of this new proposal has been revised to be more in-keeping with the character and pattern of development in the area with the scale, height, and design of the proposed dwellings created to better relate to the permitted and adjacent unit types. Along with these changes, the location of the crèche has been revised to an area to the west where a crèche was previously permitted but not constructed (LCCC Ref: 16/705).

A Design Team with extensive experience in housing schemes has been appointed to prepare the planning application including Deady Gahan Architects, Coakley O'Neill Town Planning, Simon Ronan Landscape Architecture and OSL Butler Consulting Engineers.

DEADY GAHAN ARCHITECTS

COAKLEY O'NEILL town planning

OSL·BUTLER CONSULTING ENGINEERS

SR LA



AERIAL VIEW OF SITE

00 INTRODUCTION
DEVELOPMENT DESCRIPTION

The proposed development comprises of the modification of the Large-Scale Residential Development granted under Application Ref. 23/60842 and Appeal Ref. ABP-319009-24. The proposed modifications comprise of the replacement of 57 no. Units with 59no. Units and the provision of 5no. Additional townhouse units, the omission of the permitted childcare facility with capacity to accommodate 58no. children and the construction of a childcare facility on a site to the west with capacity to accommodate 102no. Children.

The development will also include the provision of private, communal, and public open spaces; internal roads and pathways; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; public lighting; substations; all associated site development works; and all drainage and foul sewer infrastructure and network works including nature-based suds measures.



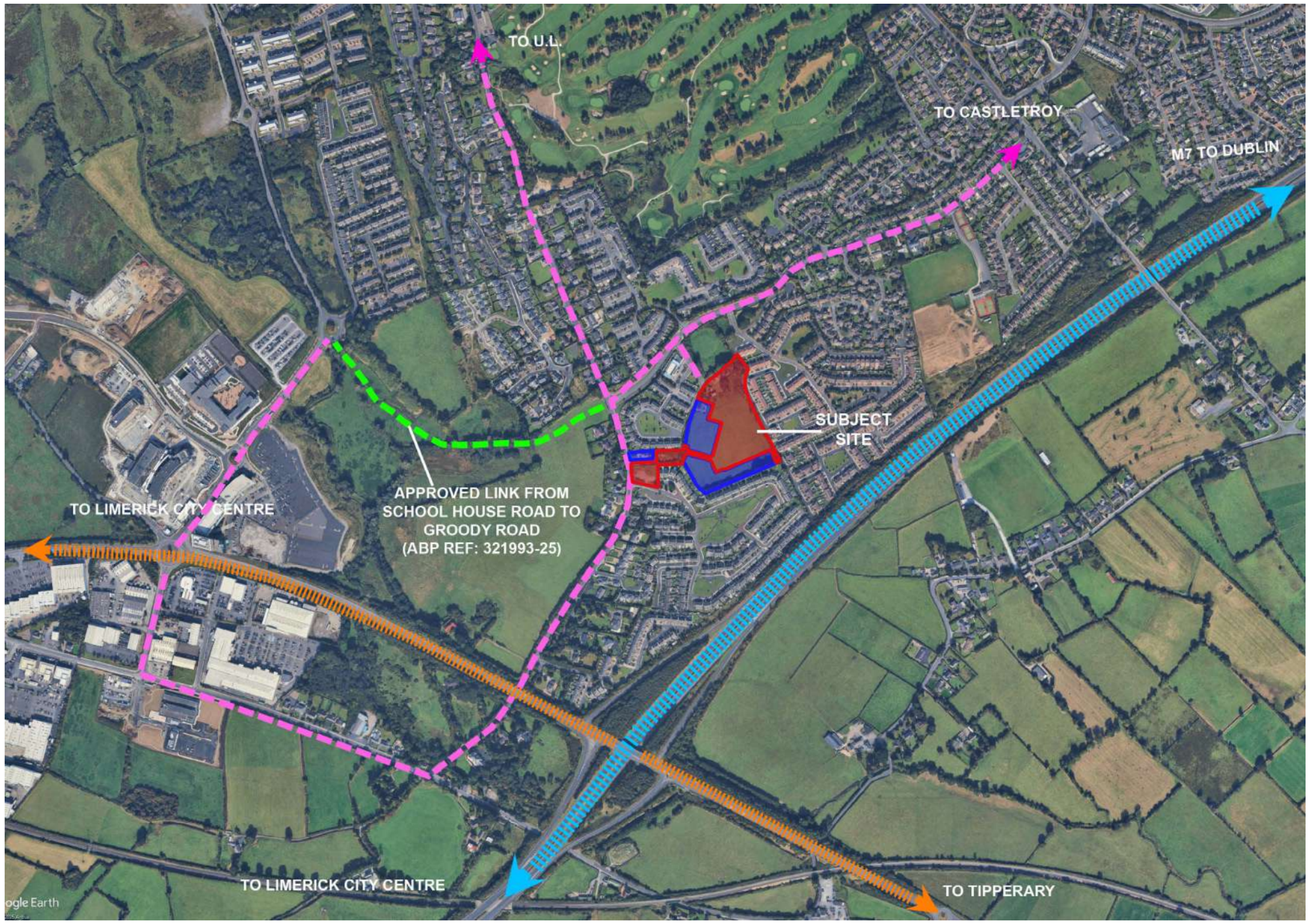


01 SITE CONTEXT
CONTEXT INFO

The proposed residential development is located approximately 6km to the south-east of Limerick City Centre with the total area of the site measuring approx. 2.28 Ha. The immediate context of the site consists of Golf Links Road to the west and School House Road to north of the site of which the scheme is accessed. The site is bounded by residential developments on all sides such as Ashfort, Kylemore, and Evanwood, with a field also located to the north.

The subject site is a 3 minute walk to a number of high frequency bus stops which connect the site to the extent of Limerick City Centre and further afield to other parts of Limerick, and wider Ireland. The site is also in close proximity to the M7 motorway. When considering a site for development, connectivity such as this is an integral attribute which is vital in ensuring its successful integration into the immediate and wider context which this site successfully has.

A strategic response to unique boundary conditions and the site characteristics, ensures the distinctiveness and connectivity of the proposed housing scheme. Features such as the existing trees/hedgerows and an OPW Channel to the east of the site that will have the potential to give this new development an unmistakable quality.



