

Architectural and Urban Design Statement
Flemington LAP Lands



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Introduction

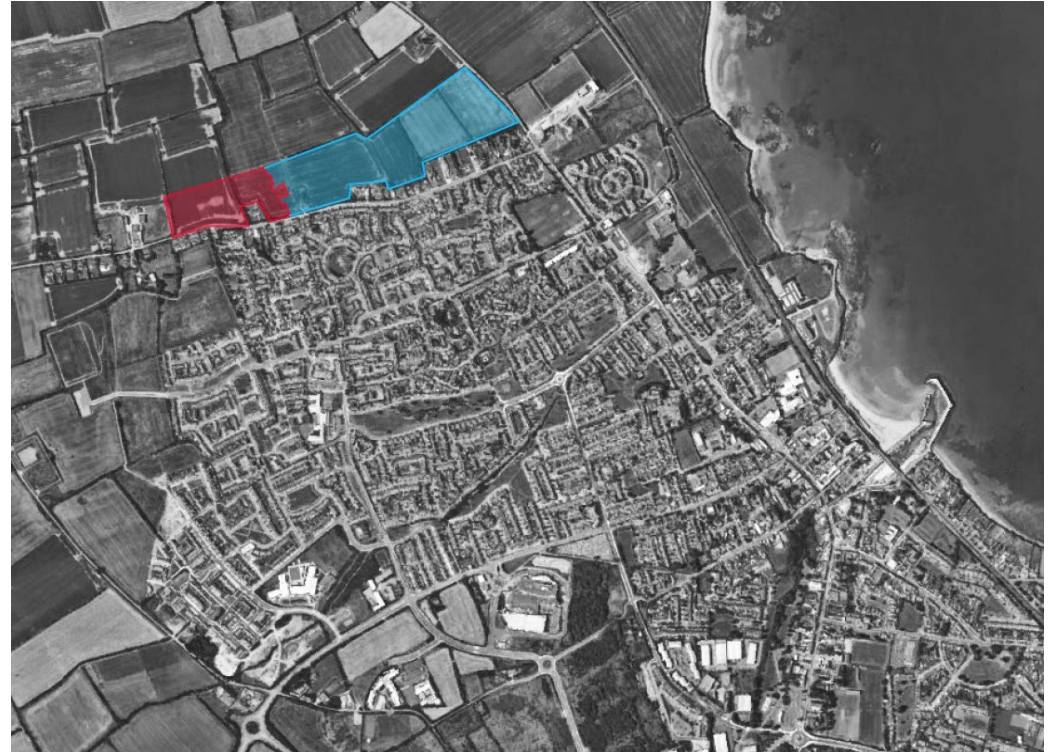
The applicant and prospective developer, Lagan Homes Balbriggan Ltd, is the owner of the entire parcel of land comprised within the Flemington Local Area Plan (17.2 ha). This planning application relates to Character Area 4 only, as defined in the LAP, with a gross site area of approx. 4.4 ha located to the west of the overall site.

The subject lands form a natural extension to the existing footprint of Balbriggan and have the potential to become an interconnected community.

Lagan Homes are dedicated to the delivery of the Local Area Plan (LAP) as envisaged and the development of a new community within Balbriggan with active travel at its heart.

This design proposal and responses to the LAP objectives have been put forward collaboratively as a part of a multidisciplinary design team as follows:

Project Architect:	JFOC Architects
Project Engineers:	Waterman Moylan
Landscape Architects:	NMP Architecture + Landscape
Planning Consultant:	Stephen Ward Town Planning & Development Consultants Ltd.
Ecologist:	Altamar Marine + Environmental Consultancy
Arborist:	Charles McCorkell
Verified Views:	3D Design Bureau
Overshadowing, sunlight + daylight analysis:	SolEarth Architecture



"The shared vision for Flemington is to promote the sustainable development of the LAP lands at a level that is appropriate for the existing local context through the delivery of a new residential neighbourhood that will offer a variety of new homes and a quality place to live. The new residential neighbourhood will be supported by community facilities, high quality public open space and active travel measures that will meet the needs of the future population in the area and generate a strong sense of community."

Pg.13 Flemington Local Area Plan



Planning Context

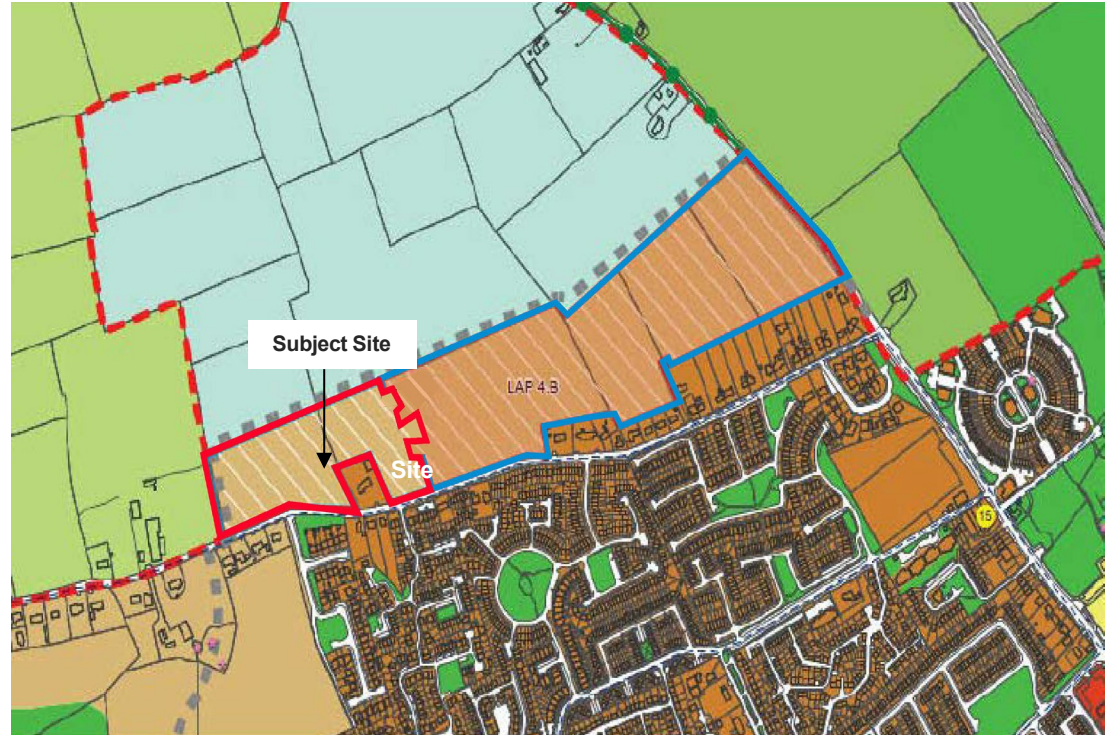
The site is zoned RA – *Residential Area* under the Fingal Development Plan 2023-2029. *The objective of land zoned RA is to provide for new residential communities subject to the provision of the necessary social and physical infrastructure.*

The site supports residential development alongside compatible community uses, open space, and sustainable transport infrastructure, in accordance with the Flemington LAP.

The proposed scheme will deliver a varied mix of housing types, including age-friendly homes and social housing with a universal design approach, alongside high-quality open spaces and community facilities.

The following objectives have also been considered;

- Policy CSP6 (LAP 4.B): The Flemington LAP was adopted on the 9th of December 2024
- Objective CMO41 (Table 6.3) Transportation Schemes: Balbriggan Ring Road R122 to R132





Flemington LAP

The Flemington LAP is a statutory six-year framework guiding the development of c.17.2 hectares of residentially zoned lands in north Balbriggan. Prepared under the Planning and Development Act 2000 (as amended), it aligns with the Fingal Development Plan and supports the wider 'Our Balbriggan' Rejuvenation Plan.

The LAP seeks to deliver a well-connected and sustainable neighbourhood incorporating quality housing, generous public open spaces, and strong physical and social connections to existing communities.

The preparation of the LAP included public consultation and was informed by Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Screening, together with a Surface Water Management Plan, ensuring a coordinated, plan-led approach to development with appropriate environmental safeguards.

The proposed planning application site represents Character Area 4 only, as identified by the LAP. Character Areas 1,2 and 3 are subject to a separate and coordinated LRD planning application by the prospective applicant, (LRD S.247 Meeting Ref.LRD0090).



Flemington LAP Diagram

The principal aim of the LAP is to facilitate the co-ordinated and sustainable development of the LAP lands through the provision of a framework of specific LAP policies and development objectives alongside those contained within the Fingal Development Plan.

The LAP is underpinned by a vision which is intended to guide the future growth of the lands as a new residential neighbourhood within the settlement of Balbriggan and to be consistent with its Residential Area (RA) zoning objective which seeks to "provide for new residential communities subject to the provision of the necessary social and physical infrastructure".

Pg.13 Flemington Local Area Plan



Character Area 4 Planning Objectives

This planning application meets the objectives set out in the LAP.

