GARRISTOWN EAST - URBAN DESIGN FRAMEWORK

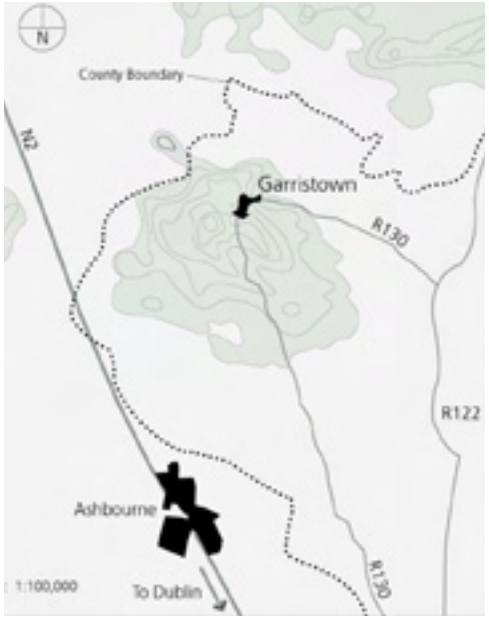
MAY 2005

murrayōlaoire architects

Fingal County Council
Comhairle Contae Fhine Gall

CONTENT

Location Map



Geographic and Infrastucture Context

1.0 Introduction

Garristown is a small rural village with a current population of c 300 persons. It is situated close to the Meath border, 25 km north-west of Dublin City, 18 km north – west of Swords and 6 km north- east of Ashbourne.

A local area plan was adopted for Garristown in May 2003. In order to meet the objective of further strengthening and consolidating the core and enhancing the special character of Garristown the local area plan altered the boundary of the *RV1 Development Area* to include two new development areas close to the centre of the village. The areas are designated Development Area 1 and Development Area 2 and are both located close to the village core.

This docment describes the urban design framework for Development Area 1. Development Area 1 is c 6.07 Ha in area and is bounded by Main Street to the west, the Naul Road to the North and Football lane on the East and South. The local area plan specifies that an urban design plan be prepared for these lands prior to the submission of any planning applications.

The urban design plan is set within the context of the local area plan and aims to set out clear guidance for the optimal coherent development of the lands in question.

2.0 Context

2.1 Village Context

Garristown has a distinctive elevated setting. At approximately 120 m above sea level, the village is set on one of the highest parts of Fingal in an area known as the North Fingal Uplands. The hill landscape slopes gently down from west to east across the village. The surrounding upland landscape has an attractive character defined by a mixture of farm types with field patterns defined by a strong hedgerow network.

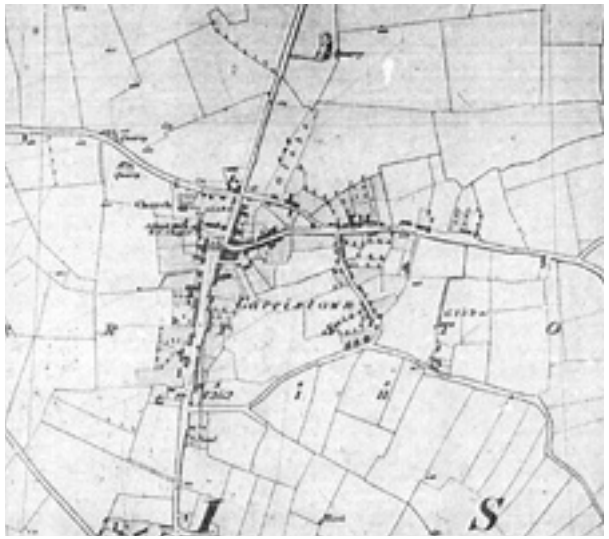
2.2 Village Character

The village consists of a wide main street running north south, the most distinguishing feature is the tree lined mall which runs along the western side of main street. The busier part of the village is at the juncture of the Naul road and Main Street. The main landmarks are the Church of the Assumption and Carnegie library on Main Street, and the former church of Ireland and cemetery. The hill topography adds character to the village and its effect is discernable in the retaining walls, streams and panoramic views eastward towards the Naul hills.

The village functions as a local centre servicing the surrounding agricultural hinterland. The commercial facilites include two public houses, a butcher's shop, grocers, hair dressing salon and filing station. Community facilities include the community hall, primary school, church and library. Glanbia have warehouses and a grain mill at the southern end of main street. The GAA grounds is located to the east of Football lane.

2.3 History of Garristown

The earliest records of settlement in Garristown date to 1200, when John the archbishop of Dublin granted to the prior and house of Lanthony, the church of Garristown. In 1607 records show the evidence of; a windmill on the mountain of Holtrass, a waste mill, horse mill and 326 acres of land within the town of Garristown. From the 1850s onwards development of the village has been slow, due to population decline and the peripheral rural location of the village. The village acted as an administrative centre for the northwest of the county in the early 1900s.



Garristown in 1837

2.4 Planning Context and Local Area Plan

The local area plan establishes the planning context and sets out the objectives and policies for the development of Garristown village within the context of the 1999 Fingal County Development Plan, the Strategic Planning Gudelines for the Greater Dublin Area and the Department of the Environment's Residential Density Guidelines.

The local area plan envisages that Development Area 1 will be mainly residential at a density of 20 houses per hectare or 120 in total for Development Area 1with a limited amount of retail and commercial uses with retail and commercial uses concentrated on the Main Street frontage. The following is a summary of the objectives set out in the local area plan regarding the development of Area 1.

Linkages
- The urban design plan should provide pedestrian and cycle linkages from new and exist ing development with a focus on linking existing heritage structures, recreational open spaces and the high amenity lands to the west of the village.

Views
- New development within Area 1 shall preserve views of the surrounding countryside and eastwards to the Naul Hills.

Open space
- A small village green, with a children's play area and sitting out area should be provide within Developent Area 1

Employment and facilities
- To encourage the relocation of the existing Glanbia warehouse to lands to the east of the existing Glanbia grain stores
- To facilitate the development of retail and service provision at a level appropriate to meet the needs of the developing village and in particular to promote the development of a crèche, doctor / dentist surgeries and additional shops.
- The local area plan encourages the redevelopment of of existing industrial uses along Main Street to mainly residential with some commercial / retail / enterprise elements.

Village Character
- To ensure that all new developments are subject to strict development control standards to ensure the protection of existing residential and public amenities and the enhancement of the village character
- To protect and retain existing trees and hedgerows of amenity value and
- To retain and enhance stonewalling within Development Area 1
- To protect the Church and Carnegie buildings and settings within Development Area1

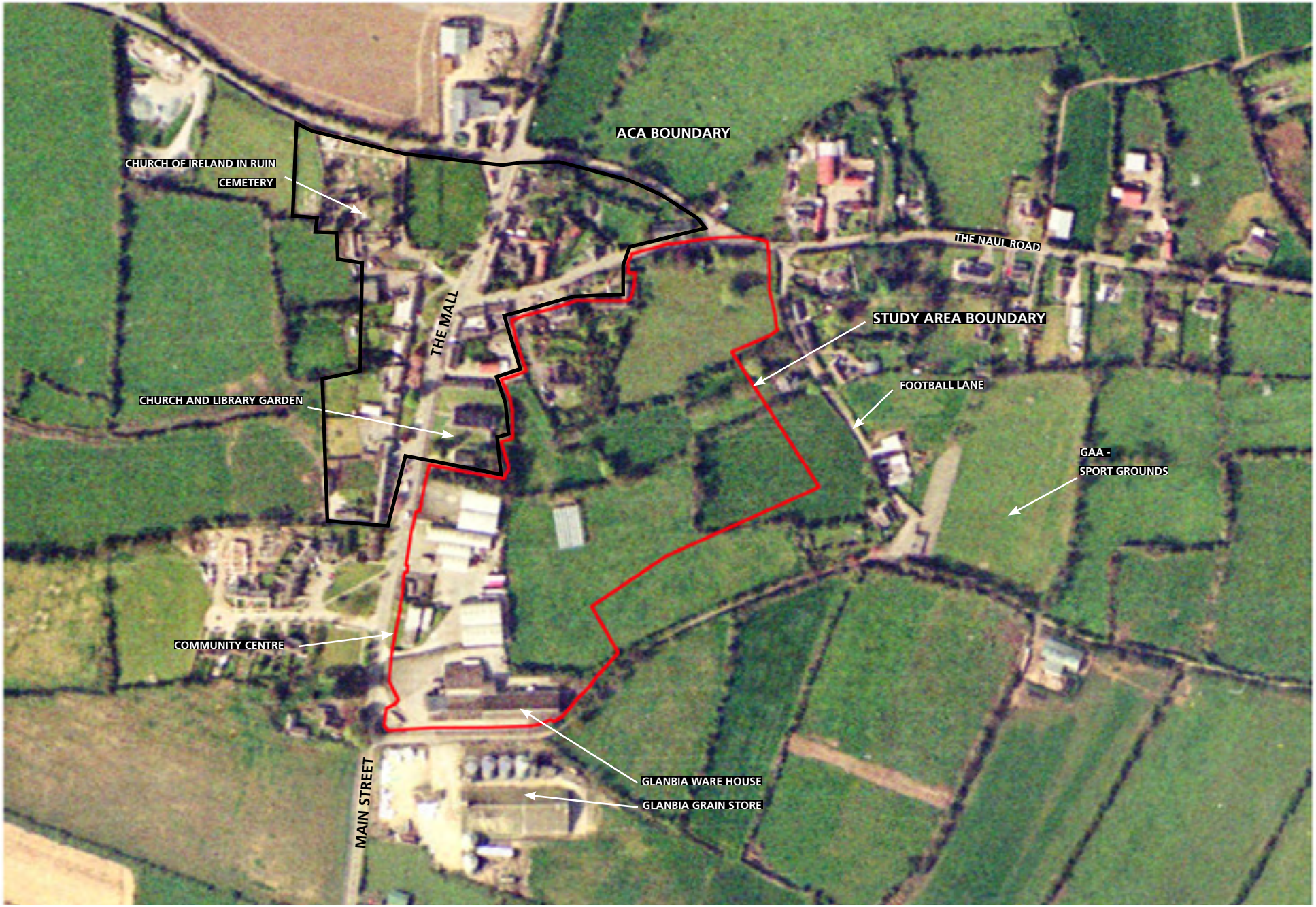
Urban Form
- The scale and type of new building to be of street frontage form and respect the character of the local vernacular architecture
- Suburban layout or typologies shall not be permitted
- Layout and architectural design of new buildings to respect the existing village scale and form
- Maximum number of 5 houses at low density along the southern edge of Development Area 1 to mark the transition between the village and the countryside

Permeability
- The development of this area shall provide interlinked village streets and pedestrian laneways, enhancing and reflecting the established village form.
- Pedestrian and cycle routes permitting a high degree of permeability linking the area with Main Street, the GAA grounds, the Naul Road and Football lane.
- Retail and commercial uses to be concentrated on Main Street frontage.

3.0 URBAN DESIGN FRAMEWORK

3.1 Existing condition

The aerial photograph shows Development Area 1, the site includes the Glanbia ware house to the south of Main Street and the community hall. The Carnegie library and the Catholic church are protected structures which along with the village core form part of a proposed architectural conservation area bordering the study area to the north and west.