01 SITE CONTEXT
CONNECTIVITY + EXISTING INFRASTRUCTURE

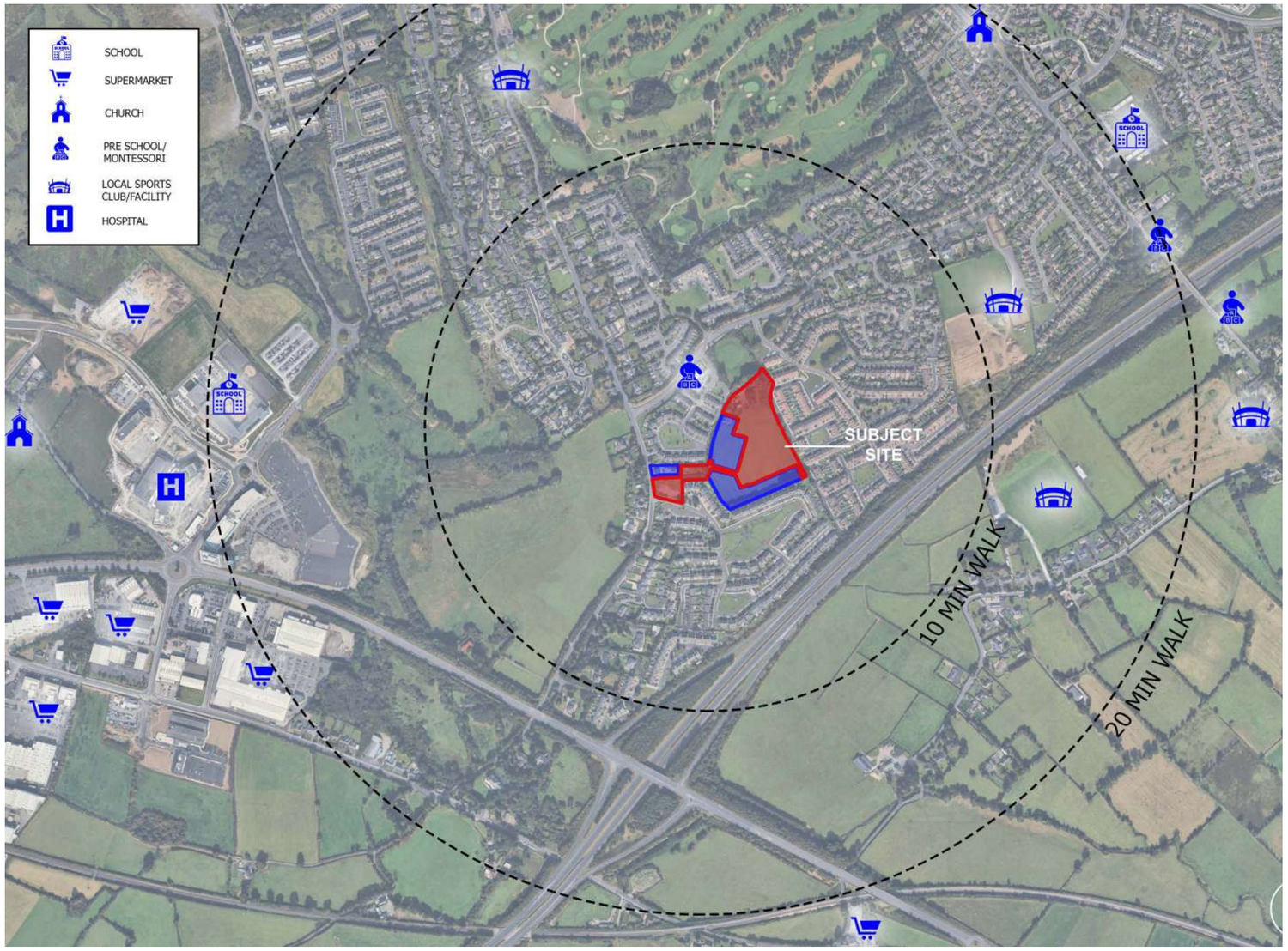
The subject lands located at Old Orchard offer a unique opportunity to provide a high quality residential development within the locality. Attractive proposed connectivity around the scheme will provide desirable connections to the amenities in Limerick.

The site is located to the south east of Limerick City which contains an abundance of local amenities for future residents. These can be accessed via public transport with a number of bus stops located within walking distance of the proposed site entrance.

The site is positioned close to a number of vital facilities including the University of Limerick, Castletroy Town Centre, and a range of restaurants and shops

The site will be accessed on foot or by car from the School House Road to the north which connects the site to Limerick City. Ample connectivity is provided along these roads which highlights the key pedestrian connectivity to the development.

Inclusivity and ease of movement through the scheme and the connections to Limerick City have been the central design principles of the development. The primary access street will ensure that the residents will have easy access to local bus routes and cycle routes connecting into Limerick City Centre. This focus on alternative modes of transport as a substitute to the car ensures that a sustainable development is created.



01 SITE CONTEXT
ACCESS & ACCESSIBILITY

The subject site will be accessed via a single vehicular entrance to the north, off the School House road along with a pedestrian link from Golf Links road.

A cycle and pedestrian link will run from the main entrance in the north, off the School House road and Golf Links road through the site. Additional pedestrian links run through the site, linking open spaces in the north and south of the scheme. These links contribute to a permeable layout with a range of access points and routes through the site. Additional pedestrian links to the adjacent housing estates surrounding the site is also provided.

In addition, the site's close proximity to Limerick city centre helps to ensure that alternative, more environmentally friendly modes of transport are provided as a substitute for car use.



01 SITE CONTEXT
SURROUNDING ANALYSIS

A review of the surrounding local architectural context and of the landscape of the area has been carried out. This has influenced the final proposal which blends into its context while bringing a new identity and a recognisable character.

The surrounding context is characterised mainly by medium density, traditional style developments. The houses in Evanwood and Ashfort consists of mainly 2 storey semi-detached and detached units with red brick and yellow render façades, with the units in Ashfort also having feature stone elements on the façades. The houses to the east in Kylemore mainly consist of semi-detached and townhouses with red brick, beige / yellow render, and terracotta tile features.

Within 2 kilometres to the west of the site is the Ballysimon Road which is home to a range of shops and amenities within retail parks just off this road. The newly opened Bon Secours Hospital is also located nearby.




1 - Evanwood


2 - Ashfort

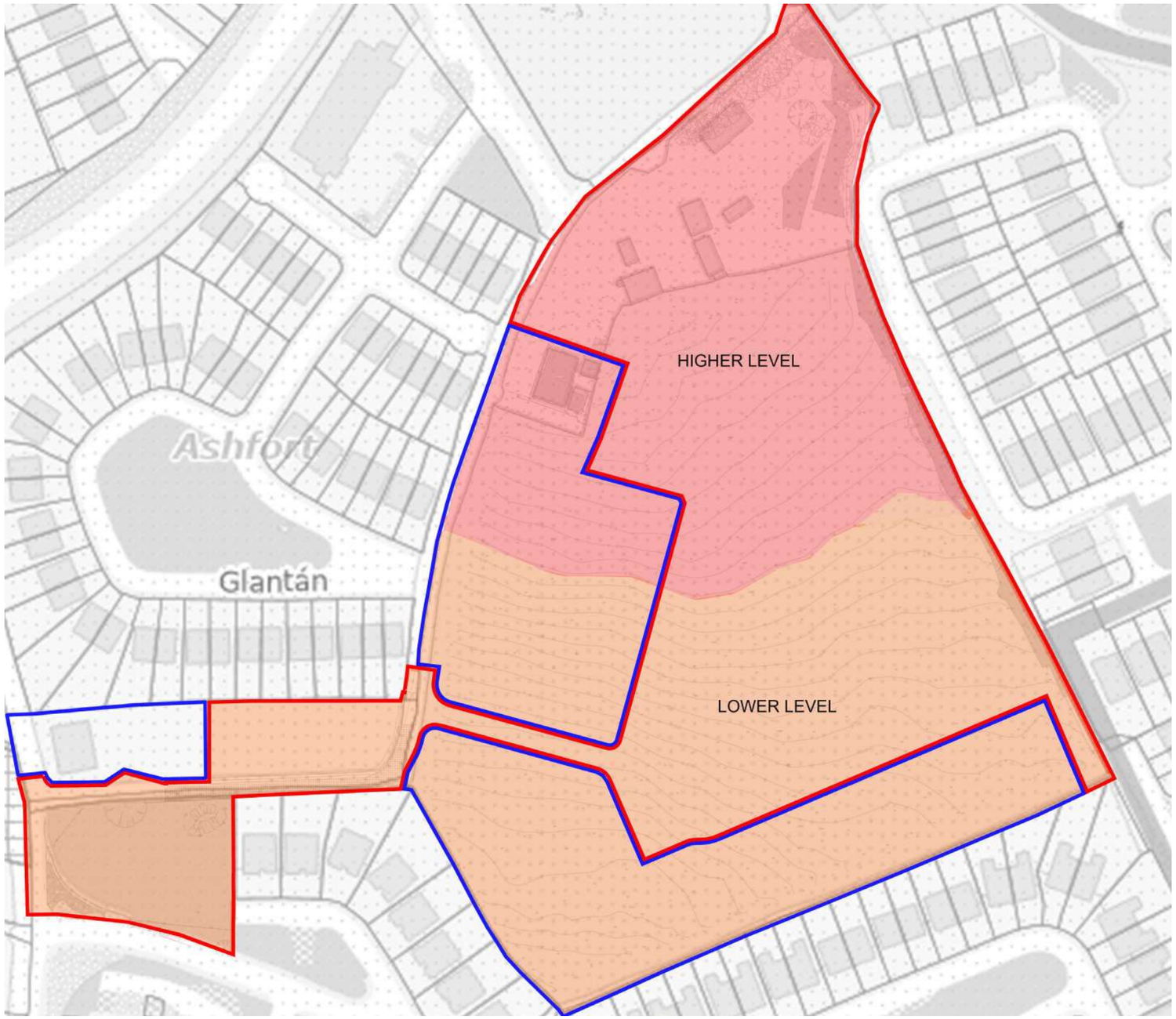

3 - Kylemore


4 - East Point Retail Park

01 SITE CONTEXT
TOPOGRAPHY & EXISTING LANDSCAPE FEATURES

Our design approach is focused on defining the existing natural features of the site and incorporating them into the scheme wherever possible, to give the development a distinctive quality that is unique to its location.