It achieves a dph of 41.1 uph, a total of 146 housing units, and meets the infrastructure requirements set out in the table adjacent including; 0.53 ha of POS, 0.3 ha of active travel route (excluding when it crosses the POS), 470 sqm of community floorspace including the creche and active travel hub. It provides for the required section of link street, MUGA and SUDS garden.

Character Area 4	
Gross Development Area	c.4.4 hectares
Net Development Area	c.3.27 hectares
DPH Range	c.37 dph- c.47 dph
Approximate Unit Nos	c.121 no. - c.154 dph
Infrastructure	c.0.47 hectares of public open space. c.0.36 hectares of active travel route. c.400 sqm - c.500 sqm of community floorspace. Section of new link street. MUGA. SuDS garden.

Flemington LAP Table



Flemington LAP Diagram

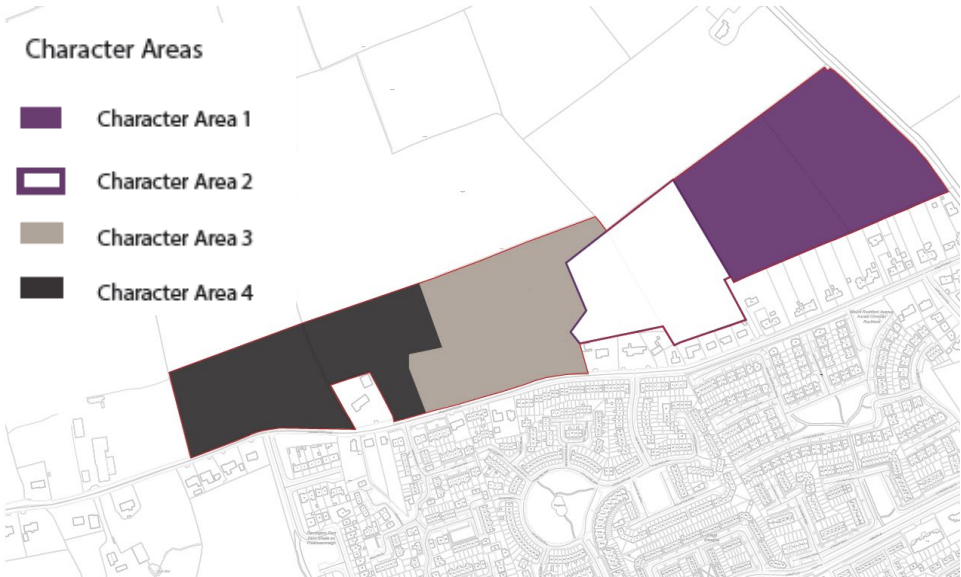


Figure 5.1: Character Areas



Site Overview

The subject site lands are relatively flat and form a logical extension of Balbriggan, consolidating the town's urban edge while providing a gradual transition to the rural area to the north.

The site is bounded by the adjoining LAP lands to the east, existing residential properties along Flemington Lane to the south, and rural lands to the west and north.

Access to the site will be provided via Flemington Lane and supported by the Active Travel Spine to ensure safe and convenient movement for all users.

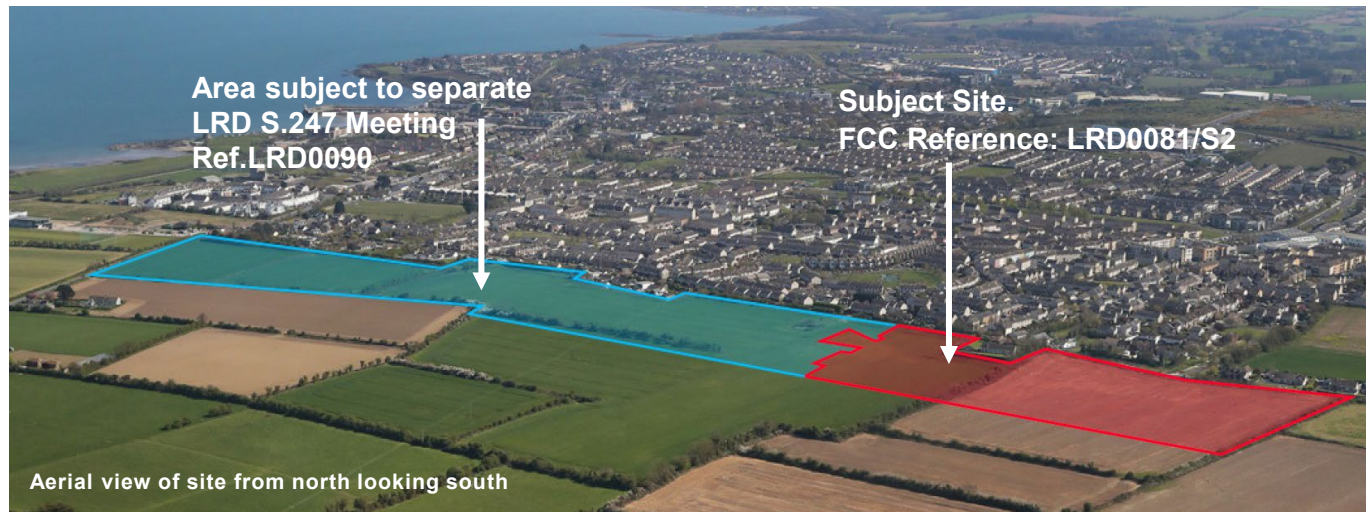
The site is well served by public transport, with commuter rail services from Balbriggan station and a Dublin City Bus route within walking distance.

Existing boundary vegetation, hedgerows and natural low points inform the layout and drainage strategy, with opportunities to retain and enhance these features as part of a wider green and blue infrastructure network.

These lands are coming forward at a time of significant investment in Balbriggan, including the Regional Park under construction to the east, improvements to GAA facilities and active travel upgrades.

The Flemington South LRD also provides an opportunity to co-ordinate with adjoining developers and Fingal County Council to realise key objectives for Flemington.

The area subject to a separate LRD S.247 Meeting Ref.LRD0090 is identified in blue in the adjacent diagram and subsequent diagrams where required.





Construction Phasing Strategy

Phase 1

- | | | |
|-----|---|------------------------------|
| 01. | c. 232 - 296 units | ✓ |
| 02. | Community Floorspace | ✓ |
| 03. | Commercial Floorspace | ✓ |
| 04. | Active Travel Spine | ✓ FULLY DELIVERED IN PHASE 1 |
| 05. | Link Street Proposal | ✓ FULLY DELIVERED IN PHASE 1 |
| 06. | Community Park | ✓ |
| 07. | Community Facilities & Ancillary Car Park | ✓ |
| 08. | Commercial Floorspace | ✓ |
| 09. | Active Travel Hubs | ✓ FULLY DELIVERED IN PHASE 1 |
| 10. | SUDS Garden | ✓ |
| 11. | Public Plaza | ✓ |
| 12. | Teenager Space | ✓ |
| 13. | Playground | ✓ |
| 14. | MUGA/ Games Recreational Area | ✓ |
| 15. | 2 no. Creche | ✓ FULLY DELIVERED IN PHASE 1 |
| 16. | SUDS Garden | ✓ |
| 17. | Age Friendly Accommodation | ✓ |

Phase 2

- | | | |
|-----|----------------------------|---|
| 17. | Age Friendly Accommodation | ✓ |
| 18. | Community Garden | ✓ |
| 19. | c. 232 - 296 no. units | ✓ |
- *above as per Table 9.1: Phasing Development Summary*



Site Context



Aerial view of site from north looking south

JFOC Precedent Project



JFOC Architects, on behalf of Lioncor, previously prepared a preferred architectural scheme for a Public Private Partnership (PPP) development comprising approximately 1,200 dwellings at Ballymastone (Balmoston), Donabate.

The scheme focused on community and placemaking, creating opportunities for social interaction at a range of scales, from the front door and building or street entrances to pocket parks and the wider neighbourhood.

The proposal was positively received by Fingal County Council; however, the client subsequently withdrew for reasons unrelated to the project.

John Begley, MRIAI, led the project for Lioncor and now leads the project for Lagan Homes Ireland. Many of the design principles and ideas developed for the Donabate scheme, which were not ultimately realised, are now being carried forward and adapted for this proposed development in Balbriggan.



NET SITE AREA DRAWING



Flemington LAP Key Themes and Objectives

The Flemington LAP aims to guide the sustainable development of the Flemington lands as a high-quality residential neighbourhood. Its overarching objective is to deliver a balanced mix of housing alongside community facilities, services, and public open spaces that support a strong sense of place, social inclusion, and long-term liveability. The plan emphasises coordinated and comprehensive development rather than piecemeal growth.

A key theme of the plan is promoting sustainable mobility and good urban design. Walking, cycling, and public transport are prioritised through an integrated movement network, reducing reliance on private cars. At the same time, the plan encourages well-designed streets, clearly defined character areas, and attractive public spaces to create a coherent and visually appealing neighbourhood.

Environmental sustainability and community well-being are central objectives. The LAP supports climate-resilient development through green infrastructure, sustainable drainage, and protection of natural assets. It also emphasises the timely delivery of social infrastructure including parks, recreation areas, and community facilities to ensure the new neighbourhood supports healthy, connected, and resilient communities.