3.1 Existing Condition

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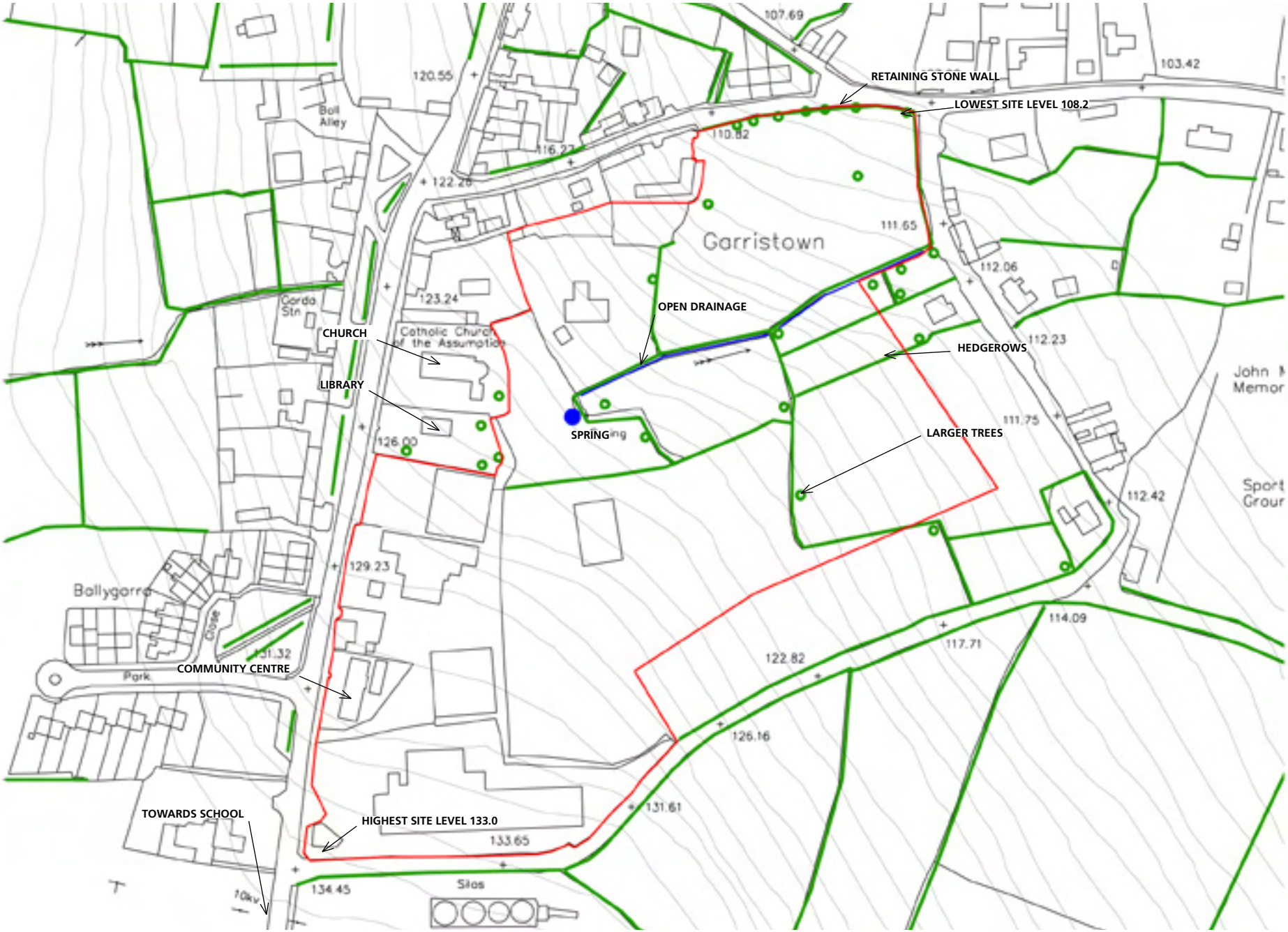
3.2 Elements of the hill landscape; stream, hedgerow, retaining wall and sloping fields:

The site slopes down in a north easterly axis in an approximate gradient of 1:18. A stone retaining wall forms an edge to the site at the juncture between the Naul road and Football lane. An open stream runs from a spring at the western end of the site eastwards along a hedgerow. The fields are divided by hedgerows which include some mature trees; predominatley ash that run eastward down the slope.



3.2.1 Elements of the hill landscape

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3.2.5 View from the existing cemetry, showing a stone wall underlining panoramic views of the countryside to the east

3.2.7 View from the higher elevations of the study area eastwards

3.3 Building Arrangement

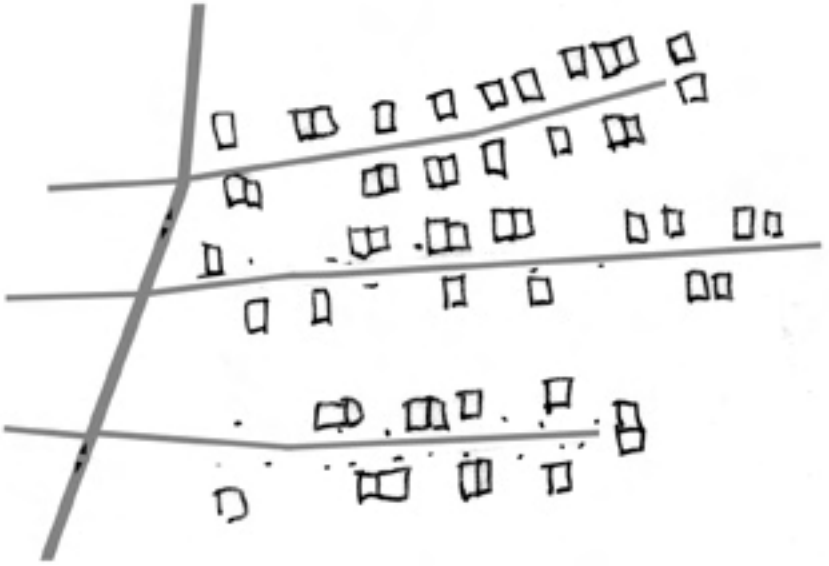
Houses along laneways that form walking routes

Two building arrangement typologies were explored early in the design process; a courtyard arrangement and laneway arrangement.

The courtyard arrangement is protective and inward looking. The arrangements require more space making it difficult to fit onto sloping ground.

The laneways seem more appropriate in the rural context, they naturally form linkages and facilitate pedestrian movement.

COURTYARD ARRANGEMENT



LANEWAY ARRANGEMENT

PREFERRED OPTION

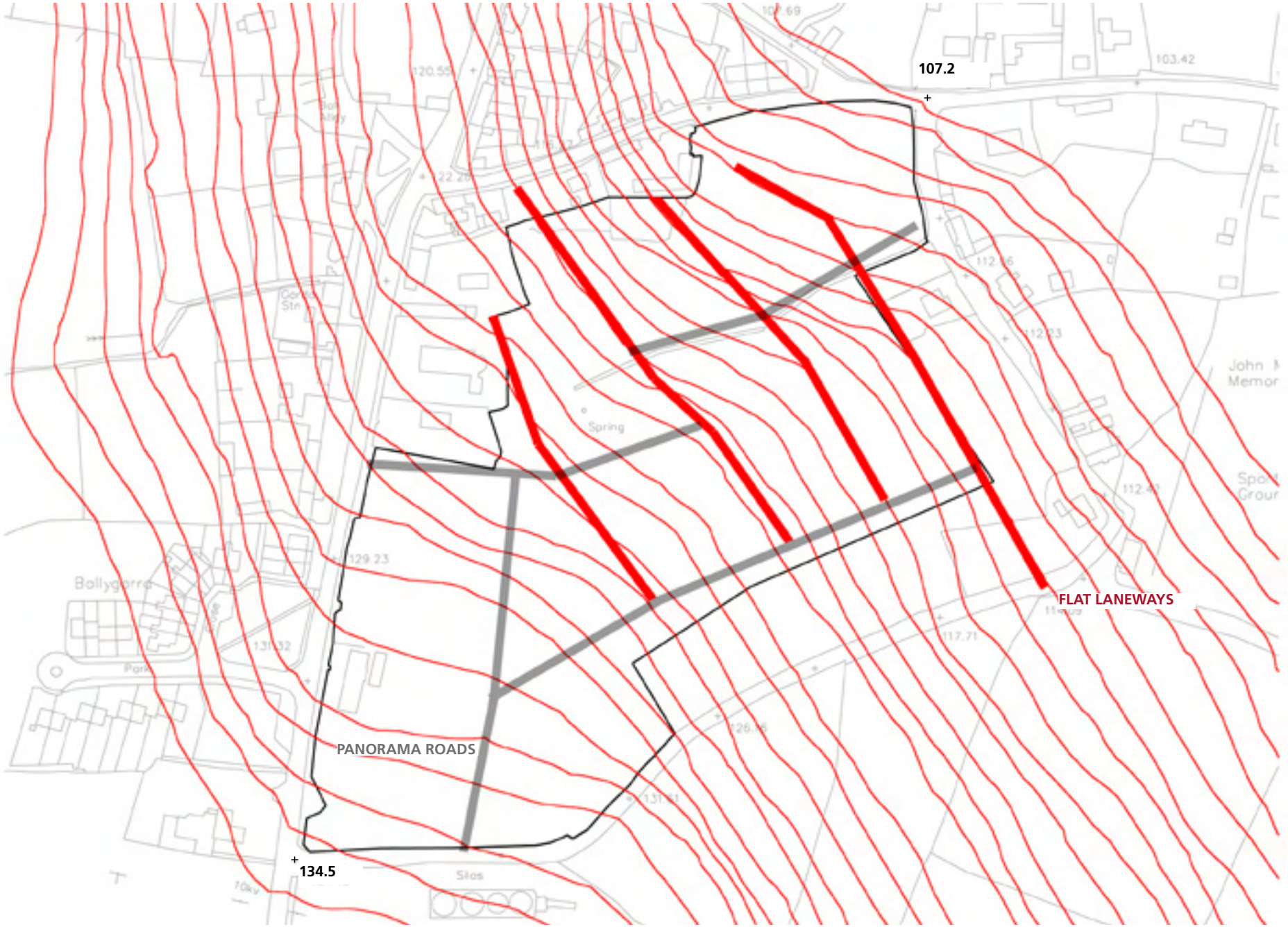
3.4 Road arrangement

flat shared surface laneways that allow multi-use and sloping roads that open views of the Naul hills

The laneways are open to the surrounding landscape, the flat streets run across the contours in a north south direction allowing the buildings to be integrated into the landscape.

The street surface can be shared allowing for quiet vehicular movement, pedestrian and cycle linkage, social activity and play to happen, this economises on the use of land for roads and pavements.

The sloping roads link the shared laneways and open views towards the Naul hills.



3.4 - ROAD ARRANGEMENT

3.5 Green spaces arrangement

Several landscape concepts were explored initially; for example whether to concentrate all the green space centrally in one area, or to create a continuous network of wide and green promenades that run along existing hedgerows or thirdly to create several small pocket parks that are distributed throughout the site.