The topography of the site slopes upward from south to north, with the highest point located in the north. This upper plateau is relatively flat and develops into a modest slope running southwards.



01 SITE CONTEXT
SITE ANALYSIS



Map showing constraints on the site

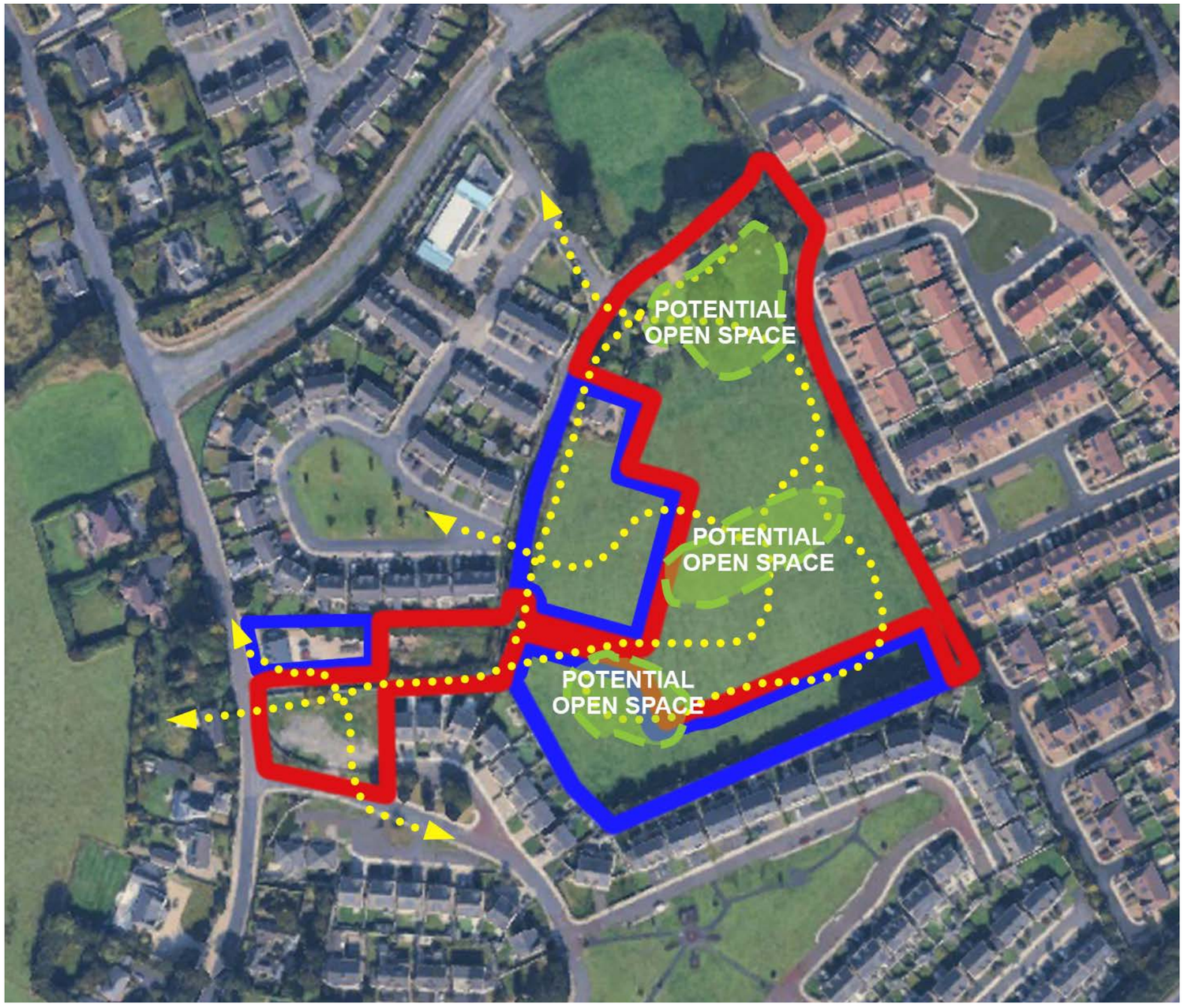
The development site, with an acre of 2.28 Ha, contains exisiting natural features in the form of trees and hedgerows around the site, and the OPW channel along the eastern boundary. By retaining these exisitng features and incorporating them into the scheme, they serve to create natural ecological features within the development to benefit both the end user and the wider community. There is also a considerable fall across the site of approx. 8m from north to south.

Before the previously permitted Large-Scale Residential Development was granted by An Bord Pleanala under Appeal Case Reference ABP-319009-24, the application site was the only remaining portion of a farm holding that was undeveloped.

Along with the exisiting natural features within the bounds of the site due to the existence of a Ringfort (NIAH Ref: LI005-037) within the field. The revised scheme has been designed to ensure this archaeological feature is preserved and respected.

01 SITE CONTEXT
SITE PERMEABILITY

Due to the unique nature of the scheme being surrounded by exisiting housing developments, care must be taken to provide a permeable and accesible layout to benifit both the users of the development and the wider locality. There are various locations where the scheme can be designed to provide pedestrian connections to neighbouring communities to help the development with the wider community.