This residential design proposal responds directly to the LAP by delivering a cohesive neighbourhood with a mix of housing types, strong connections, and well-located public open spaces that support community life.

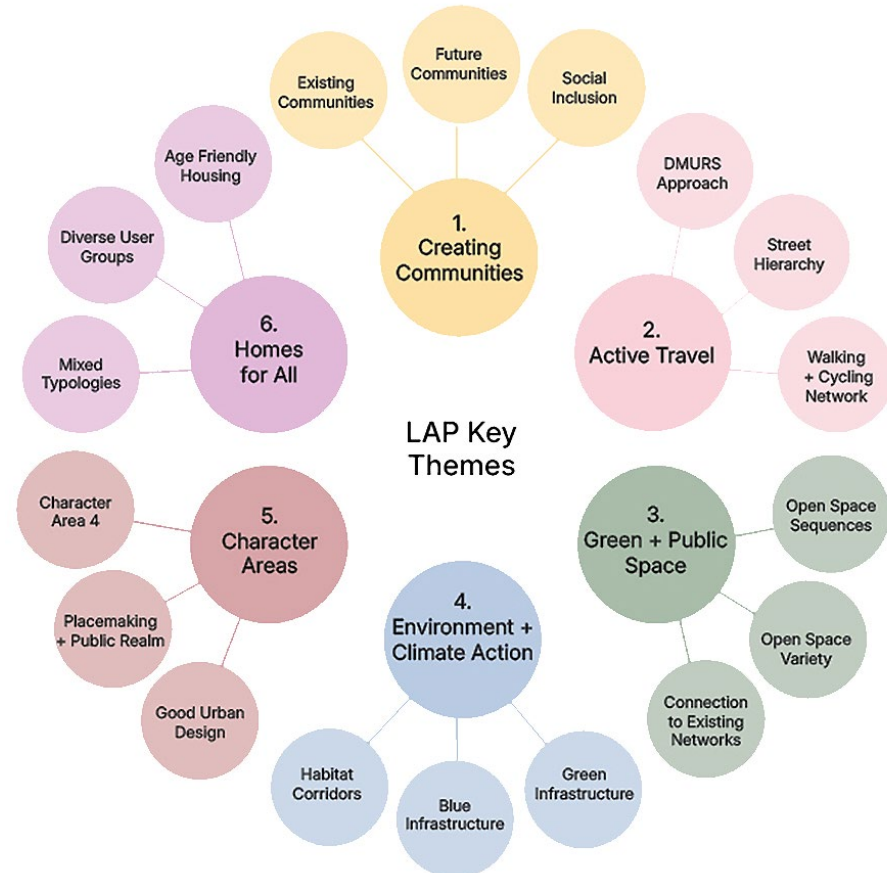


Diagram of Key Themes from the LAP and design objectives derived from each

LAP Key Themes and Objectives

Consequently, the structure of this Design Statement is set out under the themes of the LAP as follows;

1. Creating Communities
2. Active Travel
3. Green + Public Space
4. Environment + Climate Action
5. Character Areas
6. Homes for All

Key Theme	Strategic Objective
Homes for All	Promote mixed typologies, tenures and sizes of residential development that will accommodate a diverse range of identified local housing requirements and assist with promoting balanced community development.
Creating Communities	Support the provision of socially inclusive community development and associated infrastructure that will contribute to the growth and development of a new residential neighbourhood, thereby creating a sustainable community where residents will enjoy a good quality of life.
Active Travel	Facilitate the use of active modes of travel through the delivery of physical infrastructure that promotes sustainable movement by walking and cycling modes within a connected, legible and accessible residential neighbourhood.
Green Spaces & Public Spaces	Identify the appropriate locations within the LAP lands to facilitate a variety of high quality green spaces and public spaces that appropriately complement the built form and which provide attractive, safe and inclusive amenity areas for residents.
Character Area	Implement a development approach for the future growth of the LAP lands that identifies individual character areas that will support a variety of residential, commercial and community development, public open space areas and active travel infrastructure in order to achieve balanced community development.
Environment	Ensure the future growth of the LAP lands are undertaken in a manner that is sustainable over the long term, where new development proposals can assist with decarbonising the built environment while mitigating any significant impacts upon the natural green and blue environment.

Extract from Flemington LAP

Flemington LAP

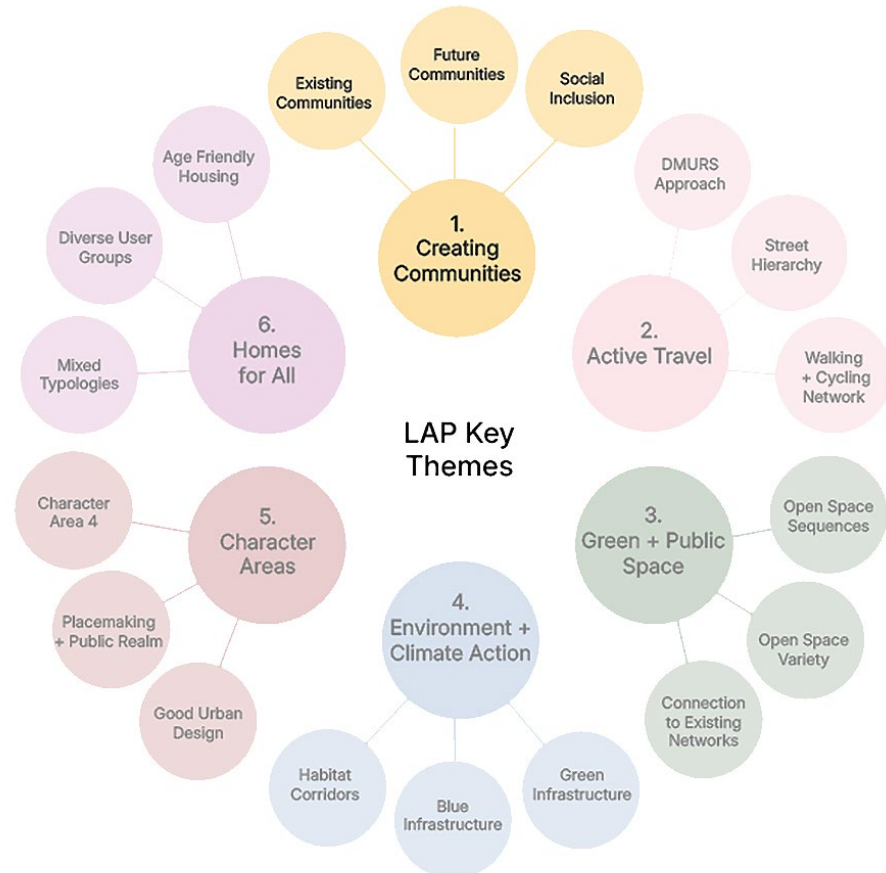
Key Themes

Theme 1: Creating Communities

The design approach is holistic, considering the neighbourhood across a range of scales — from the intimate experience of the front door and the shared street, through to the larger parks, urban square and wider active travel network.

At every scale, the design considers how spaces can support connection, interaction and a strong sense of community. The relationship between homes, streets, communal spaces and neighbourhood amenities is therefore carefully considered as a connected whole, rather than as a series of separate elements.

This creates a clear sequence of spaces and experiences, from the private threshold of the home to shared streets and larger neighbourhood spaces. Together, these layers form a connected and inclusive environment that encourages people to meet, interact and spend time within their neighbourhood, strengthening both everyday community life and the wider connection to Balbriggan.





Site Plan for Full Extent of LAP lands





Proposed Site Layout Plan





Connecting Neighbours + Neighbourhoods

Connecting to Balbriggan

The proposal has been developed as an integral extension of Balbriggan rather than as a standalone residential enclave. Existing and proposed walking + cycling connections integrate the neighbourhood with the surrounding street network, schools, community facilities and town centre. The development complements the wider ambitions of the *Our Balbriggan Rejuvenation Plan* and should be understood as part of the ongoing transformation of the town.

Local + Regional Connections

The proposed development benefits from Balbriggan's established transport connections within Fingal and the wider Dublin region. The proposed active travel network, together with access to public transport and local services, enables residents to make sustainable travel choices and reduces reliance on private cars. This integrated approach supports the creation of a healthy, connected and resilient neighbourhood.

Ecology Connections

The existing hedgerow network located on the site forms an important ecological framework and is retained and enhanced wherever possible. These green corridors provide habitat and movement routes for wildlife while contributing to the character of the public realm. By integrating biodiversity measures within the landscape strategy, the proposal delivers ecological connectivity alongside improved recreational and social amenity.



The site map extracted from the community-led *Our Balbriggan Rejuvenation Plan* shows an edited version that includes the project site alongside the other major works shaping Balbriggan's transformation. The preferred approach is to view our site within this wider masterplan.