The small parks are connected to the green system of laneways and shared surface laneways and are located to open up views of the surrounding landscape from the built up area.

Existing hedgerows and mature trees are incorporated into the small parks and green laneways

1 - ONE BIG PARK

2 - WIDE PROMENADE NETWORK

3 - SEVERAL SMALL PARKS

PREFERRED OPTION

PANORAMA GARDENS ON PEDESTRIAN NETWORK

3.6 Harmonising with the surrounding landscape

The hedgerow boundary along Football Lane to the east and south of the study area is to be preserved and additional planting undertaken to continue the lines of trees to Main Street. Development density is lower along this boundary to create a soft transition between the study area and the external landscape between the study area. Houses along the south and east sides will be single detached on large plots with road access opening into the study area preserving the character of the existing hedgerows and Football Lane.

3.6 Harmonising with the surrounding landscape

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3.7 Green spaces

A village square and green are to be located beside the church and library and additional community facilities concentrated around its edges.
A green space is to be provided adjoining the existing community centre. The existing stream and hedgerow are to be retained as a green laneway.
Green laneways will be retained through the low density development edge; to link the study area with Football Lane. A neighbourhood garden is located in the centre of the study area as a break in the built fabric, allowing views out to the surrounding landscape.

3.7 Proposed built up area and green spaces

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3.8 Key Frontages and Residential Density

Frontage along Main Street should be a mixture of residential over retail along terraces to reinforce the street line. This principle is continued around the village square to create frontage and activity that will animate this area. The density is lower along the south east edge to create a soft transition between the built up area and the adjoining agricultural landscape.

Residential developments will be at net densities of 20 / hectare (minimum).
The lands between the boundary Development Area 1 (Garristown LAP 2004) and Football Lane, are to be developed for residential at lower densities (max. 10 / hectare).

A cluster of shelter housing units (min. 6) are to be provided adjacent the village green. The sheltered housing units are to be single storey only.

3.8 Urban Structure

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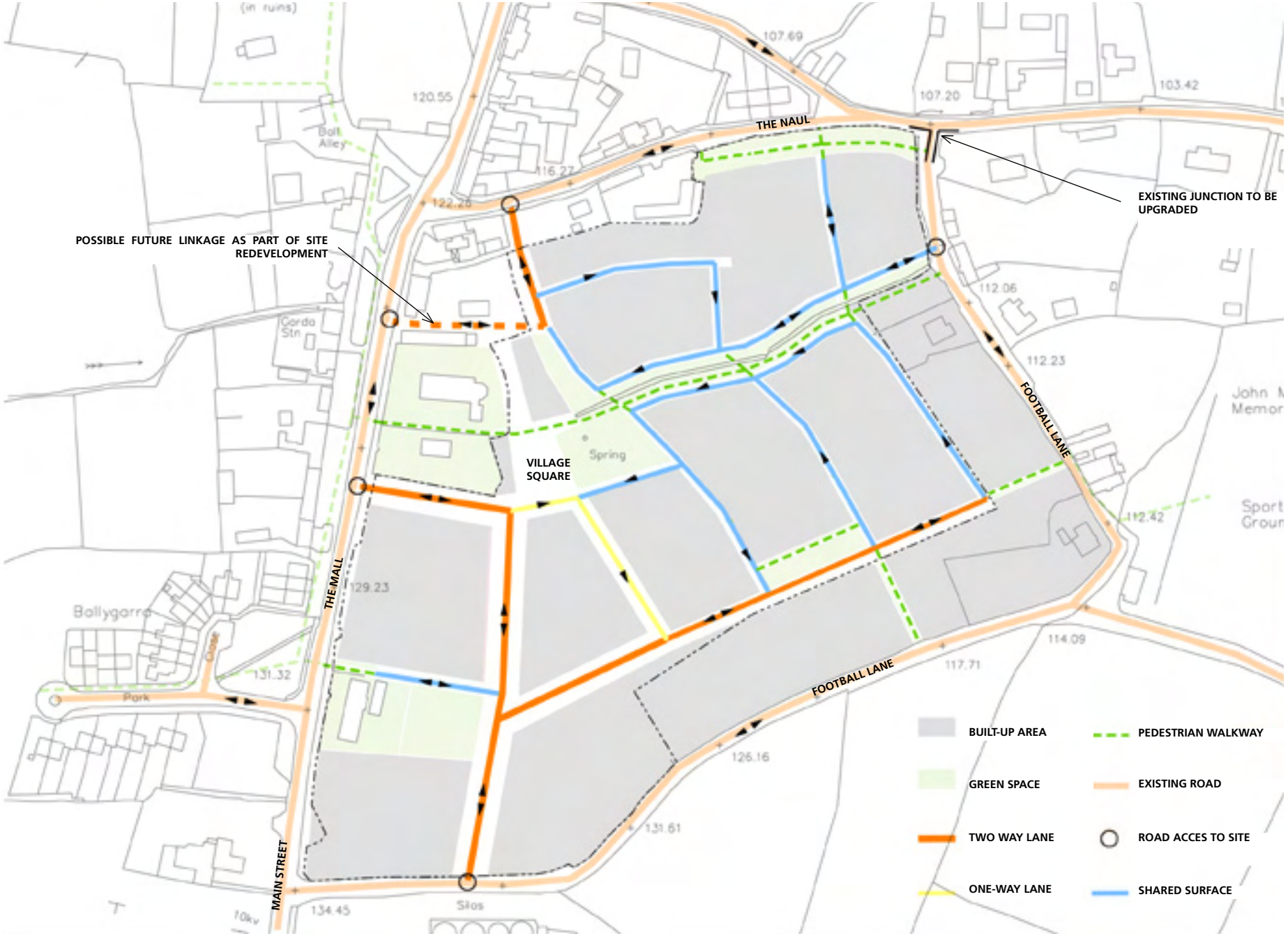
3.9 Vehicular and pedestrian circulation

The vehicular access system does not permit through routes across the entire study area in accordance with the LAP. Vehicular circulation is based on continuous road network comprising a two-way main access road network that distributes to one-way looped streets. The one-way system is organised in two seperated loops, to the north and south of the existing stream. Pedestrian movement is completely permeable linking all parts of the site.



3.9 Vehicular and pedestrian circulation

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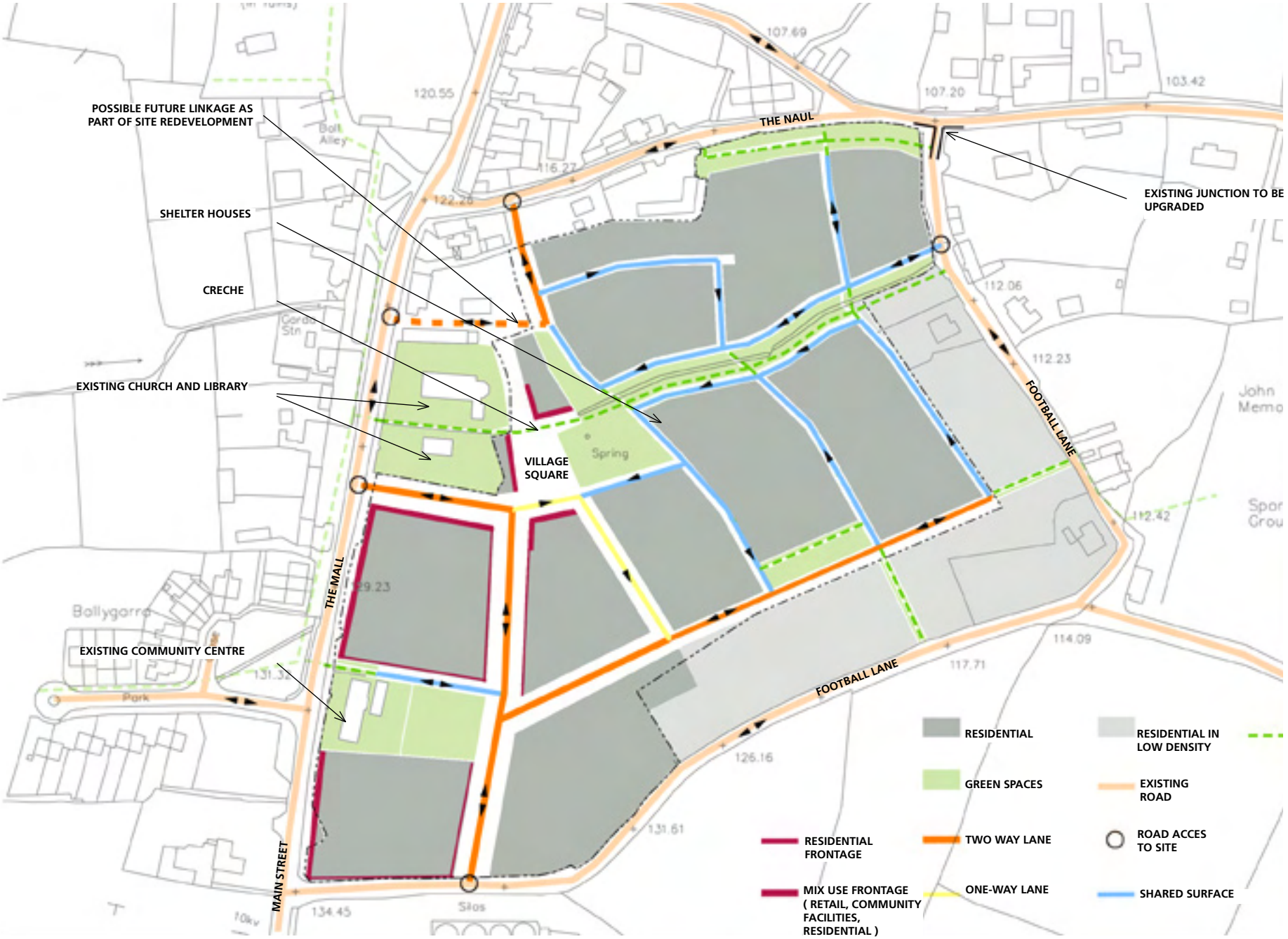
3.10 Framework plan

The framework plan as shown in fig.3.10, is the definitive diagram of the Urban Design Framework Document.

It describes the configuration of development envelopes for buildings, public open spaces, streets and circulation networks to be implemented.