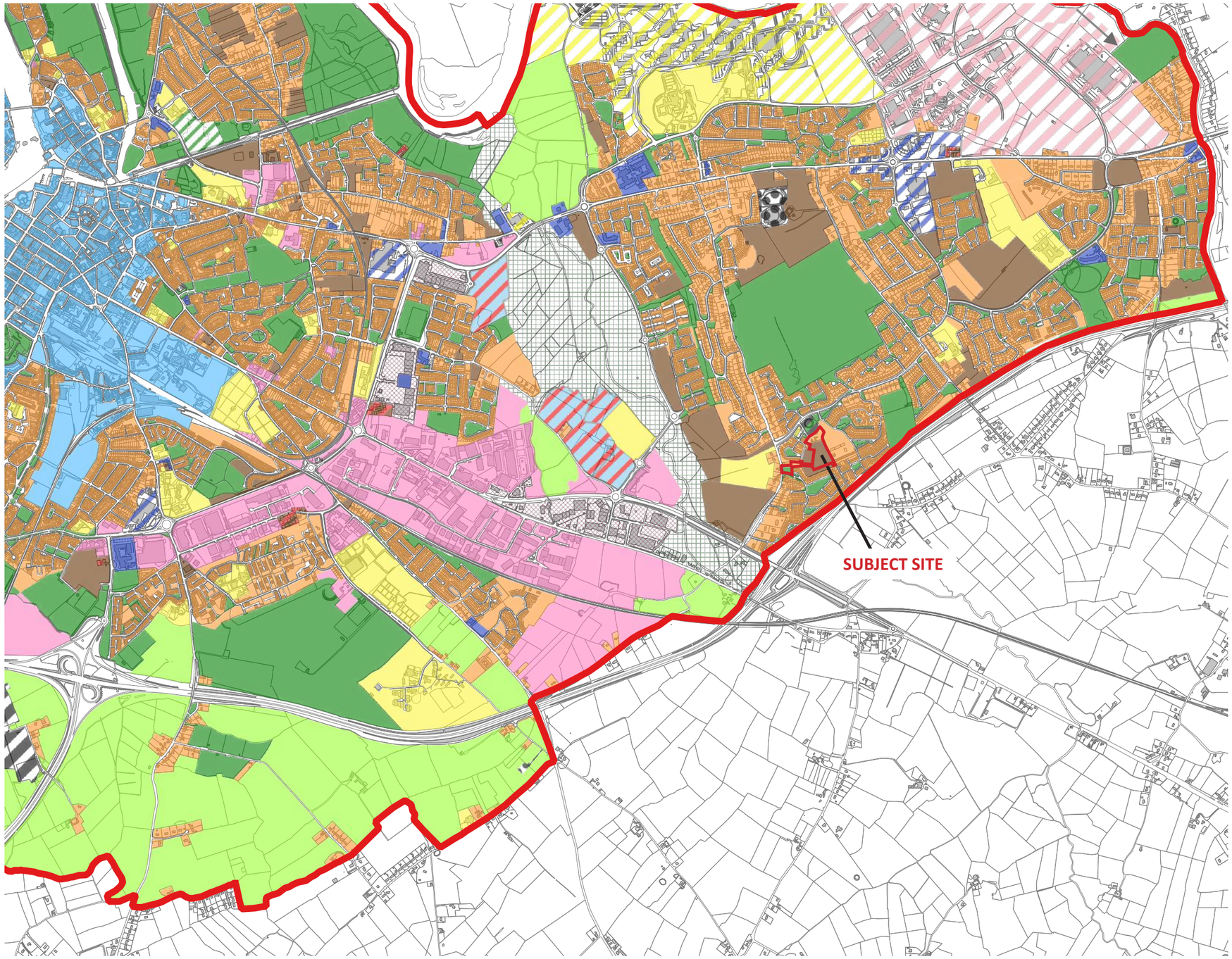
01 SITE CONTEXT
SITE ZONING

N

LEGEND

Material Alterations Zoning

- Existing Residential
- New Residential
- Traveller Specific Accommodation
- Education & Community Facilities
- University
- City Centre
- Local Center
- District Centre
- Mixed Use
- Industrial
- High Tech / Manufacturing Campus
- Enterprise & Employment
- Retail, Warehousing
- Data Centers
- Agriculture
- Sports Arena
- Open Space & Recreation
- Special Control Area
- Semi Natural Open Space
- pNHA
- Groody Valley Green Wedge
- Utilities
- SPA in C&E
- SAC in C&E
- City & Environs Boundary
- C&E Indicative roads
- LNDR Link
- Material Alterations changes



Extract from Limerick Development Plan 2022-2028

01 SITE CONTEXT
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.

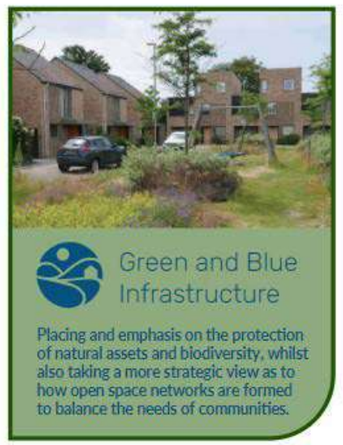
RESPONSIVE BUILT FORM

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-designed settlements.









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

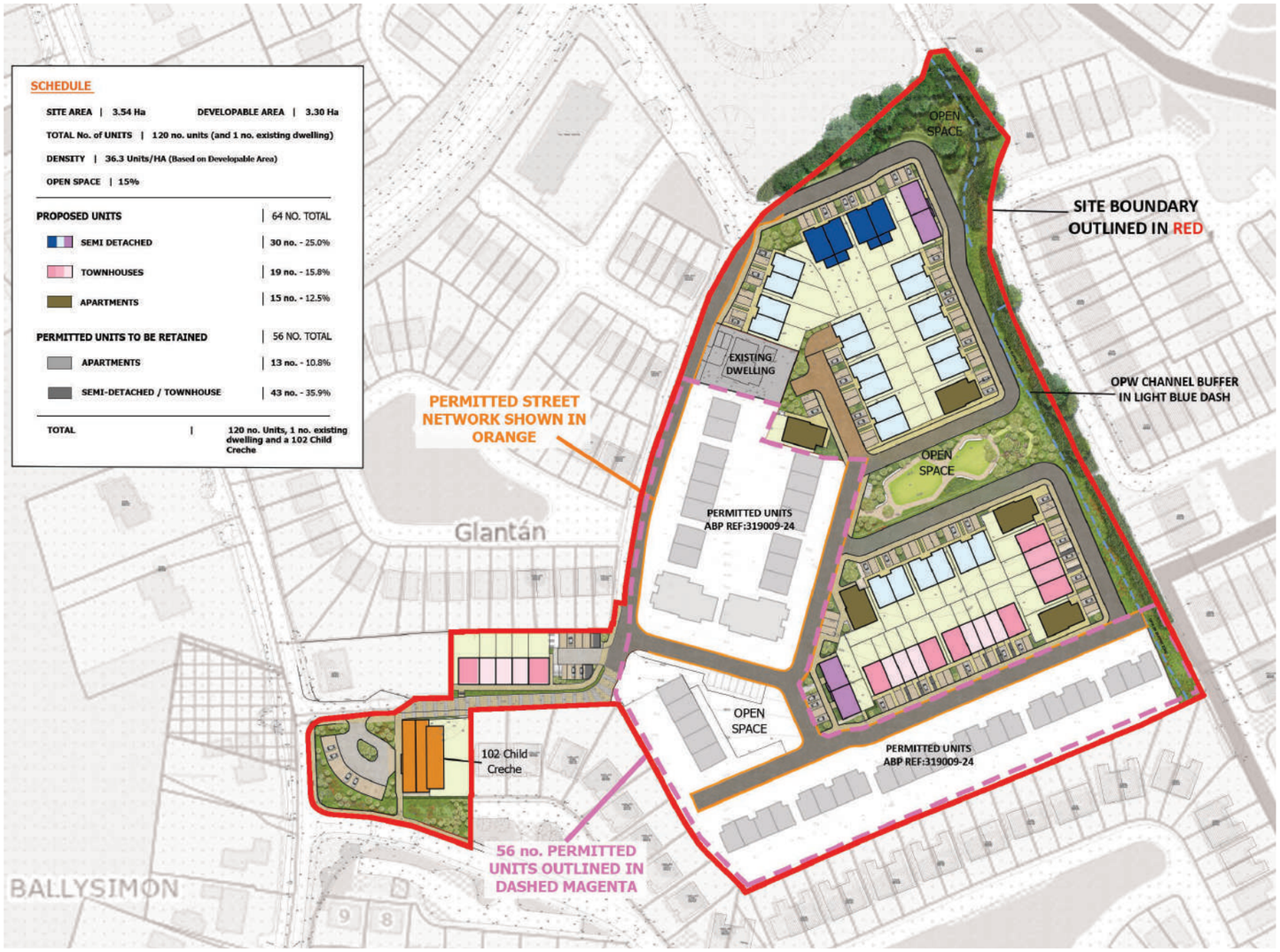
An S247 meeting was held on the 24th of July 2025, with members of Limerick City and County Council's Planning and Engineering Departments and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The design progress and input received from Limerick City and County Council following this meeting resulted in the following changes prior to the S32B meeting, some of which are highlighted below.