Connecting Neighbours + Neighbourhoods

Places to Meet

Proposed community facilities are strategically located within the neighbourhood to encourage shared use and regular social interaction. The Active Travel Hub, a gateway building, forms a focal point within the public piazza, bringing together sustainable transport infrastructure with flexible civic space. The piazza is designed to accommodate a range of community activities, including farmers' markets, seasonal events and public gatherings, reinforcing its role as a vibrant destination throughout the year.

The Crèche

Early years facilities are recognised as important social infrastructure that support both children and families. The proposed crèche, also a gateway building, is integrated within the piazza alongside the Active Travel Hub, allowing childcare, active travel and public space to work together as complementary community uses. Its relationship with nearby play spaces creates opportunities for parents and carers to meet naturally as part of their daily routines, strengthening local social networks.

The MUGA

Sport + recreation play an important role in supporting healthy and connected communities. A Multi-Use Games Area (MUGA) is proposed within the larger park to provide flexible recreational opportunities for all age groups. Together with the surrounding public open spaces, the MUGA contributes to an active landscape where residents can exercise, socialise and participate in community life.



The Public Piazza

Connecting Neighbours + Neighbourhoods

The Park

Every home is located within a short walking distance of a public open space. These parks form the social focus of individual neighbourhood clusters, providing places for recreation, relaxation and everyday interaction. This approach reflects the successful tradition of neighbourhood greens and squares found throughout Irish towns and cities, including Great Western Square in Dublin.

A network of public open spaces is distributed throughout the development, connected by the active travel spine and linked directly to surrounding neighbourhoods. These spaces provide everyday destinations for walking, informal recreation and social interaction while strengthening connections between the proposed development and the wider Balbriggan community.

The Street + Garden

The proposed street network is designed as a place for people rather than solely a route for vehicles. Shared surface streets encourage low vehicle speeds, allowing residents to comfortably occupy the public realm, children to play safely, and neighbours to meet outside their homes. Street trees, planting and generous landscaping further reinforce the character of these streets as shared community spaces.



The Home Zone supports pedestrian activities and neighbourhood connection

Future Communities Connecting with Next Door

The Porch + Forecourt

The transition between the private home and the public realm is carefully considered to create opportunities for everyday social interaction while maintaining privacy and security. Well-defined threshold spaces, including porches and forecourts, provide residents with opportunities for passive surveillance, neighbourly encounters and informal social exchange, contributing to a safe and welcoming streetscape.

Houses

The houses are arranged along shared surface streets where pedestrian movement takes priority over vehicles. This approach creates a calmer residential environment that encourages walking, children's play and neighbourly interaction. Carefully designed threshold treatments, landscaping and subtle changes in surface materials clearly define private entrances while maintaining the shared character of the street.

Duplex and Apartment Buildings

Shared entrance porches and external stairways serving the duplexes and apartments are designed as social spaces rather than simply circulation routes. These semi-private areas create opportunities for incidental encounters between neighbours while ensuring appropriate levels of privacy for individual homes.



Neighbours connecting at Home Zone

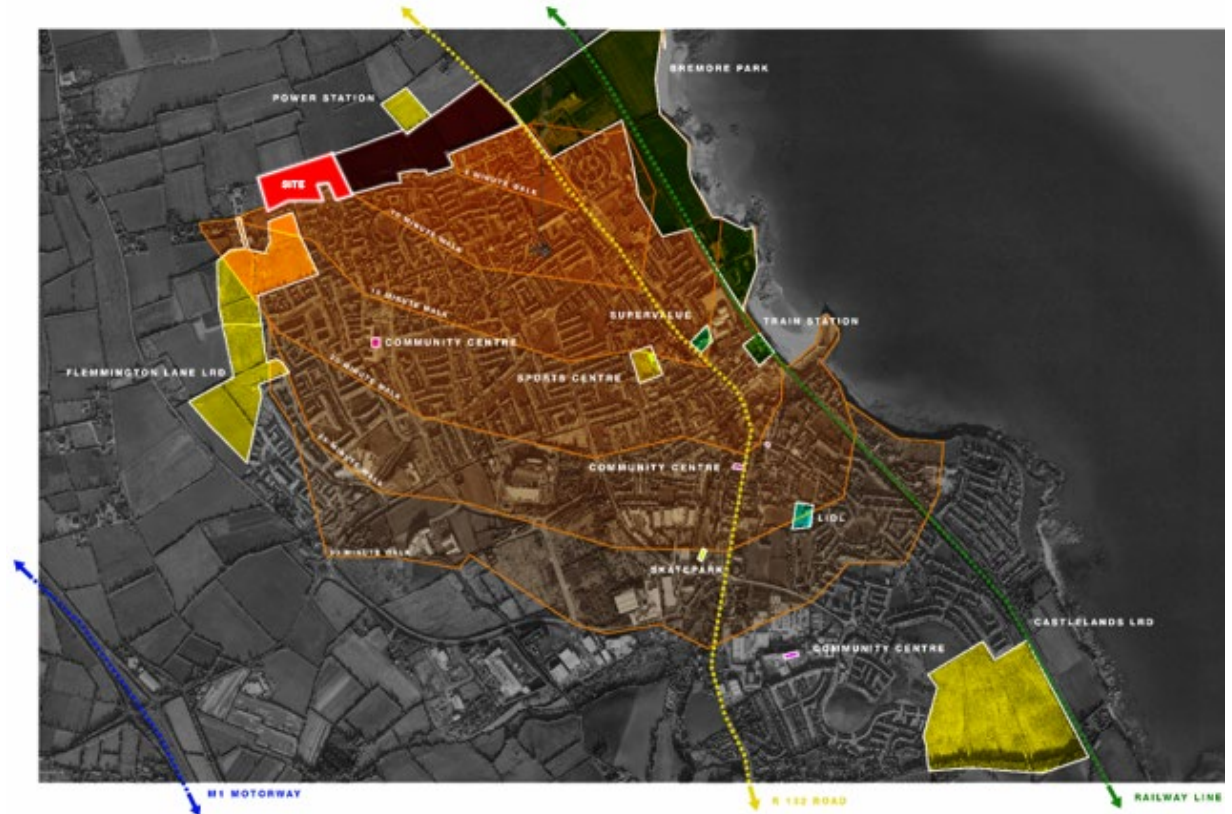


Social Inclusion

Social Inclusion is one of the four key cross-cutting themes of the Fingal Development Plan. The proposal supports this through a range of community uses and shared spaces that foster community spirit and encourage social interaction.

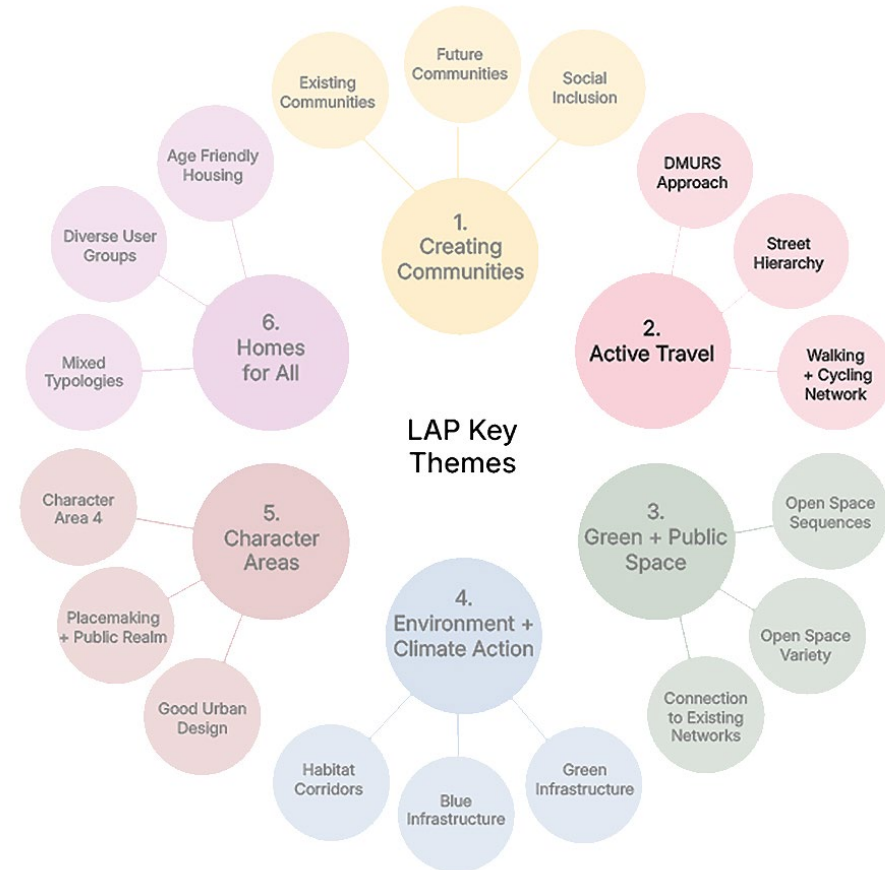
The neighbourhood is designed to be welcoming, safe and accessible to all ages and abilities, with community facilities, open spaces and active travel connections easily accessible by walking and cycling. A variety of spaces, from the urban piazza to the neighbourhood park, provides opportunities for people to meet, interact and participate in everyday community life.