3.10 Framework plan

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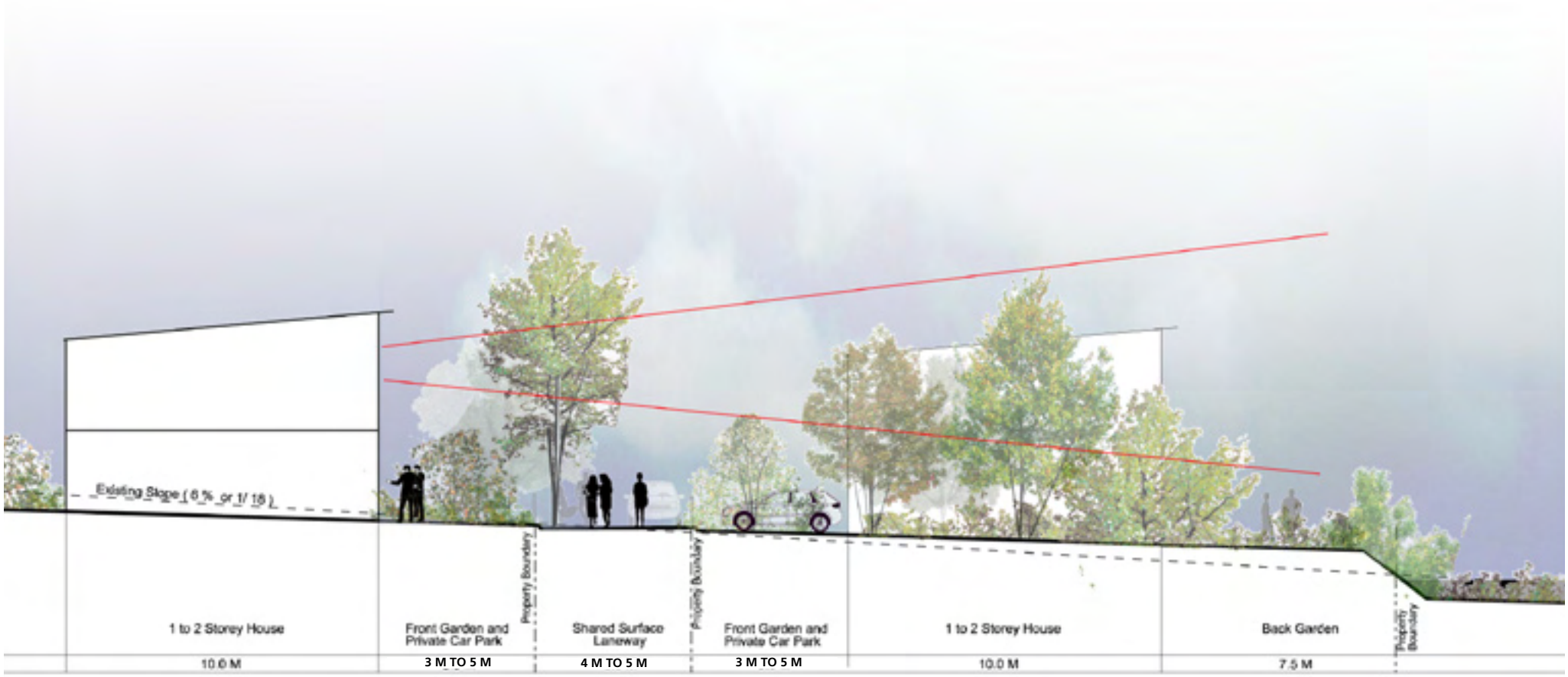
3.11 Shared Surface Laneway

On shared surface laneways there will be no differentiation or seperation of vehicular and pedestrian zones. The shared surface will be a maximum 5m and minimum of 4m wide. Shared surface laneways will be fronted by dwellings on both sides, with a maximum distance of 15 meters from facade to facade. All dwellings shall have entrances directly from the laneway, with living / kitchen area overlooking.

The cross section of the shared surface laneway shall be of a maximum grade of 1:25, ensuring easy movement from dwelling to dwelling and across the laneway.

In residential developments significant changes in level are to be accomodated in private garden spaces and by stepping the ground floors of dwellings.

Section key plan



3.11 Shared surface laneway : typical section

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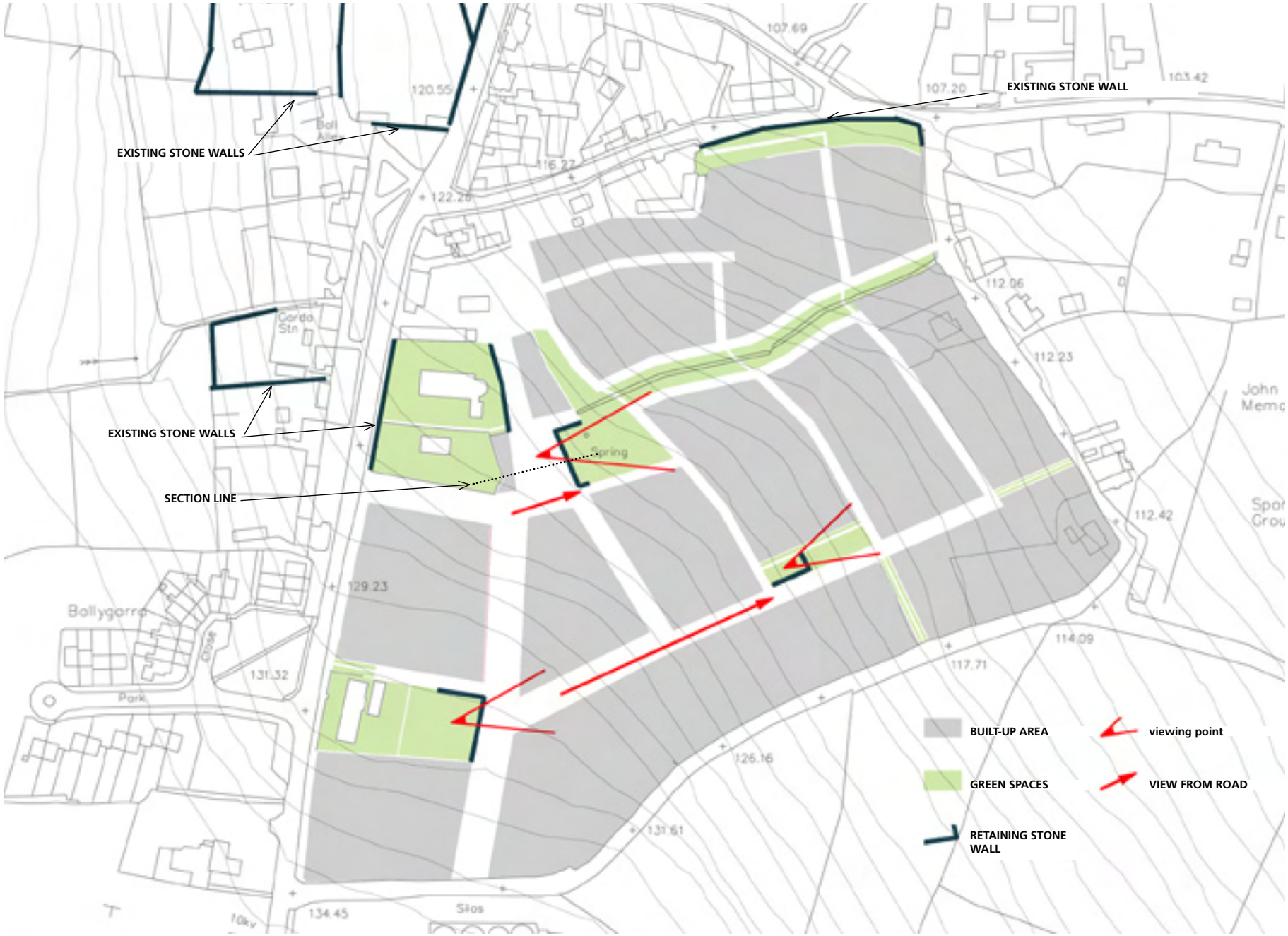
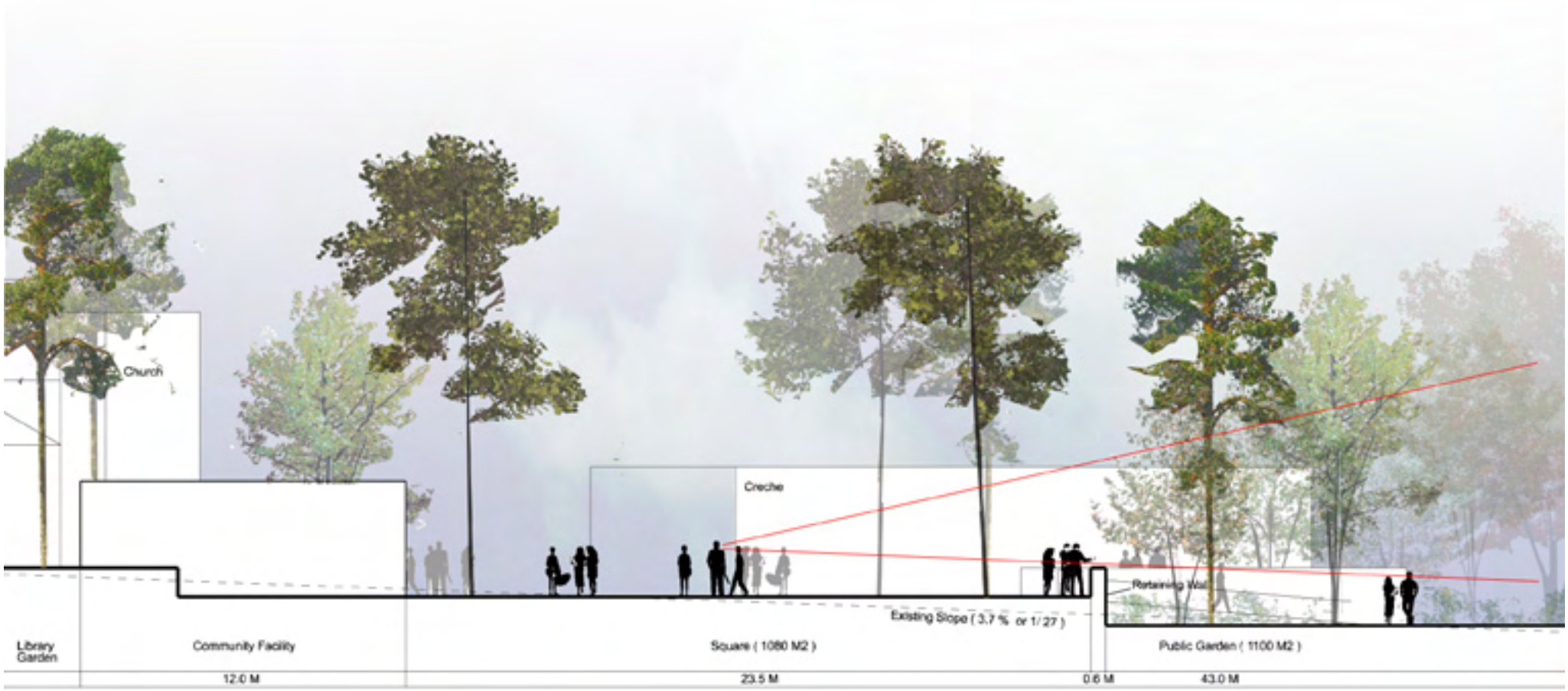


3.13 Views and stone walls;

The figure above illustrates how the siting of public open spaces; exploits the potential for views from the study area eastward to the Naul Hills and the surrounding agricultural landscape. It is proposed to reinforce these viewing points by creating platform areas with stone retaining walls.



3.13 Cross section through the village square and green

SCALE : 1:200

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3.14 Sketch of village square
The sketch above illustrates the role of the village square as a social gathering space for the village and as prospect point; opening views eastwards to the Naul Hills.