1. REVISION OF CRÈCHE CAR PARK

The car park for the crèche has been revised in order to provide a more efficient looping system which will improve the crèche traffic and reduce the congestion in the area. 1 no. E.V. space and 2 no. Accessible spaces have also been provided within the crèche car park.

2. INCORPORATING E.V. AND ACCESSIBLE SPACES

4 no. car parking spaces have been designated as E.V. charging spaces in order to satisfy the requirements in the Limerick City and County Development Plan (2022). The development plan states that a minimum of 1 EV charge point should be provided per five car parking spaces. The allocation of these charging spaces equates to approx. 20% of the communal spaces, in line with the guidelines. All car parking spaces within the curtilage of a dwelling will be ducted for E.V. charging. 1 no. accessible space has also been provided within the scheme which equates to 5% of the communal spaces as per the Development Plan guidelines. 2 no. additional accessible spaces are also provided within the crèche car park.



F1G: Proposed site layout presented at S247 meeting

01 SITE CONTEXT
CONSULTATION WITH LIMERICK CITY AND COUNTY COUNCIL AND AMENDMENTS MADE FOLLOWING SECTION 32B MEETING

An S32B meeting was held on the 9th of January 2026, with members of Limerick City and County Council's Planning and Engineering Departments and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The design progress and input received from Limerick City and County Council following this meeting resulted in the following changes prior to the LRD meeting, some of which are highlighted below.

1. INCORPORATING E.V. SPACES

The parking layout proposes no. 4 EV charging spaces, representing 20% of the total communal car parking provision. All remaining in-curtilage parking spaces will be future-proofed with ducting to accommodate the potential installation of EV charging infrastructure, in accordance with universal design guidelines.
In addition, 9 crèche parking spaces are proposed, of which 2 are designated accessible spaces and 1 is an EV charging space.

2. ENHANCEMENT OF OPEN SPACE CONNECTIVITY

The perimeter looped road has been revised to ensure that the central open space remains directly connected to the linear green space along the OPW channel at the eastern edge of the site, thereby maintaining and enhancing the continuity of green infrastructure as previously permitted.

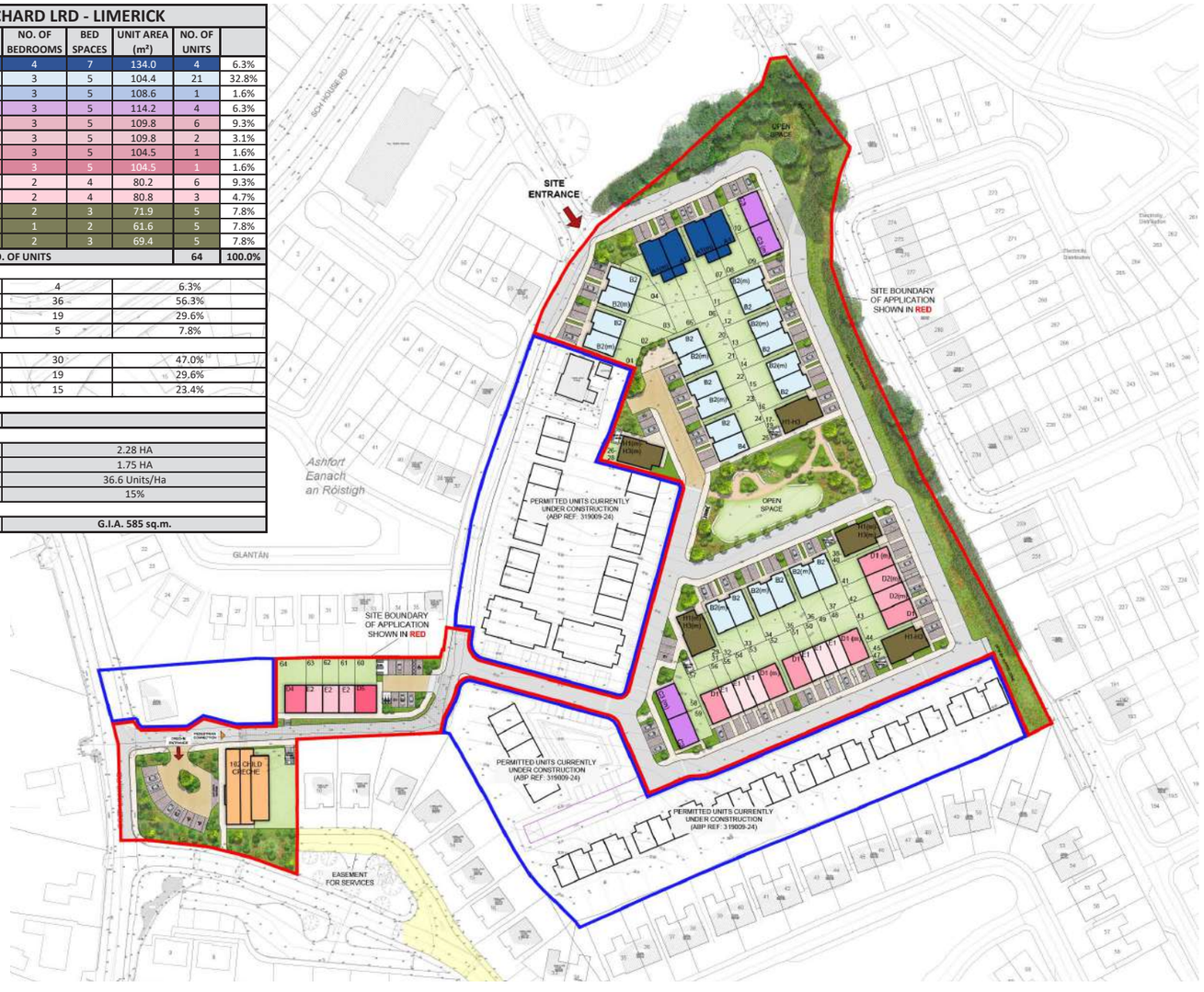
The amended layout prioritises pedestrian movement across the site and strengthens ecological connectivity between open space areas, while maintaining appropriate vehicular access where required.

For further details, please refer to the SRLA drawings and accompanying reports relating to public open space and the public realm strategy.

OLD ORCHARD LRD - LIMERICK

UNIT TYPE	DESCRIPTION	NO. OF BEDROOMS	BED SPACES	UNIT AREA (m^2)	NO. OF UNITS	
A1	4 Bed Semi-Detatched	4	7	134.0	4	6.3%
B2	3 Bed Semi-Detatched	3	5	104.4	21	32.8%
B4	3 Bed Semi-Detatched	3	5	108.6	1	1.6%
C3	3 Bed Semi-Detatched	3	5	114.2	4	6.3%
D1	3 Bed End Townhouse	3	5	109.8	6	9.3%
D2	3 Bed Mid Townhouse	3	5	109.8	2	3.1%
D4	3 Bed End Townhouse	3	5	104.5	1	1.6%
D5	3 Bed End Townhouse	3	5	104.5	1	1.6%
E1	2 Bed Mid Townhouse	2	4	80.2	6	9.3%
E2	2 Bed Mid Townhouse	2	4	80.8	3	4.7%
H1	2 Bed Apartment	2	3	71.9	5	7.8%
H2	1 Bed Apartment	1	2	61.6	5	7.8%
H3	2 Bed Apartment	2	3	69.4	5	7.8%
TOTAL NO. OF UNITS					64	100.0%

4 bed	4	6.3%
3 bed	36	56.3%
2 bed	19	29.6%
1 bed	5	7.8%
Semi-Detatched	30	47.0%
Townhouses	19	29.6%
Apartments	15	23.4%
TOTAL NUMBER OF UNITS		
SITE AREA (RED LINE BOUNDARY)	2.28 HA	
DEVELOPABLE AREA	1.75 HA	
DENSITY	36.6 Units/Ha	
OPEN SPACE	15%	
102 CHILD CRECHE	G.I.A. 585 sq.m.	