The design responds to local needs and seeks to strengthen social connections and reduce social isolation, particularly amongst older residents, helping to create an inclusive and connected neighbourhood.



Flemington LAP Key Themes

Theme 2: Active Travel



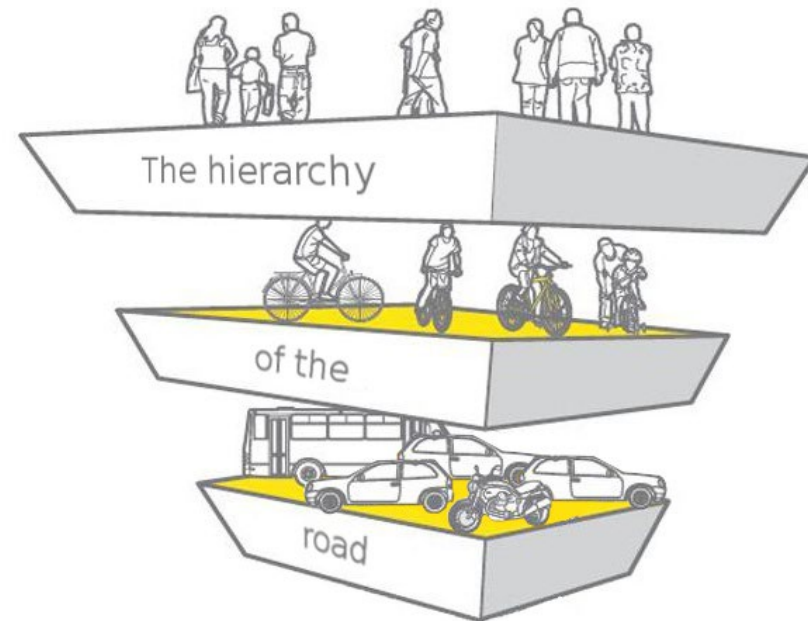
DMURS Approach

To encourage more sustainable travel patterns and safer streets, design must place pedestrians at the top of the user hierarchy, as set out in the Design Manual for Urban Roads and Streets (DMURS). Walking is the most sustainable mode of transport, and all journeys begin and end on foot. Prioritising pedestrian-focused design can reduce short car trips and improve access to public transport. Creating more walkable communities is also a matter of social equity, as children, older people, and people with disabilities are less likely to have access to a car. Research from the UK indicates that these groups are disproportionately affected by road traffic accidents, community severance, and reduced social cohesion.

Cyclist provision must also be prioritised. Cycling has the potential to replace motor vehicles for short to medium distance trips, and in some cases longer journeys, while promoting healthier lifestyles. Progress in this area is supported by the National Cycle Manual (2011).

In Ireland, buses primarily serve medium to long distance journeys for those who do not drive. As noted in Smarter Travel (2009), commuters are unlikely to switch from car use to bus travel unless the bus offers clear advantages over the private car. For this reason, bus movement should be prioritised over other motorised vehicles.

Placing private motor vehicles at the bottom of the user hierarchy should not be viewed as an anti-car approach. Cars will remain an attractive option for convenience and flexibility, and for many people they remain the only viable choice for longer journeys. The aim is balance, ensuring the needs of private cars do not take precedence.





Street Hierarchy | Comparative Study

Street Hierarchy:

- Regional Road
- Proposed Link Street
- Existing Local Road
- Proposed Local Street
- Proposed Local Street - Shared Surface



Proposed LAP Context Drawing



Extract from Flemington LAP



Street Hierarchy

DMURS promotes the integration of land use and transportation by supporting the consolidation of development along strategic routes and around key nodes. These strategic connections accommodate primary public transport corridors, while nodes function as focal destinations, enhancing access to services and amenities. This approach improves connectivity, supports sustainable travel choices, and reduces dependence on private car use.

DMURS further advocates a clearly defined street hierarchy to encourage walking, cycling, and public transport. Streets are categorised as Arterial, Link, and Local, each fulfilling a distinct role within the overall movement network.

1. Arterial Streets serve as the principal routes connecting major centres and nodes and may include orbital or cross-metropolitan routes within larger towns and cities.

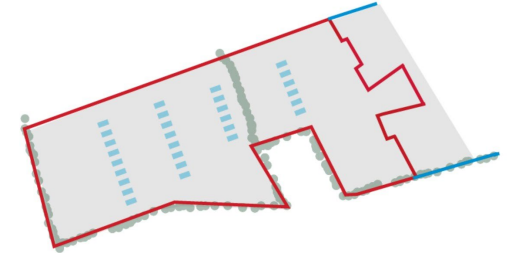
2. Link Streets provide connections between arterial routes and adjoining neighbourhoods, centres, or suburbs.

3. Local Streets facilitate access within residential areas and connect to the wider street network via link and arterial streets.

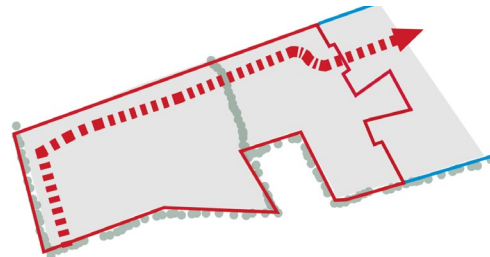
The accompanying diagrams of the site illustrate the proposed street hierarchy and demonstrate how new streets are integrated with the existing road network in accordance with DMURS principles.



1. Arterial Streets



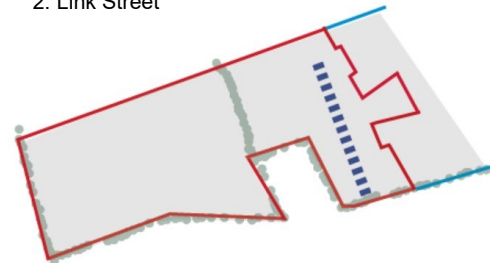
4. Shared surfaces



2. Link Street



5. Active Travel Route –
Pedestrian and cyclist priority



3. Local Streets

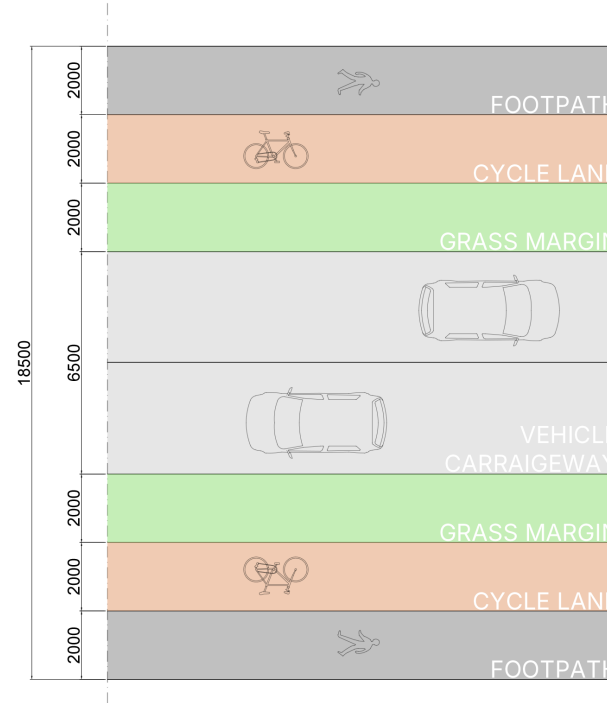
Walking + Cycling Network

Separating the pedestrian and cycle Active Travel Route from the Link Street, as recommended in the Cycle Design Manual published by the National Transport Authority (NTA), offers clear benefits in terms of safety, comfort and usability.

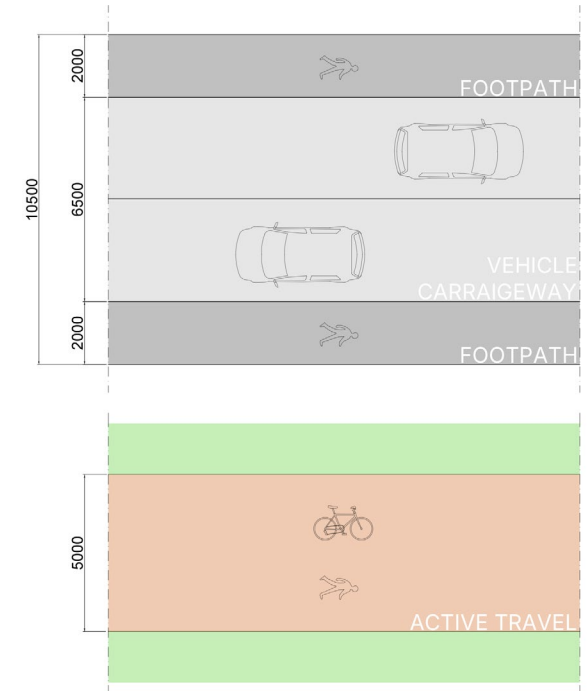
This separation also makes routes more legible and predictable, reducing the likelihood of collisions and improving movement efficiency for all users.