3.14 Sketch of village square

3.15 Sustainable Urban Drainage

Stormwater run-off from roads and paved areas is to be collected and attenuated below ground in stormwater attenuation cells. Stormwater attenuation cells are to be located under shared surface areas.

All stormwater is to be filtered through petrol/oil interceptors before being dishcarged to local watercourses or allowed to infiltrate to groundwater at current/pre-development flow rates.

In preparing the urban design framework the planning team have also considered the option of attenuating stormwater above ground in attenuation ponds and/or open grass swales. Such a strategy would require the location of significant areas of open space at the lower elevations of the study area.

However in considering the optimal locations for public open space, the higher elevations are more attractive; as a result of being more proximal to existing community facilities (community centre, library, church) and the village Main street and the opportunities the higher elevations afford to open views out over the surrounding landscape (see fig. 3.7).

As a result a strategy of sub-terranean stormwater attenuation has been deemed preferable as it preferred the better overall urban arrangment.

3.16 Car-parking

Car-parking to dwellings is to be provided off-street. Car-parking provision is to be in accordance with Development Plan standards.

In addition on-street visitor parking is to be provided at a minimum of one space per four dwellings.

Car-parking provision for community facilities and commercial uses will be in accordance with Development Plan standards

3.17 Indicative build-out

In fig.3.17 an indicative possible build-out of the Urban Design Framework is shown. This diagram is included for illustrative purposes only and is not a prescribed arrangement.

3.17 Indicative build-out, based on urban design framework - illustrative only

SCALE : 1: 2500

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4.0 Design Guide

4.1 BUILDING DESIGN

4.1.1 Building Heights

Buildings shall be no higher than 8 metres from top of roof ridge to ground level.

Taller buildings may be permitted on the frontage with Main St and the corner of Main St and Football Lane. Here 3 storey development shall be permitted with a maximum roof ridge to ground level eight of 11metres.

4.1.2 Roofs

Roof pitches shall be no steeper than a 35° repose, between truss and beam.

Roofs are to be finished in natural slate or similar approved material (see fi.g 4.1.2).

4.1.3 Facades

To maintain an aesthetic continuity with the dominant character of existing buildings along the village Main St (see fig. 4.1.3) it is recommended that the overall façade composition and order of new buildings be similar; with windows having a vertical emphasis and windows panes set back into the elevation.

It is recommended that facades be finished in render, dash and/or natural Limestone. The use of brick and terracotta, as façade materials shall not be permitted.

Windows and doors shall have hardwood frames.

It is recommended that rainwater down-pipes are incorporated within the structure of the building façade. Where rainwater down-pipes are to be external to the façade, they should be of a durable material; hard metal such as cast iron or strengthened aluminium and shall be affixed to the side elevations of the building.

4.1.4 Contiguous housing

Where houses are contiguous, such as in row housing and semi-detached housing, it is recommended that on the groundfloor level, the hallway and entrance of one dwelling adjoins the living space of the neighbouring dwelling.

It shall not be permitted that the groundfloor living space of a dwelling adjoin the groundfloor living space of a neighbouring dwelling.

4.1.5 Sustainable design solutions

It is recommended that provision is made in all dwellings for the collection of rainwater from roofs into storage tanks. Stored rainwater should be available for use in garden irrigation or as a source of second class water for washing and toilet cisterns.

It is recommended that all toilets are of a dual flush type.

Fig. 4.1.1 Existing building on Main St

Fig. 4.1.2 Examples of existing Natural Slate roofs in Garristown

4.2 LANDSCAPE DESIGN

4.2.1 Shared surface laneways

On shared surface laneways there shall be no differentiation of pedestrian and vehicular zones. The shared surface will be a maximum width of 5metres and a minimum width of 4metres.

A recommended approach to the detail treatment and finish of shared surfaces is shown in fig. 4.2.1a, here the surface slopes in one plane, with a dished stone drainage gully for the collection of stormwater run-off to one side. On the opposing side a trim of stone setts or slabs will provide an edge to the asphalt.

Car-parking to dwellings may be provided to the front adjoining the laneway as shown in fig. 4.2.1b, or to the side and rear as shown in fig. 4.2.1c. Where car-parking is provided to the rear or side; a 2-3 metre wide private garden is to be provided between the dwelling and the edge of the shared surface.

It is recommended that on shared surface laneways, the distance between the front facades of buildings does not exceed 15metres.

Dwellings at the corners of shared surface laneways shall front both adjacent streets with doors and windows on both facades. Boundaries to front and side gardens shall be as described in section 4.2.4.

4.2.2 Mixed use frontage

Where mixed-use frontage is to be provided, such as along Main St. and the village square, the front elevations of buildings shall directly adjoin the public domain (pavement).

Car-parking to the front shall be limited to occasional runs of side-on/parallel parking; with a maximum of 3no. contiguous parking spaces, with minimum breaks of 2metres between runs.

The remainder of car-parking shall be provided off-street behind the frontage of buildings.

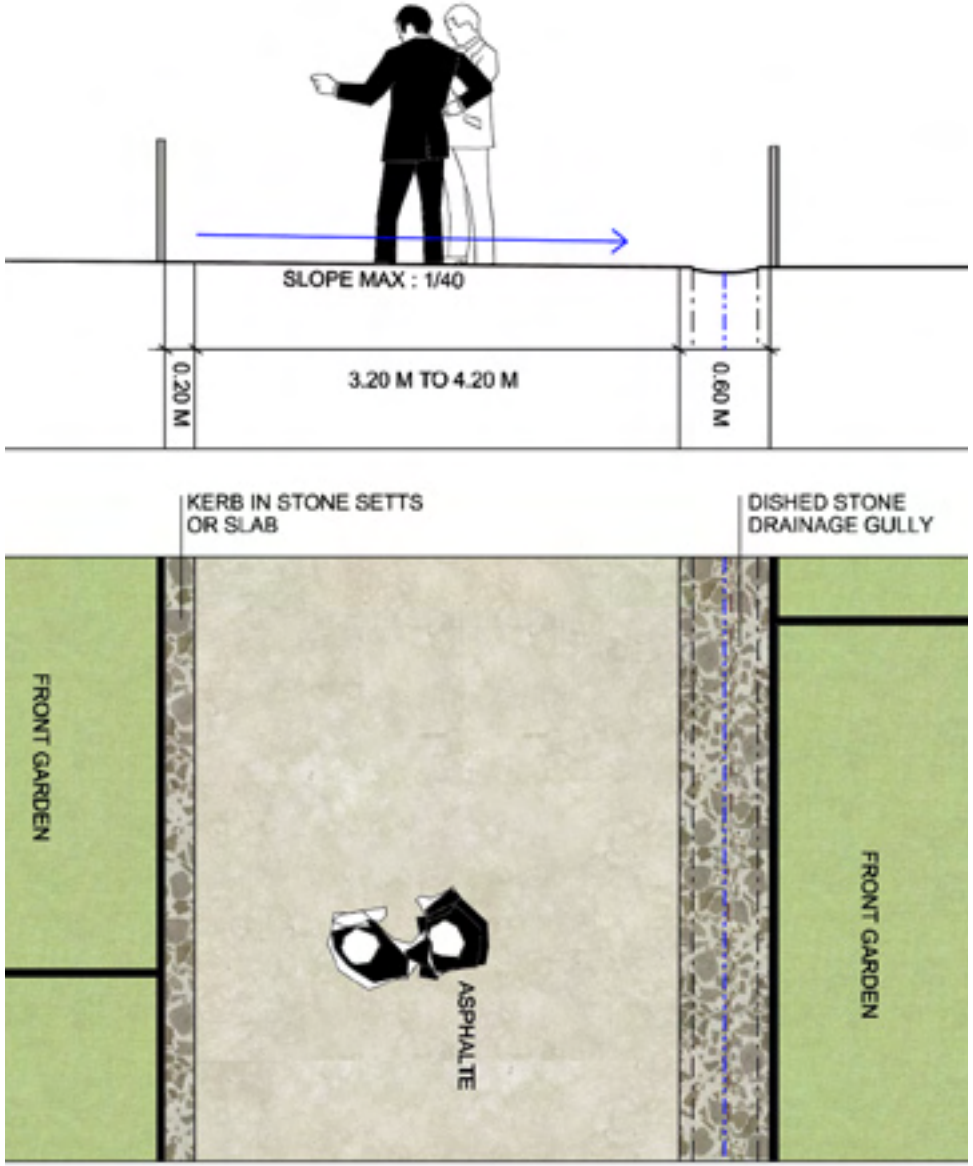


Fig. 4.2.1a Recommended treatment to shared surfaces, scale 1:50

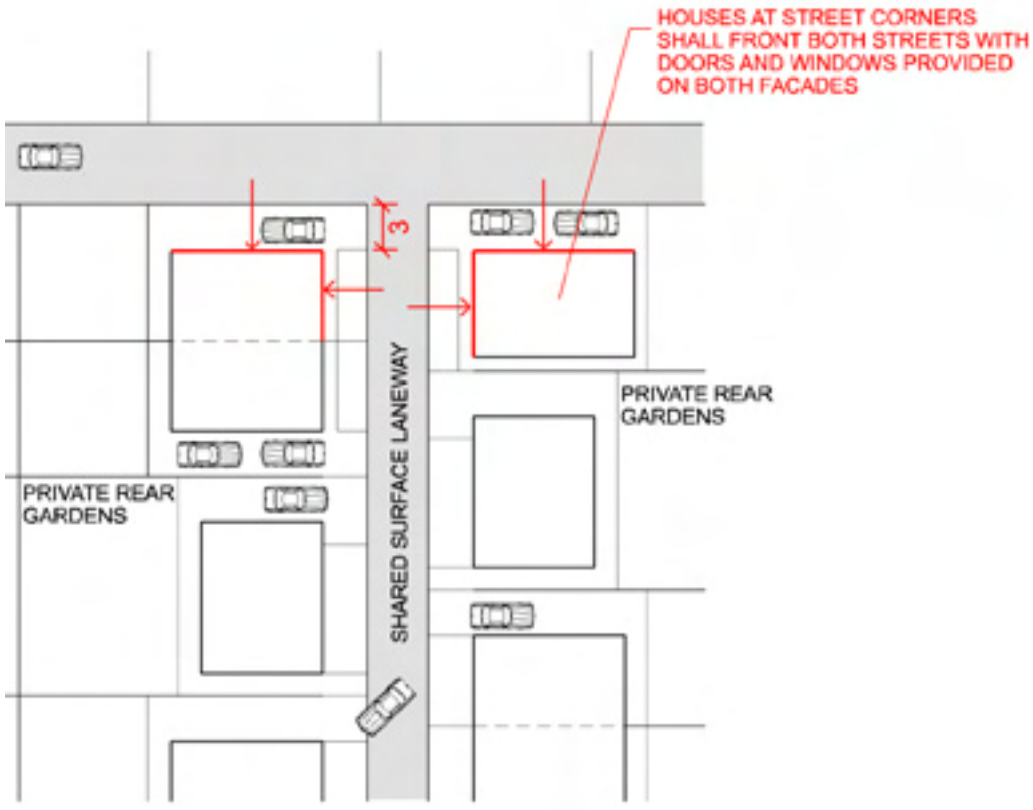


Fig. 4.2.1b Typical arrangement of dwellings street corner
scale 1:500

4.2.3 Street lighting

The recommended approach to street lighting is one which limits the amount of light emitted upwards to the sky and the visual impact of new development on views from the surrounding landscape at night.