F1G: Proposed site layout presented at S32B meeting

02 DESIGN STRATEGY
PERMITTED ELEMENTS TO BE RETAINED

This application aims to make amendments to a portion of the scheme while a section of this is currently under construction. This proposal aims to provide a dwelling mix that is more in-keeping with the character and pattern of development in the area while maintaining the permitted density and design of the scheme.

While the general layout and key characteristics of the scheme remains similar to the permitted layout, the scale, height, and design of the proposed dwellings have been created to better relate to the permitted and adjacent unit types. A breakdown of the units to be replaced are below;

We are replacing 57 no. units comprising of;

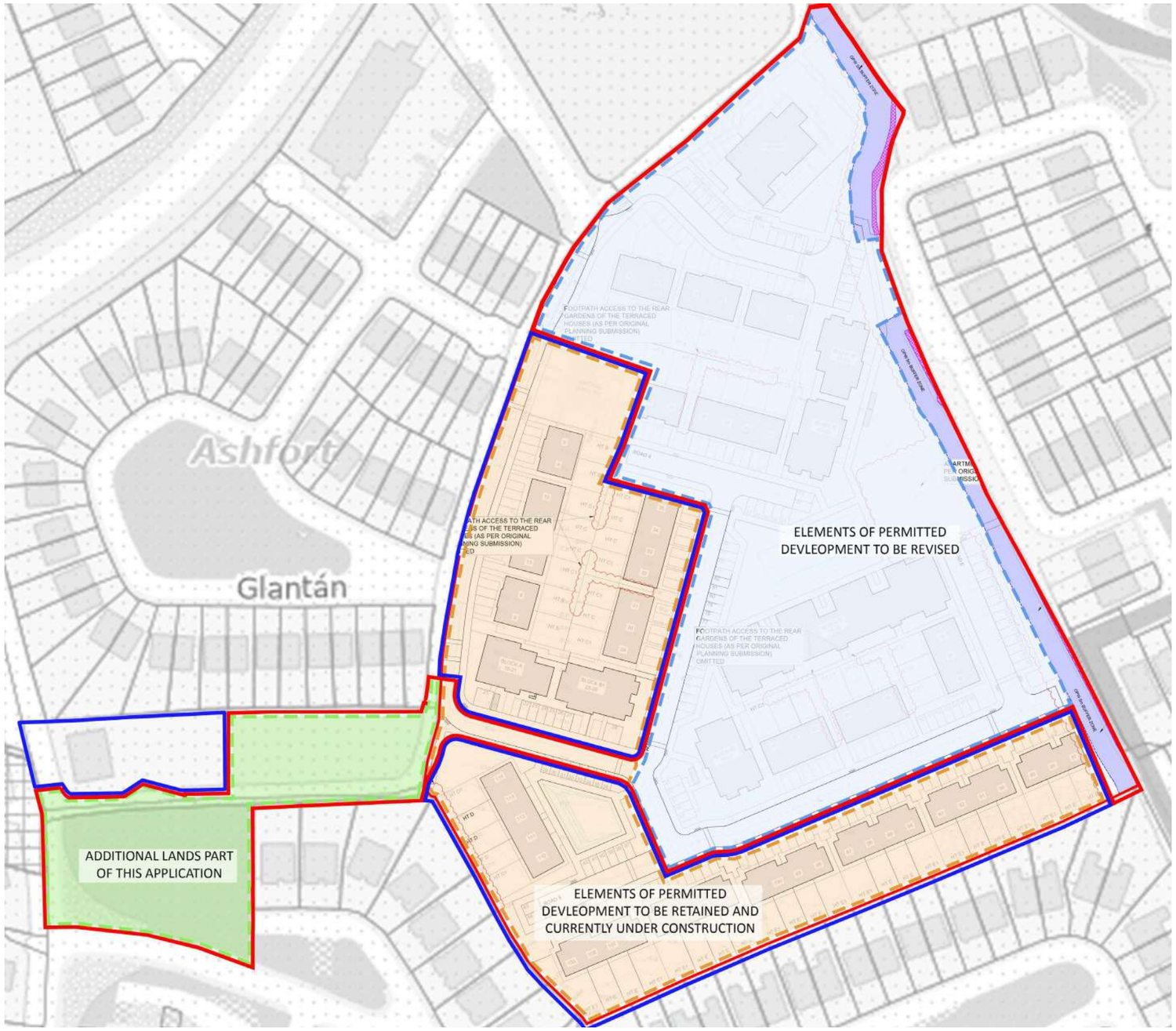
- 06 no. 4 bed semi-detached houses (139.2 sq.m.)
- 15 no. 3 bed semi-detached houses / townhouses (108 sq.m.)
- 06 no. 1 and 2 bed apartments (Block A) (54.1 sq.m. – 114.1 sq.m.)
- 14 no. 1 and 2 bed apartments (Block B)(54.1 sq.m. – 114.1 sq.m.)
- 16 no. 1, 2, and 3 bed apartments (Block D)(50.2 – 123.2 sq.m.)

With 59 no. units comprising of;

- 04 no. 4 bed semi-detached houses (134.0 sq.m.)
- 26 no. 3 bed semi-detached houses (104.4 – 114.2 sq.m.)
- 08 no. 3 bed townhouses (109.8 sq.m.)
- 06 no. 2 bed townhouses (80.2 sq.m.)
- 15 no. 1 and 2 bed apartments (61.6 – 71.9 sq.m.)

5 no. additional units are also proposed in the south-western section of the scheme overlooking the pedestrian lane way connecting the residential scheme to the proposed crèche site. This brings the total number of units from the previously permitted 113 no. units to 120 no. units overall.

Along with these changes, the location of the crèche has been revised to an area to the west where a crèche was previously permitted but not constructed (LCCC Ref: 16/705).



02 DESIGN STRATEGY
PREVIOUSLY PERMITTED LAYOUT (REF: ABP-319009-24)

The proposed scheme aims to amend the permitted site layout (Ref: ABP-319009-24) in order to replace a portion of the permitted development with a different layout which aims to better relate to the existing scale, design, and mix within the immediate context of the site.

The initial scheme consisting of 122 units was submitted to LCCC in late 2023 looking to provide 6 no. 4 bedroom semi-detached units, 35 no. 3 bedroom semi-detached and terraced units, 24 no. 3 bedroom terraced units, 2 no. 3 bedroom apartments, 26 no. 2 bedroom apartments, and 29 no. 1 bedroom apartments, with a density of 38.4 units per hectare and 15% open space provided. The proposed development was granted in early 2024 and subsequently appealed to An Bord Pleanála.

On review of the appeal, the development was granted under Appeal Case Reference ABP-319009-24 with the omission of an apartment block (Block C) consisting of 8 no. units in order to provide a larger open space in the centre of the scheme, and unit no. 95 which allows a 5m buffer zone to be provided along the eastern boundary to protect the OPW Channel. The permitted scheme consists of a total 113 no. units.