By keeping pedestrians/cyclists and motor vehicles apart, the infrastructure supports higher levels of active travel participation, especially among children, older adults and less confident cyclists, by creating environments that feel safe and accessible for people of all ages and abilities.

Additionally, such segregation aligns with international best practice and reflects the NTA's broader presumption towards providing protected, high-quality active travel infrastructure that encourages more sustainable travel choices.



Approach 1: **Combined** Link Street and Cycle Infrastructure Total Width 18.5m



Approach 2: **Separate** Link and Cycle Infrastructure (Active Travel) Total Width 15.5m

Design of Link Street

The proposed in curtilage perpendicular parking along the Link Street allows the site to be used efficiently while supporting the delivery of higher residential densities. By locating parking between pairs of semi-detached houses, the visual impact of parked cars within the public realm is reduced, creating a more coherent and pedestrian-friendly streetscape.

This arrangement is consistent with the objectives set out in the LRD Written Opinion, whilst promoting a low-speed residential environment where pedestrians take priority while accommodating the necessary level of car parking.

The resulting street is defined by active frontages and well-articulated building entrances, creating a human-scaled environment that encourages passive surveillance, supports informal social interaction and reinforces the street as a place for people, rather than simply a route for movement.



Poor integration of place and movement function



DMURS Figure 2.19:

The most fundamental aspect of the creation of a sustainable street network is that designers clearly recognise that streets have both a place and movement function, so that streets are connected, enclosed, fronted onto and promote pedestrian and cyclist activity.

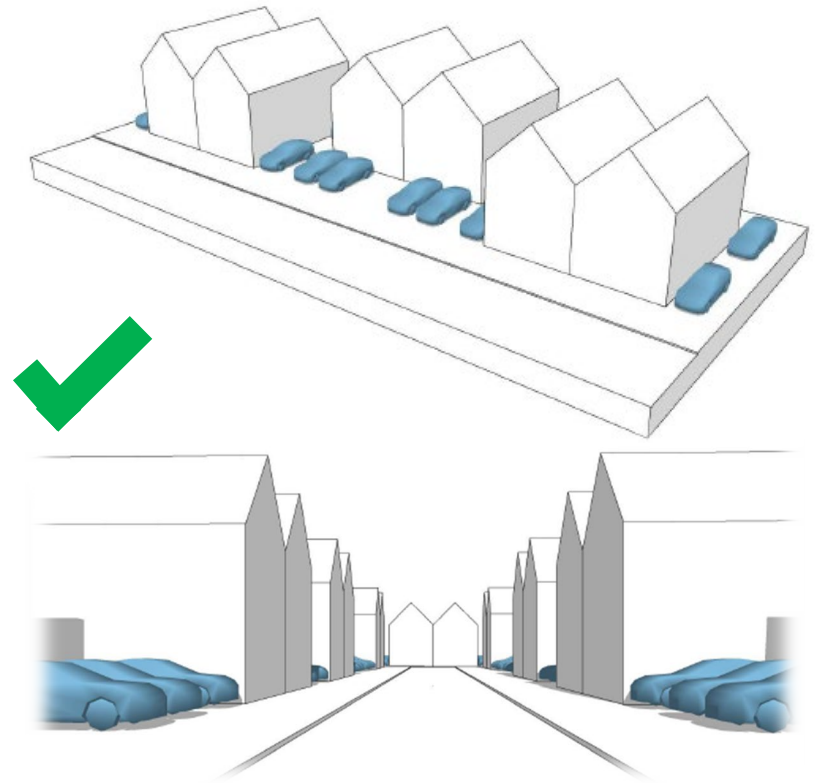
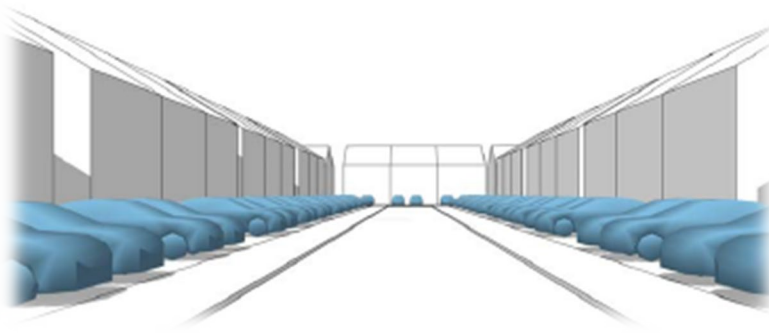
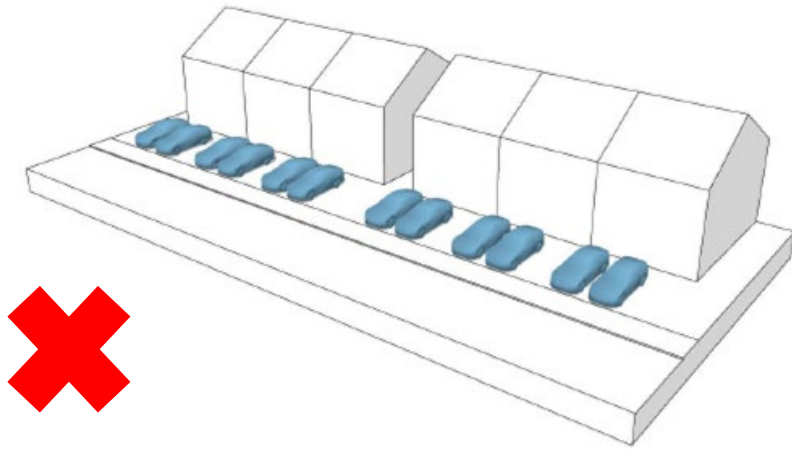


Proposed Link Street: View from Flemington Lane at the entrance to the Link Street, looking north. The proposal provides an active frontage and a safe and well-defined streetscape with high-quality brick elevations addressing the public realm, while the proposed porches on mid terrace units creates an opportunity for positive neighbour interaction.



Car Parking Management

The below diagrams illustrates the typical relationship between housing and parking in Irish residential schemes, where parking is often located directly in front of houses. This arrangement results in a car-dominated public realm, which negatively impacts pedestrian safety and compromises the legibility of the overall urban structure.



We propose to mitigate the visual and spatial dominance of parking within the public realm while maintaining the required level of parking provision for each dwelling. By setting houses back and redistributing parking between units, the scheme establishes a more legible and coherent streetscape. This approach reduces the prominence of vehicles and prioritises pedestrian movement, resulting in a safer and more balanced public realm.

The Home Zone

The proposed development is organised around a highly permeable and legible network of pedestrian friendly streetscapes.

A key element of the public realm is the home zone street, designed to prioritise pedestrians while accommodating vehicles. This approach transforms the quiet residential street into a space for play, interaction, and incidental meetings, reinforcing the benefits of a car-reduced public realm.

The street combines familiar elements—carriageway, footpath, kerb, lawn, hedge, and seating—reconfigured to create a welcoming and functional environment. It is designed to DMURS standards, ensuring vehicular and universal access for all users.

Pedestrian benefits are enhanced through lawns, benches, and versatile hard-surfaced spaces. Vehicle speeds are carefully managed through reduced carriage widths, pinch points, horizontal deflection, and tight turning radii, while continuous connections minimise the need for turning heads and maintain permeability.



Demonstration of Home Zone and Pedestrian activity

The Home Zone

Parking bays are located between rows of terraced and semi-detached housing. The semi-detached houses are deliberately staggered, creating a varied building line. Parking is provided within the gaps between these houses where possible, reducing the presence of cars on the street in support of a more pedestrian-focused environment.

The generous width of home zones increases opportunities for landscaping, particularly in front of the terraced housing, where the additional depth enable more generous planting and a more engaging streetscape. The overall design strengthens the relationship between built form and landscape while maintaining a clear hierarchy between movement, parking, and the public realm.

This is explored further in the accompanying landscape architects reports and drawings.



Ariel View of Home Zone

Active Travel Hub as Gateway Building

The Active Travel Hub will serve as a key piece of transport and public realm infrastructure within the new development, supporting the objectives of the Flemington LAP by promoting sustainable, integrated, and low-carbon travel.

It will provide a convenient interchange between walking, cycling, public transport, shared mobility services, and private vehicles, reducing reliance on single-occupancy car trips while enhancing accessibility for residents, workers, and visitors. The design will incorporate secure cycle parking, a bike repair station, electric vehicle charging, car club spaces, accessible parking, parcel collection points, sheltered waiting areas, wayfinding, and provision for future mobility technologies, all within a high-quality public realm that prioritises pedestrian movement, safety, and universal access.

It is strategically located to maximise connectivity to surrounding neighbourhoods, community facilities, green infrastructure, and existing and proposed public transport services, contributing to the creation of a compact, connected, and climate-resilient community in accordance with the vision and transport objectives of the Flemington LAP.

The hub is strategically located within an area served by high-quality walking and cycling links, ensuring strong integration with the existing active travel network.