When ambient light emissions are significant, air dust particles are illuminated to a level where they cause 'skyglow' or light pollution. Such 'light pollution effects the visibility and clarity of the night sky and accentuates the presence of lit urban areas when viewed from adjoining areas.

In order to minimise light emissions upwards and ambient light pollution it is recommended that all pole mounted street lights have 'full cut'off' type lanterns; which direct all light in a downward direction.

It is recommended that high pressure sodium lamps (SON) should be used rather than the low pressure sodium lamps (SOX). The tubes of SOX lamps have larger arc dimensions than SON lamps making it very difficult to achieve full cut-off with SOX lamps. SON lamps also provide considerably improved colour rendering, with a white versus orange hue.

The lamps on pole mounted street lights shall be set at a level no higher than 6metres from street level. This may require that lamp standards are set at closer offsets than typical for lighting urban roads.

4.2.4 Front boundaries

Boundaries to the front gardens of dwelling shall be demarcated with low railings and/or railings and retaining or plinth walls, as shown in fig. 4.2.4a and 4.2.4b.

The railings shall be a maximum height of 800mm above garden level. It is recommended that railings have a flat toprail (see fig. 4.2.4c) , spiked or spear-headed railings are not considered appropriate for residential streets.

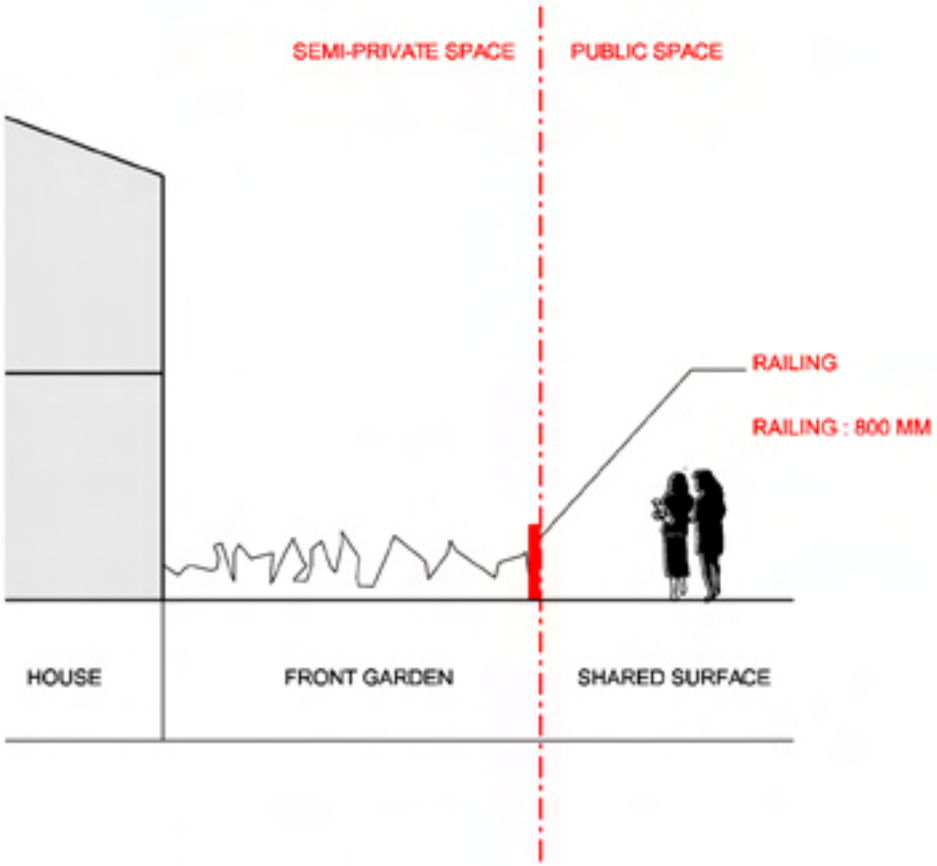


Fig. 4.2.4a Typical arrangement of front boundaries, scale 1:100
Option 01

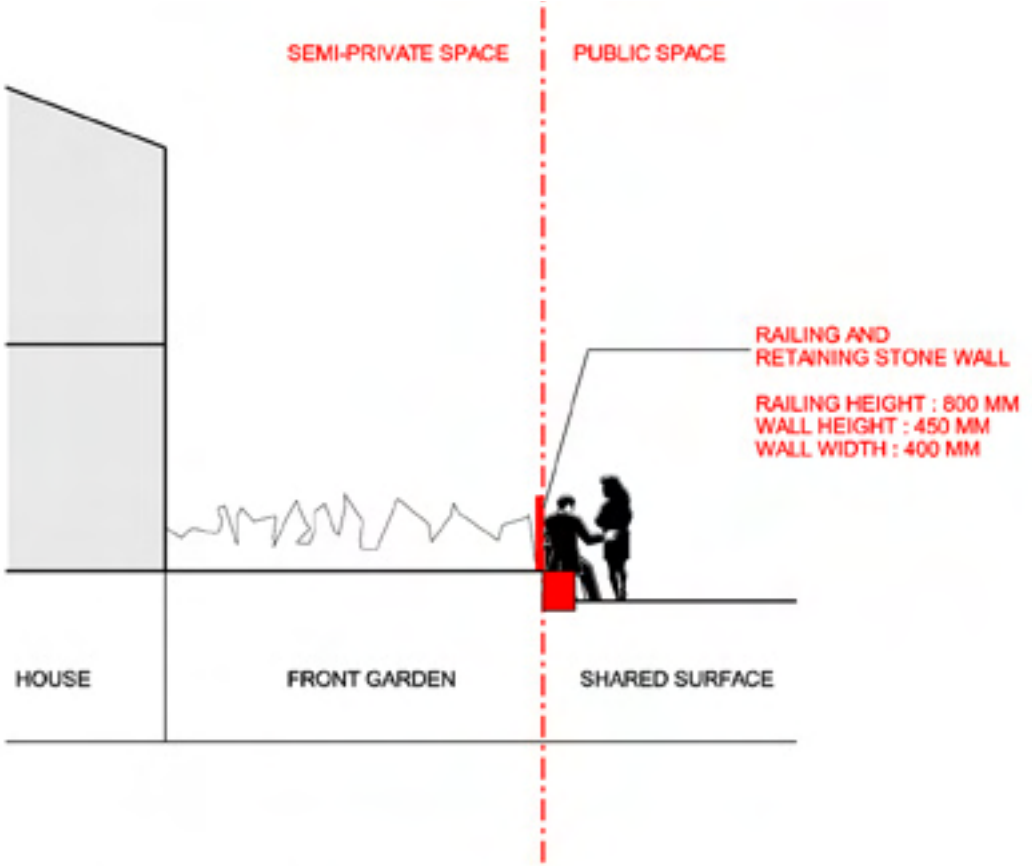


Fig. 4.2.4b Typical arrangement of front boundaries
Option 02

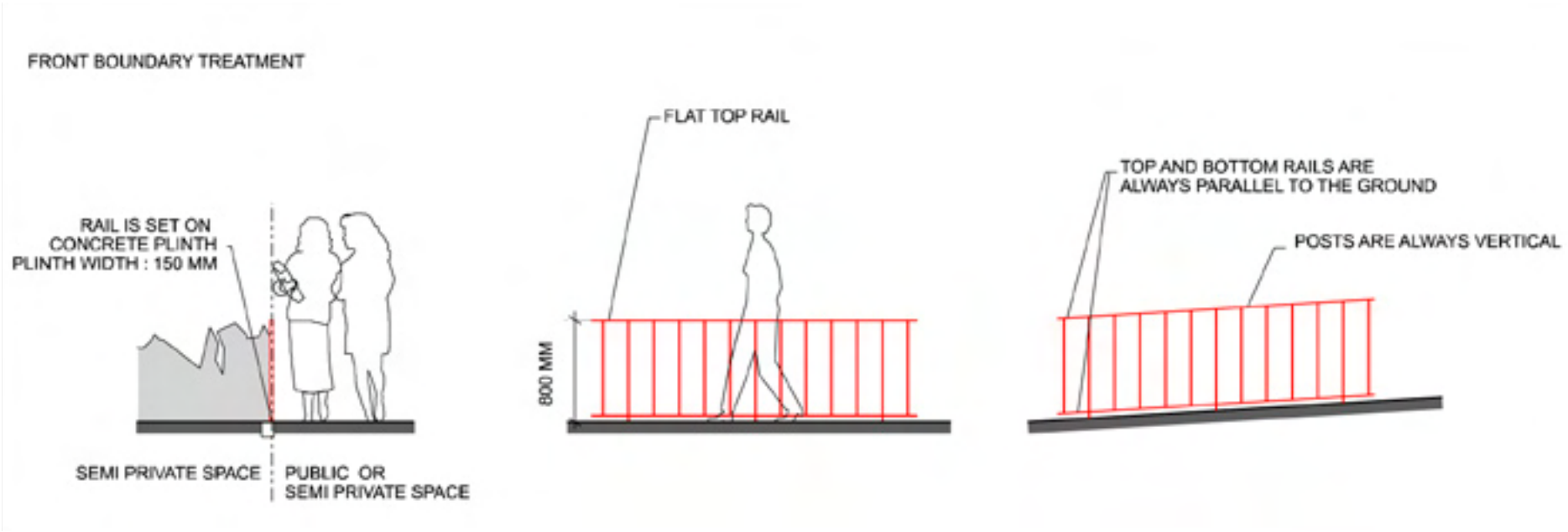


Fig. 4.2.4.c Typical detail of garden boundary railings

4.2.5 Rear boundaries

The boundaries between the rear gardens of dwellings are to be demarcated with a timber fence and hedgerow planting as shown in figures 4.2.5a and 4.2.5b, **except where private rear gardens adjoin public streets or public open space, here boundaries are to be; a natural limestone wall, maximum height 1.8 metres (see 4.2.6 for further design guidance)**

Timber fences are to be of a post and rail or hit and miss board type. Solid boundaries walls; such as masonary, brick, block or stone shall not be permitted.

It is recommended that the hedgerow planting be in a planted strip 1metre wide to allow sufficient width for a double rows of shrubs and for tree planting.