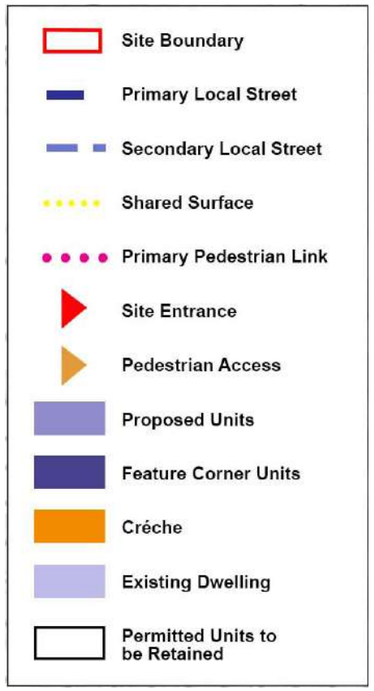


SUBMITTED SITE LAYOUT OF 122 UNITS (LCCC REF:23/60842)



PERMITTED SITE LAYOUT OF 113 UNITS (REF: ABP-319009-24)

02 DESIGN STRATEGY
PROPOSED CONCEPT





02 DESIGN STRATEGY
OPEN SPACES & PEDESTRIAN/CYCLE LINKS



- Site Boundary
- Primary Pedestrian Link
- Secondary Pedestrian Link
- Site Entrance
- Pedestrian Access

DEADY GAHAN DG ARCHITECTS

02 DESIGN STRATEGY
SITE CONSTRAINTS & POTENTIAL

Site Constraints/Potential:

1. Panoramic views to the south and west
2. Existing natural features on site (hedgerows and trees) that can be incorporated into the public realm design
3. Proximity to Limerick Centre

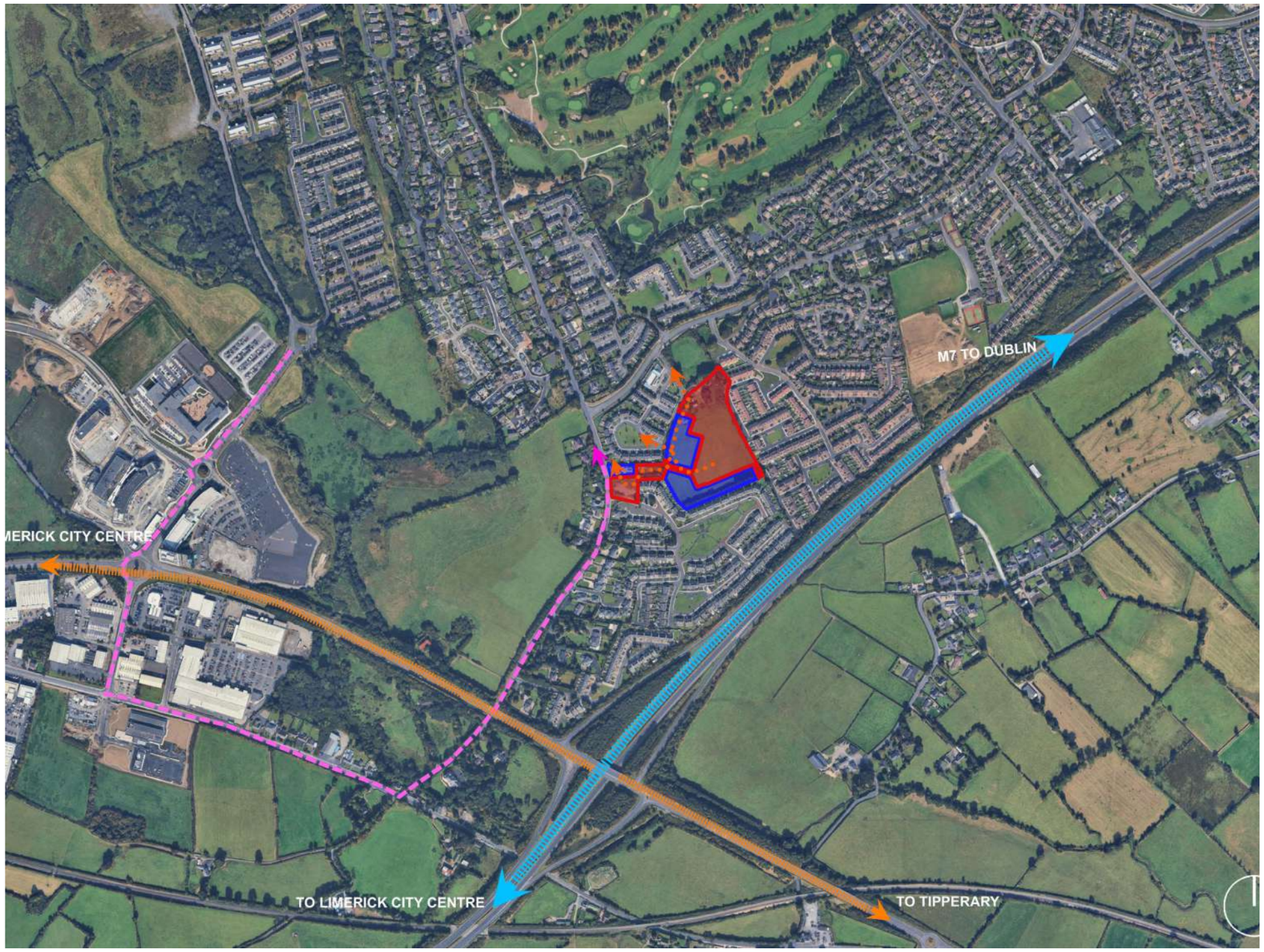
Site Context:

• The site is 6 km West of Limerick centre, accessed via School House Road. It is surrounded by residential areas such as Evanwood, Ashfort, Kylemore and Castletroy, placing it within a well-established neighbourhood.

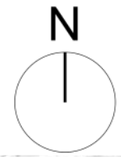
• Just a 3-minute walk from the nearby high-frequency bus stops connecting to Limerick and beyond. The site's strong transport links ensure easy integration into the town and wider regions.

• Within walking distance of Limerick City centre, residents can also access Monaleen Gaa Grounds, Castletroy Golf Club, Monaleen National School, Castletroy Neighbourhood Park, and other essential services, offering convenience and lifestyle benefits.

• The design is inspired by the landscape and the site's existing features, ensuring a thoughtful response to boundary conditions. Existing trees and natural elements will be incorporated to give the development a distinct character and sense of place.



02 DESIGN STRATEGY
STREET HIERARCHY



Site Boundary

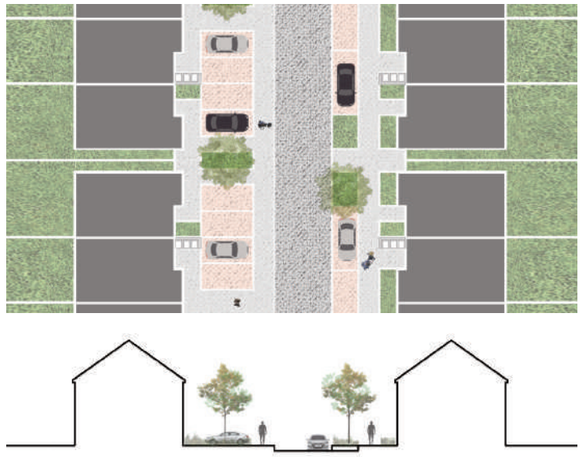
Primary Local Street

Secondary Local Street

Shared Surface

Site Entrance

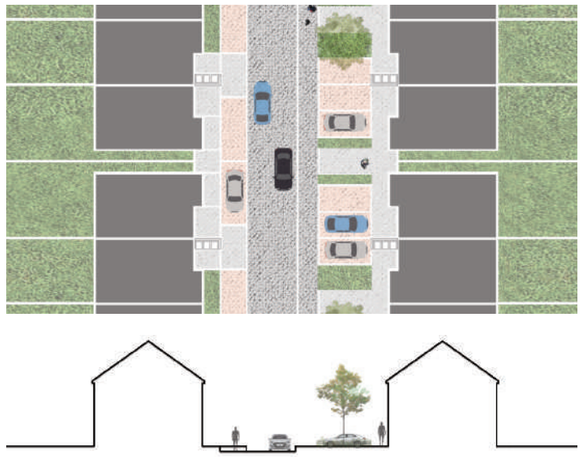
1. PRIMARY LOCAL STREET



PRIMARY LOCAL STREET FEATURES:

- 5-5.5m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

2. SECONDARY LOCAL STREET / SHARED SURFACE

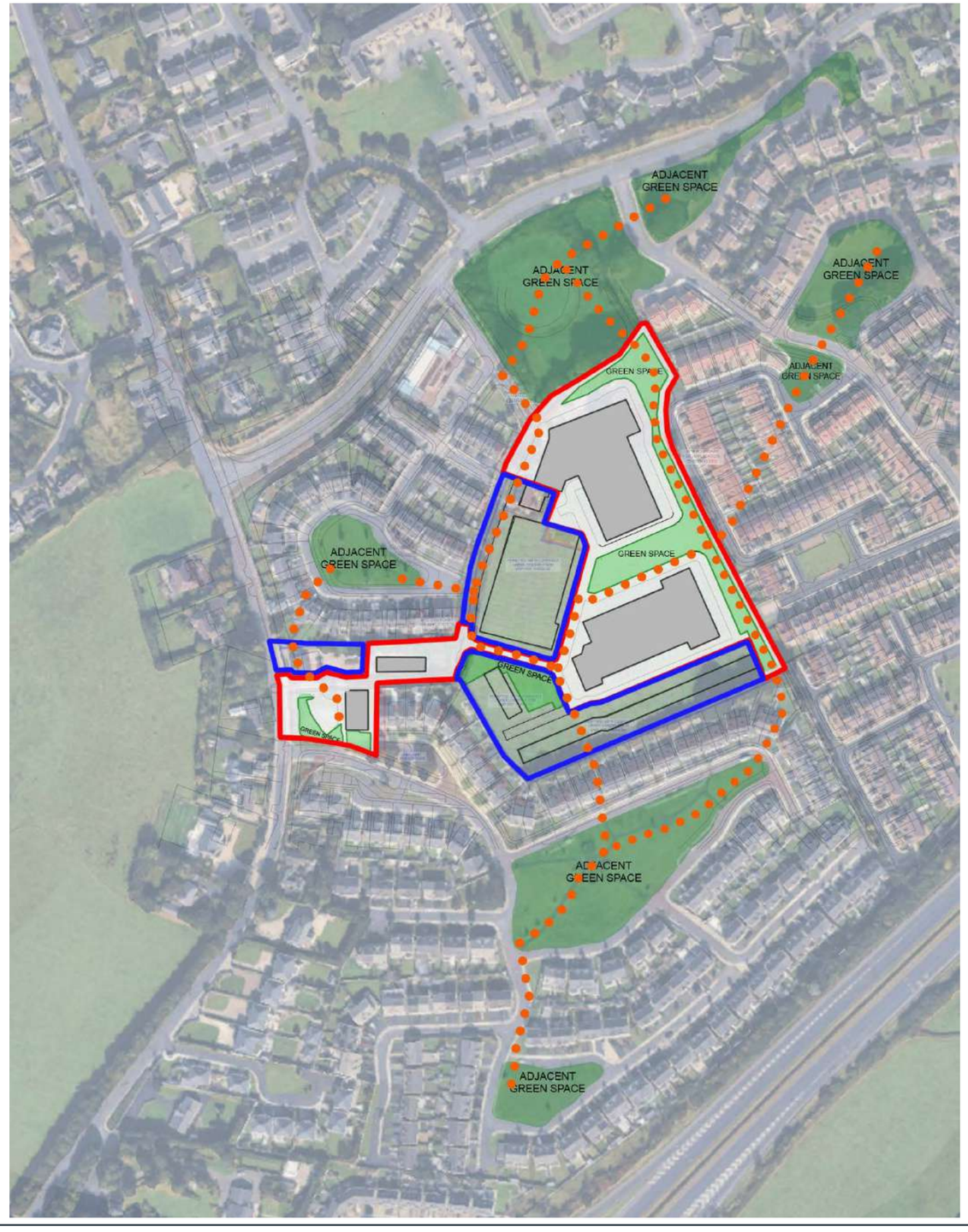


SECONDARY LOCAL STREET/SHARED SURFACE FEATURES:

- 4.8-5m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH OR SHARED SURFACE
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING



02 DESIGN STRATEGY
ECOLOGICAL CONNECTIONS



02 DESIGN STRATEGY
NODAL POINTS



02 DESIGN STRATEGY
RECREATION, AMENITY &OPEN SPACE

The proposed development features pedestrian paths that run throughout the site, connecting the various open spaces. Several pedestrian connections branch from this path, providing access to the open spaces and amenities. The design incorporates a green network of open spaces, and the existing trees along the site boundaries will be retained where possible. Shared surface areas are spread across the site, blending seamlessly into the landscaped environments. These spaces help create a cohesive and accessible network for pedestrians and cyclists.

To ensure a sustainable and high-quality residential environment, the development emphasizes the creation of well-designed open spaces. These spaces will be linked by pedestrian and cycle-friendly routes, promoting connectivity throughout. Key features of the open space plan include:

- Formalized pedestrian routes connecting play areas, enhanced with pocket green areas, planting, trees, and seating.
- Shared surfaces integrated into the landscape to encourage informal interactions.
- A total of 13.5% of the developable area is dedicated to the open space, including both formal recreational facilities and informal active and passive spaces. The design prioritizes preserving the site's natural features where possible. These open spaces will function as key node points within the development, enhancing the quality of life for future residents.









02 DESIGN STRATEGY
PUBLIC & PRIVATE OPEN SPACE

PUBLIC OPEN SPACES WITH EXISTING NATURAL FEATURES
The large trees and existing hedgerows along the boundaries of the site have been incorporated where possible in the green spaces. These landscaped open spaces are well overlooked by the dwellings. The proposed open spaces have also been designed to link with the permitted open spaces to create a permeable and cohesive development.

WALK/CYCLE PATH
Pedestrian access runs from Golf Links Road to School House Road.

POCKET OPEN SPACES
Several open spaces are spread around the site. They create courtyard arrangements and are surrounded and well overlooked by dwellings.

SHARED SURFACES
Some shared surface area are located around the site and blended into landscaped settings.



02 DESIGN STRATEGY
INCLUSIVITY- VARIETY- EFFICIENCY



Inclusivity

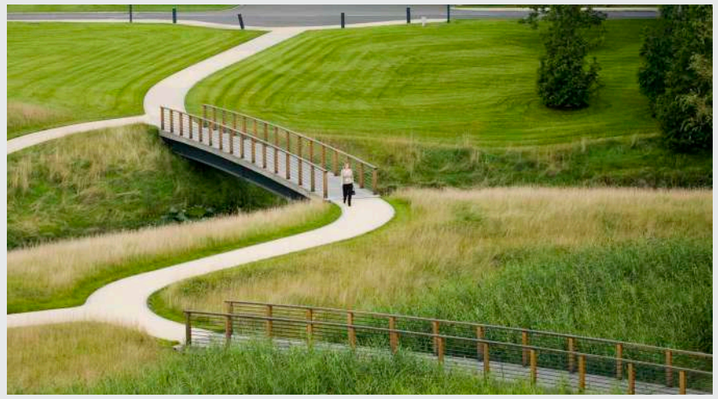
The proposed layout prioritises access for all, with a public realm based on pedestrian and cycle connectivity throughout the entire scheme. This principle is facilitated and supported also by the proposed streetscapes and shared surface areas.



Variety

The materiality of the buildings is also a vital opportunity to create an unmistakeable identity for distinctive characters in different areas within the new neighbourhood, and to realise the project in flexible stages over a phased time period. The location of materials on the respective units is also subject to their durability and visual aesthetic qualities.

The development is structured to enable the creation of neighbourhoods featuring distinct languages. Each of these character areas are grouped around open spaces, creating a recognisable sense of place by using a mix of landmark housing typologies and a blend of materials unique to that location.



Efficiency

An imaginative and efficient layout design has enabled us to unlock and maximise the potential of new neighbourhoods, and to achieve the right densities for the area. Economic in design, a sequence of distinct streetscapes with different widths and parking formations generate a highly efficient residential scheme and assists our vision of placemaking. The efficient use of high-quality materials and design features achieve superb quality homes that are both beautifully crafted and financially viable.