This gateway pavilion is conceived as a robust yet playful intervention, with an engaging architectural expression that brings activity and character to this key arrival point. It is integrated with the public piazza in front of the duplexes and coordinated with the surrounding landscape design to create a cohesive and well-defined public realm.

It signals the entrance to the development from Flemington Lane and marks the beginning of the active travel spine through the site



Aerial View of Public Piazza

Active Travel Hub as Gateway Building

The Active Travel Hub includes the following facilities;

- 3 no. Car Parking*
- 5 no. Bicycle Storage Units
- 1 no. Bicycle Repair Station
- 14 no. Shared Bicycle Scheme Parking
- 4 no. Short Stay Visitor Bicycle Parking
- 1 no. Storage and Maintenance Shed
- 1 no. Way-finding and Information Board
- 7 no. Cargo Bicycle Parking (in adjacent public open space)*

*Refer to JFOC Site Layout Drawings and NMP Landscape Proposals for further details.



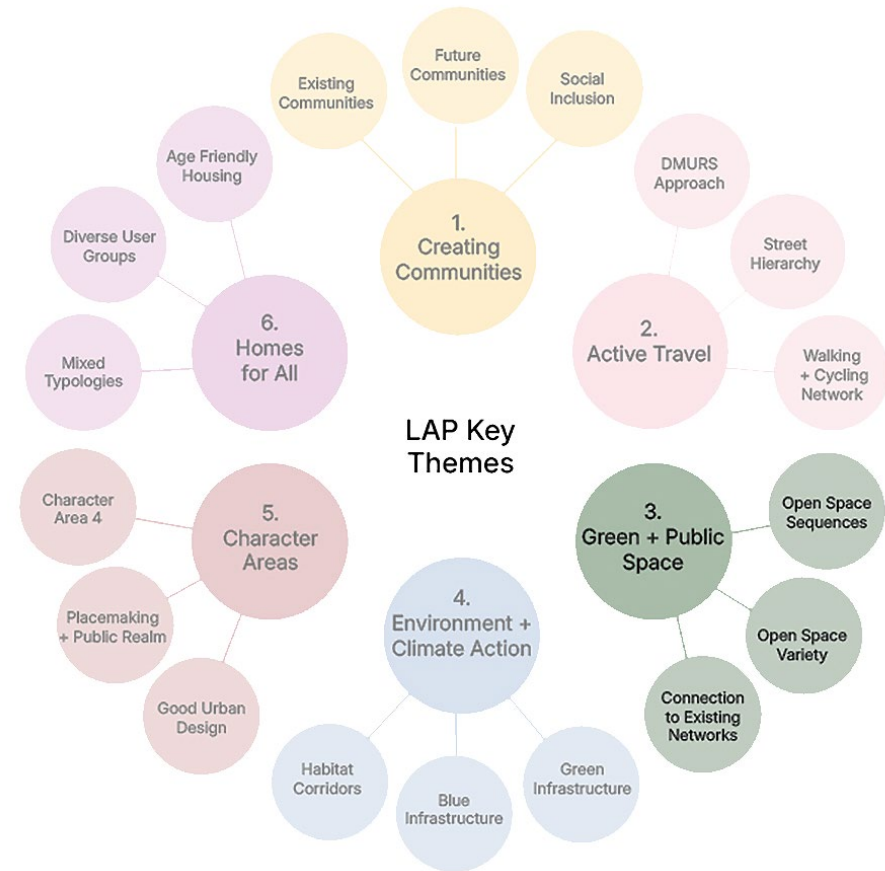
View of Active Travel Hub from inside Public Piazza

Flemington LAP

Key Themes

Theme 3: Green and Public Space

Please refer to the accompanying Landscape masterplan prepared by NMP Landscape Architects.



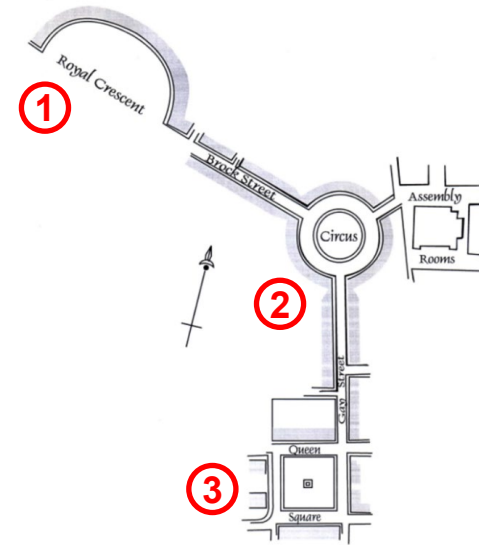
Open Space Sequences

The use of clear, structured, and well-ordered urban planning creates safe and comfortable environments for all users. This approach supports intuitive wayfinding and fosters confidence in navigating the built environment.

The following examples illustrate master planning projects that successfully apply these principles. Each case study is presented from a macro scale to the micro scale, highlighting both the overall strategy and the lived experience of the residents.

Legible and inviting streets and squares encourage active movement and help people navigate with ease. Neighbourhoods are shaped through clear spatial organisation, where distinct character zones and harmonious relationships between buildings and public spaces create places that feel coherent and grounded. Simple forms support visual clarity, supporting a calm and intuitive environment that allows communities to grow in a structured and enduring way.

The adjacent case study in Bath highlights three distinctive character areas, extending from Queen Square to the Circus and the Royal Crescent—all highly legible, well-defined, and formal urban spaces.



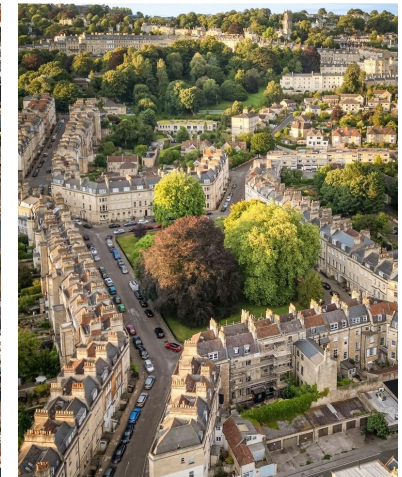
Bath Plan Diagram



1. Royal Crescent



2. The Circus



3. Queen Square

Safe and Comfortable Environments

Clear sightlines, natural surveillance, and well-defined public-private boundaries create secure and legible spaces. Quality lighting and uncluttered layouts ensure residents feel confident throughout the day and night.

1. Hufeisensiedlung in Berlin | This scheme exemplifies safe, comfortable environments through clear sightlines, natural surveillance, and well-defined public-private boundaries. Its uncluttered layouts and quality lighting create legible, secure spaces where residents feel confident day and night. Thoughtful planning integrates open spaces, pathways, and housing, fostering both safety and community cohesion while supporting a high-quality, accessible urban living environment.

BIRDSEYE VIEW



PERSON VIEW



2. Winkelwiesen Housing Scheme | Situated around a central green space, promoting natural light, clear pathways, and a secure, high-quality, and comfortable community environment.



3. Siedlung Paddenpuhl, Berlin | The central pond and generous Erwin Barth-designed green spaces anchor the community, fostering a distinctive, high-quality living environment and provide accessible nature for all residents.



Open Space Variety

This proposed planning application establishes two distinct characters within the wider LAP lands, introducing the first two public open spaces in a planned sequence of public open spaces across the overall scheme.

The first public open space, the piazza, marks the beginning of the active travel route and accommodates the active travel hub and creche building. It is conceived as an urban room, acting as a gateway into the wider development and creates a strong sense of arrival and place. Its design and location are intentional, with surrounding 3 storey apartment buildings defining and enclosing the space. The resulting density supports passive surveillance, while the constant movement of people to and from the creche and hub ensures the space is naturally animated throughout the day.

In contrast, the second public open space is more open and expansive in character, taking the form of a parkland setting that incorporates a MUGA. This space has a distinctly different feel, offering a more relaxed and recreational environment within the overall landscape structure of the scheme.