To ensure visual continuity through the new development and to provide vegetation sympathetic to the character of the existing landscape and local ecology it is recommended that 80% of all planting to rear boundaries be from the following selection of species:

Trees:

Ash	*Fraxinus excelsior*
Oak	*Quercus robur, Quercus petraea*
Beech	*Fagus sylvatica*

Shrubs:

Whitethorn	*Crataegus monagyna*
Wild Rose	*Rosa rugosa*
Holly	*Ilex aquifolium*
Hazel	*Coryllus avellana*
Guilder Rose	*Viburnum opulus*

Fig. 4.2.5d
Typical examples of hedgerow planting

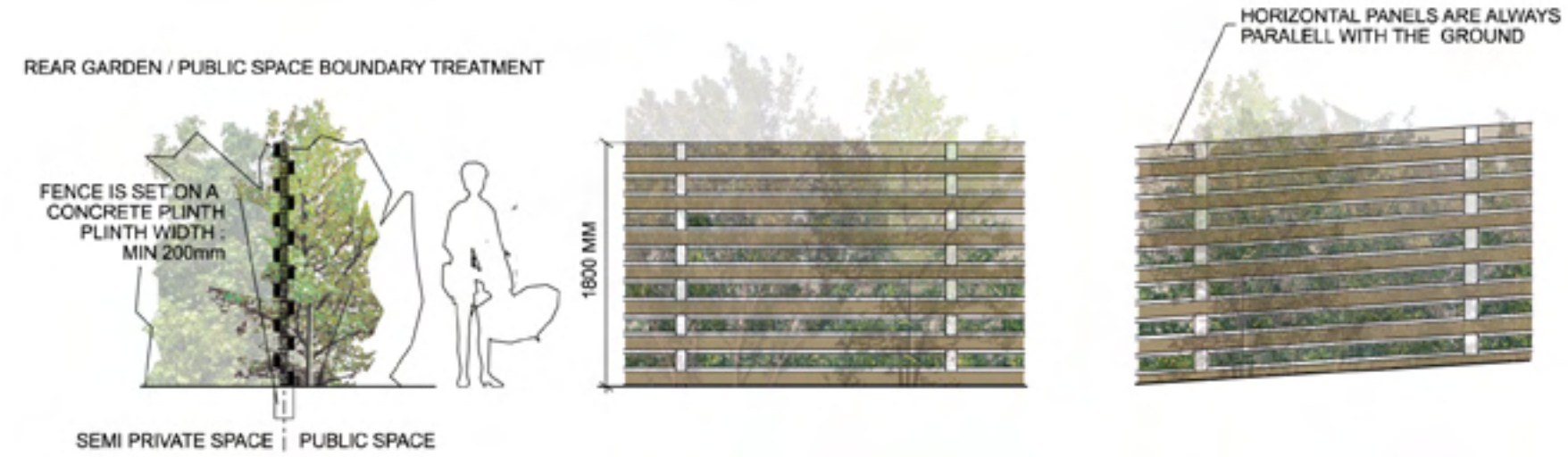


Fig. 4.2.5c Typical treatment of boundaries to private gardens.

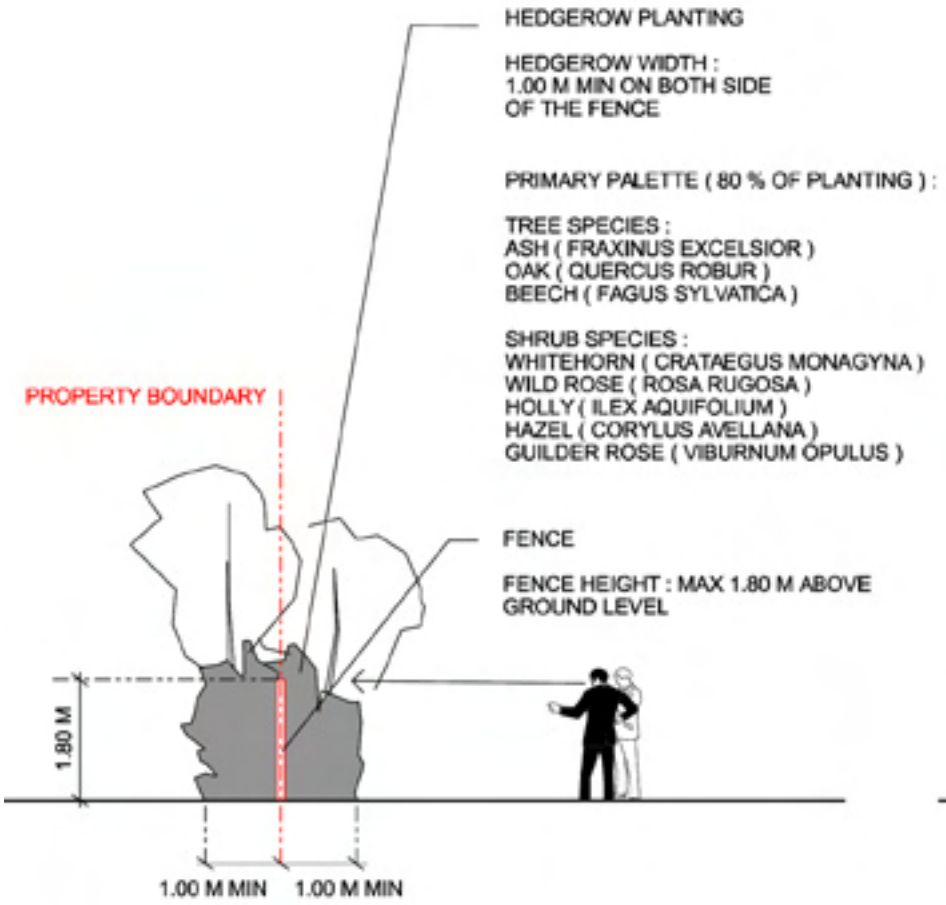


Fig. 4.2.5a Typical arrangement of rear boundaries, scale 1:100
Option 01

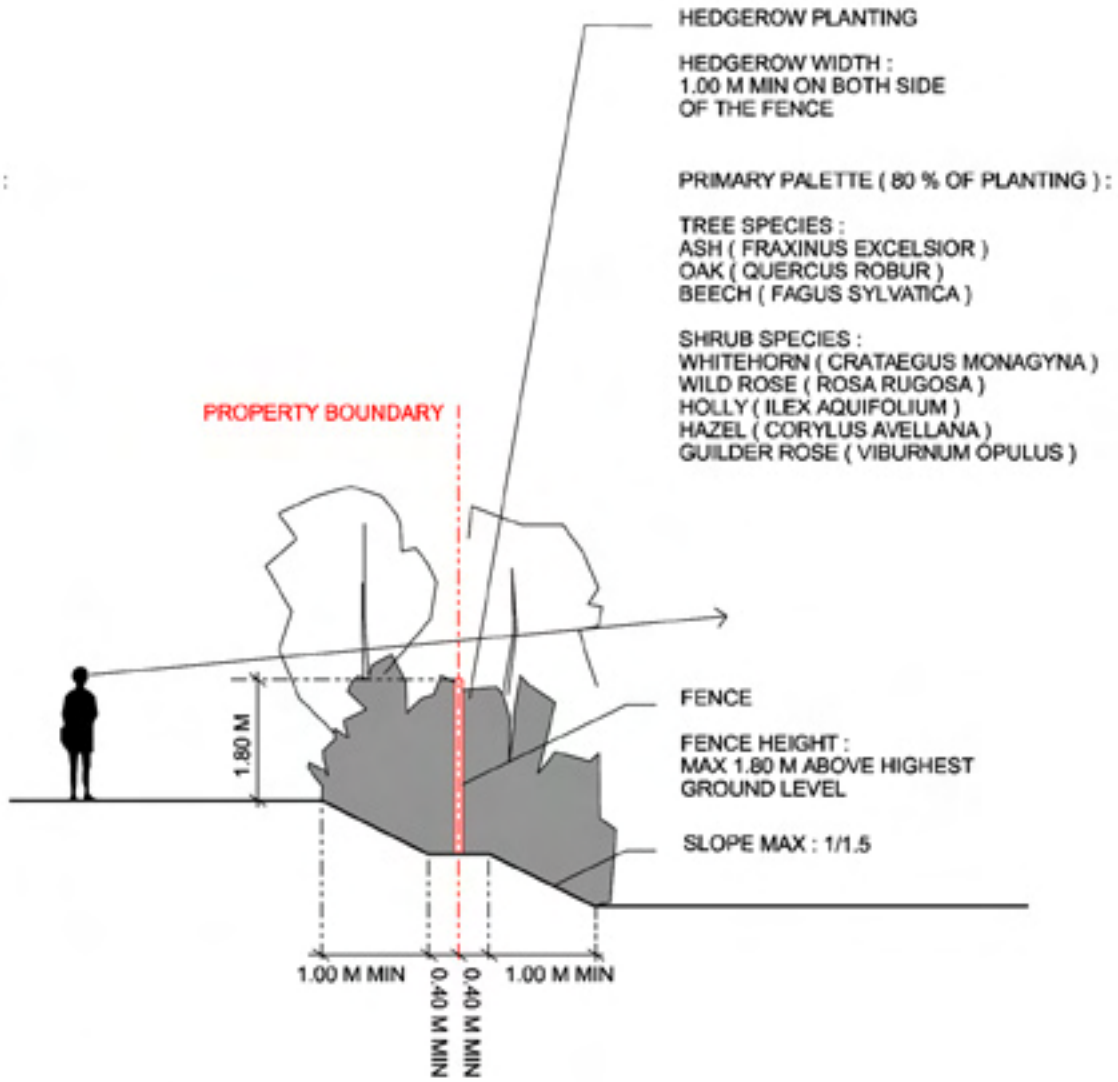


Fig. 4.2.5b Typical arrangement of rear boundaries, scale 1:100
Option 02

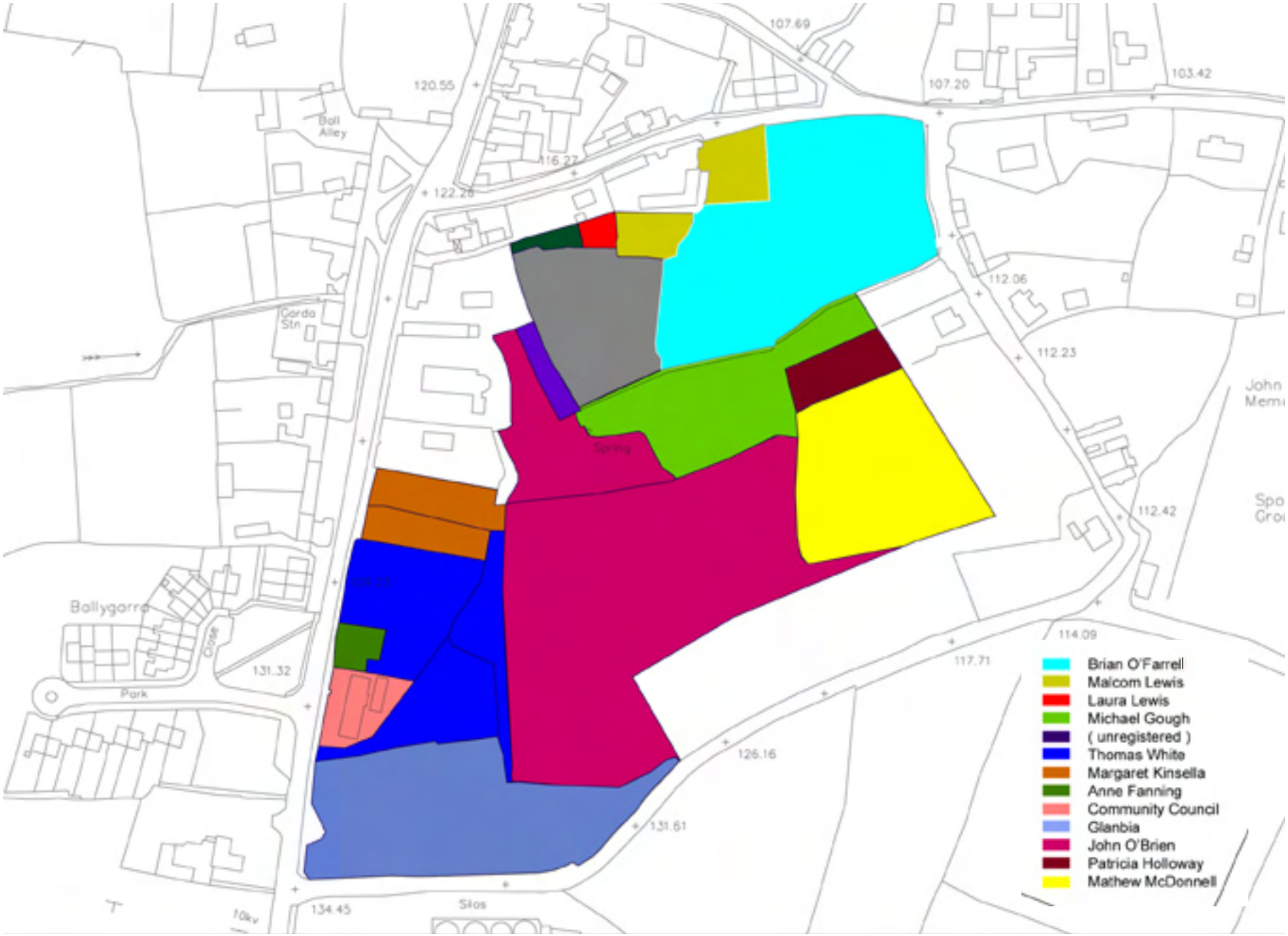
4.2.6 Walls

It is recommended that retaining walls to public spaces (see fig. 3.12) are faced in Red Sandstone (to match the existing retaining wall facing the Naul Road, see fig. 4.2.6a) or Local Limestone (to match the existing wall around the cemetery, see fig. 4.2.6b). The stone is to laid in horizontal courses 450-600mm.

Fig. 4.2.6a Existing retaining wall facing the Naul Road.

Fig. 4.2.6b Existing wall around the cemetery

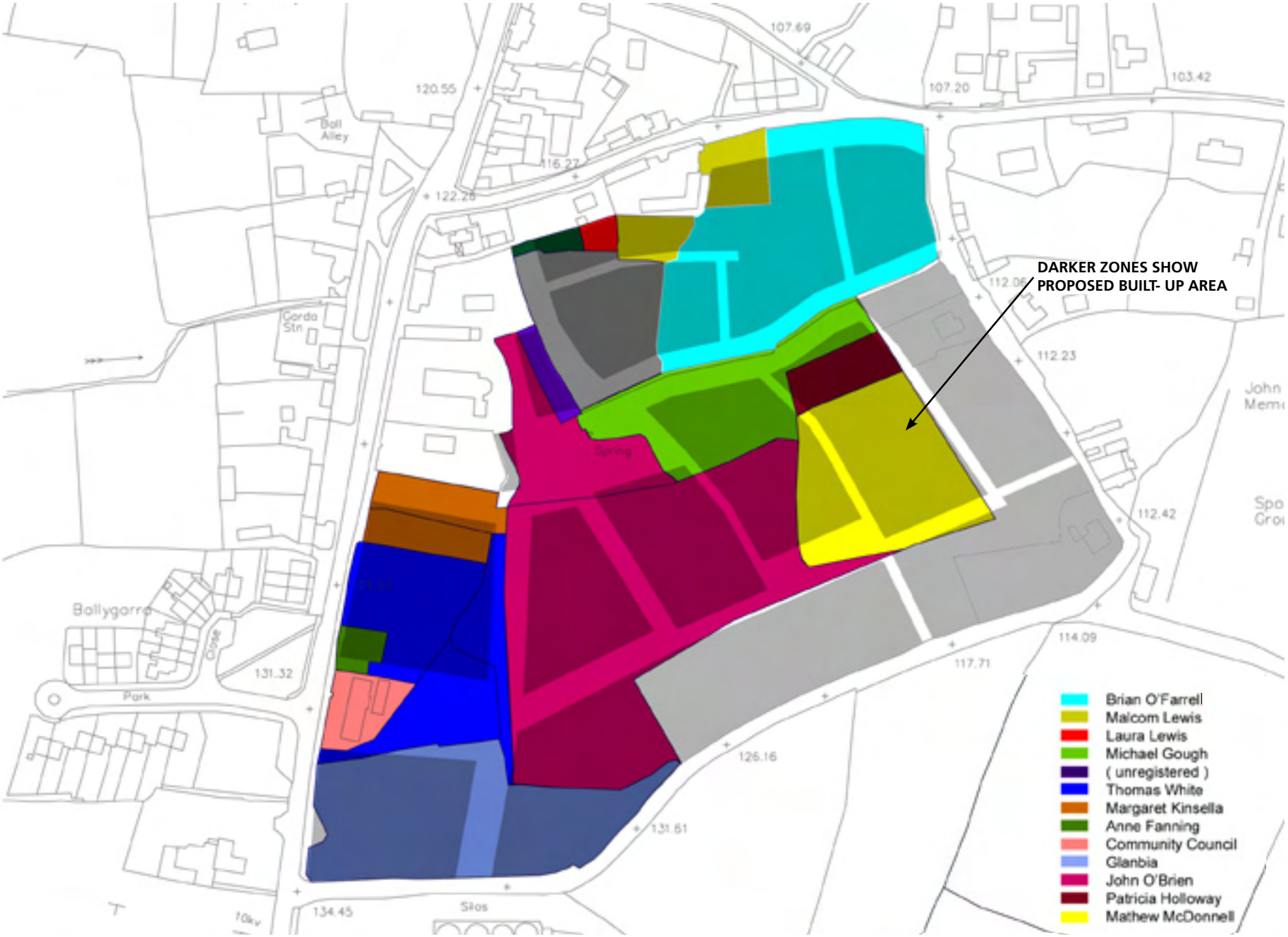
Appendix A - Land Ownership



LAND OWNERSHIP

SCALE : 1/2500

SCALE : 1/2500



LAND OWNERSHIP AND BUILT-UP AREA

SCALE : 1/2500

murray Ó laoire architects

SCALE : 1/2500

Fingal County Council

Appendix B - Consultation

Consultation
The following is an account of the consultations undertaken in preparing the Garristown East Urban Design Framework.

Public meeting
A public meeting was held on the evening of March 2nd in the Garristown Community Centre.

At the public meeting the planning team gave a slide presentation on the content of the Urban Design Framework.

After the presentation questions were invited from the attending audience.

At the close of the meeting the public were invited to make written submissions to the planning Department of Fingal County Council, up to March 21st, 2005.

Written Submissions
A total of three written submissions were received, from the following;

Garristown Community Council Ltd., Garristown
Chris Holloway, Chapel Lane, Garristown
Malcolm Lewis, The Coach House, Garristown

Comments
The comments made in both written submissions and at the public meeting on the Urban Design Framework are summarised below.

The comments are accompanied with a corresponding comment from the planning team addressing the issues raised.

Concern was expressed at the concept of the 'shared surface street', that the these streets should have footpaths and that the shared surface streets will be too narrow to accommodate deliveries of oil and refuse collection services.
The 'shared surface streets' are in the first instance pedestrian streets, where the presence of cars is facilitated for local access and only at low speeds. The 'shared surface street' is only applied where the planning team are confident, that traffic movements will be of a sufficiently low intensity for it to work safely. The shared surface streets are designed to accommodate service and delivery vehicles (such as bin lorries and oil deliveries). In assessing subsequent planning applications, proposals will be assessed to ensure that the turning movements of such service and delivery vehicles can be accommodated.

The community centre is not adequate to accommodate any additional uses. The Urban Design Framework does not adequately provide for amenities for younger people.
The Urban Design Framework identifies a public open space adjoining the existing community centre, this space can be used to provide outdoor recreational areas associated with the community centre and/or allow for expansion of the community centre building.

The Urban Design framework also provides for a new village square and village green adjoining the existing Library and Church. The Garristown Village Local Area Plan, provides for a new civic park is proposed adjacent the old church and graveyard.

A percentage of the development levies accruing from subsequent developments on the Urban Design Framework lands will be set aside for the provision of community facilities. It is intended that such funding be invested in providing new community facilities and improving existing community facilities.

The Civic Park proposed in the Garristown Village Local Area Plan is required to be delivered as Class 1 Public Open Space for the develeopent of Development Area 1 (Garristown East).

Need to see infrastructure (water supply and waste water treatment) in place before the commencement of development.
Fingal County Council are committed to ensuring the provision of all water and wastewater infrastructure to serve the Urban Design Framework lands.
The proposed timber panel fencing (as described in the design guide of the Urban

Design Framework) was not considered an appropriate treatment, walls and limestone walls were suggested as an alternative.
The Urban Design Framework has been amended to include for the provision of limestone walls instead of timber panel fencing, where private rear gardens adjoin public streets.

Concerned was raised that housing proposed on the eastern boundary of the Urban Design Framework area would overshadow and overlook an existing dwelling and garden on Chapel Lane.
In considering subsequent planning applications, special regard will be had to the issue of overshadowing and overlooking of existing dwellings. This may require that proposed new housing on the boundary of the Urban Design Framework area may have to be restricted to a single storey and/or sited and orientated in such a manner as to avoid unreasonable overshadowing and overlooking of the existing dwellings.

Concerned was raised that housing proposed on the northern boundary of the Urban Design Framework area would overshadow and overlook an existing dwelling; the 'Coach House'.
In considering subsequent planning applications, special regard will be had to the issue of overshadowing and overlooking of the existing dwelling. This may require that proposed new housing on the northern boundary of the Urban Design Framework area adjoining the 'Coach House' may have to be restricted to a single storey and/or sited and orientated in such a manner as to avoid unreasonable overshadowing and overlooking of the existing dwelling.

The design of railings to front gardens should be of a traditional type similar to that at the front of the Church and Library on Main St.
It is not deemed to be appropriate to directly imitate or copy the style of the railings to the front of the Church and Library. The style of these existing railings is representative of the time in which they were originally designed and installed. While it is considered important that proposed new built elements (railings, buildings &c.) should be sympathetic to the character and heritage of the village, new elements must also have a contemporary/present-day design identity, hence the suggested design for railings to the front gardens as proposed.

The design of new housing should incorporate limestone into their structures.
The design guide section of the Urban Design Framework document recommends the use of natural limestone in the facades of housing.

Concern for the existing condition of Chapel Lane; with regard to pedestrian safety and the narrow width of the lane and its capacity to accommodate taffirc on both directions.
Need for traffic calming on the village Main St.
With regard to the issues of concern related to Chapel Lane (Footbal Lane) and Main St., a Transportation Management Scheme will be required for the village.

The Garristown Village Local Area Plan contains an objective to provide two pedestrian crossing points on the village Main St, additional traffic calming may also be required. A Transportation Management Scheme will address this issue in detail.