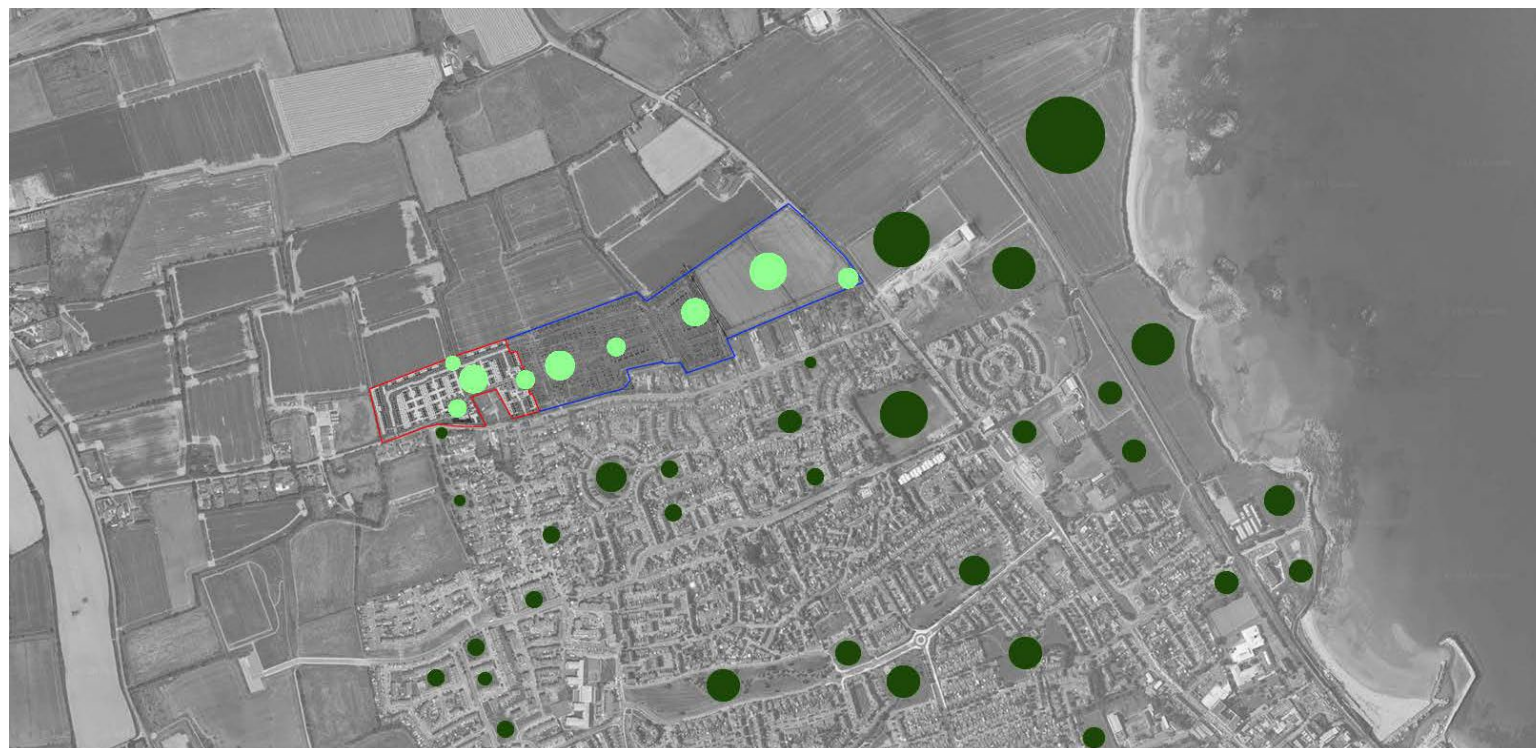
The Public Piazza



The Neighbourhood Park

Connecting to Existing Green Spaces

The proposed green spaces are connected and experienced through the active travel spine, which runs centrally through the scheme. The below image highlights the relationship between the proposed and existing green spaces.



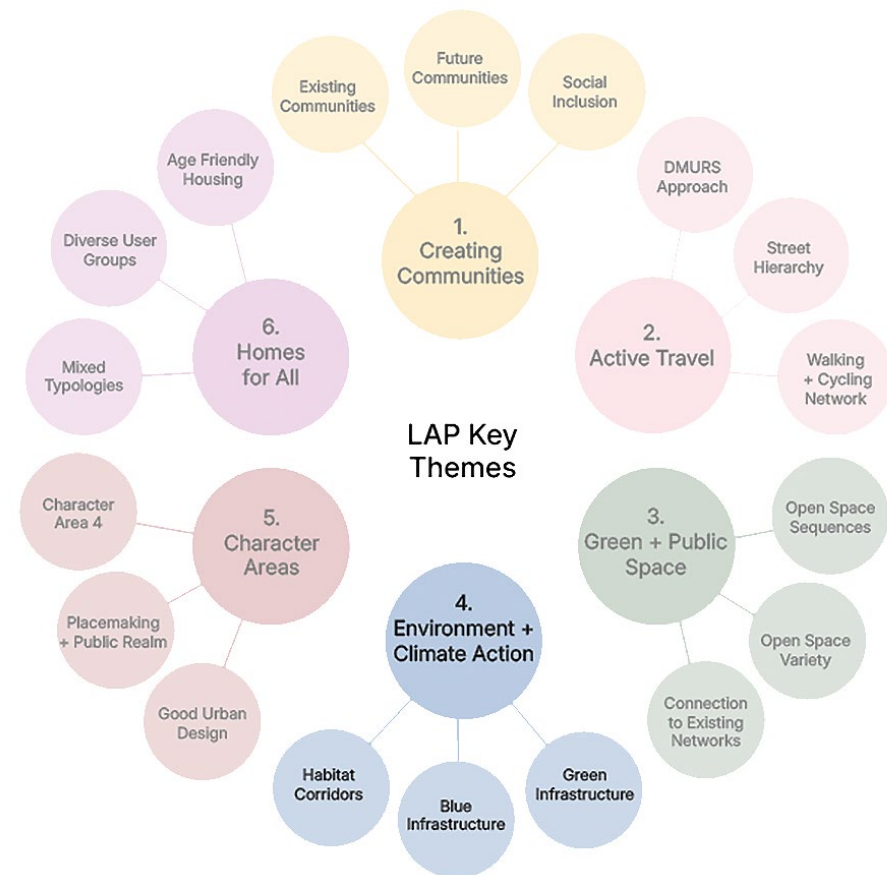
Flemington LAP Key Themes

Theme 4: Environment and Climate Action

Project:
Flemington, Balbriggan

Status:
Planning Application

Date:
August 2026



This planning application is supported by surveys and environmental assessments prepared by competent experts that will address all obligations relating to the environment and climate action.

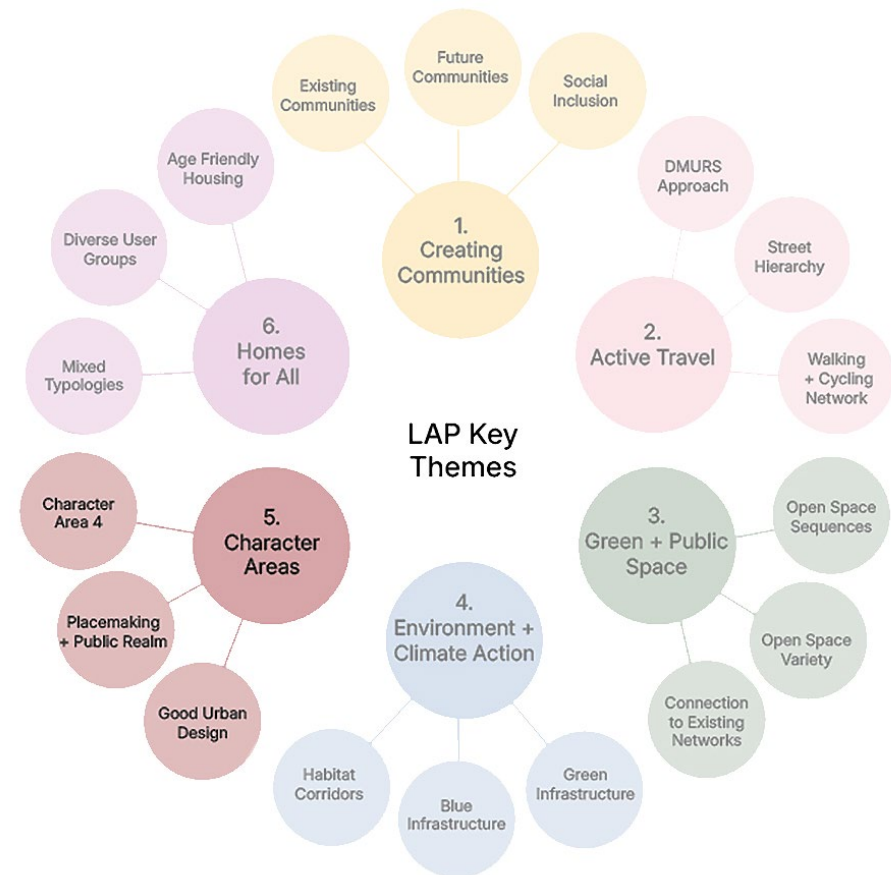
Flemington LAP Key Themes

Theme 5: Character Areas

Project:
Flemington, Balbriggan

Status:
Planning Application

Date:
August 2026



Context Present

The diverse architectural language of Balbriggan can be partially attributed to the fire of 1920. This devastation had a lasting impact on Balbriggan's architecture, as many buildings were reconstructed in the 1920s, giving the town a distinctive early-20th-century character that contrasts with its older surviving structures.



Birdseye view of Balbriggan



Birdseye view of Balbriggan Quay Street Harbour project

Materials + Forms in Balbriggan

The architecture of Balbriggan has informed the elevational treatment of our proposed housing units, please refer to the single storey age friendly unit type for reference.

The following projects in Balbriggan are included on the National Inventory of Architectural Heritage.



Materials from neighbouring Skerries

The predominant language of nearby Skerries is rendered facades with vertical windows. A palette of plain render and pastel colours is present in the town.





Character Area 4 Planning Objectives

This planning application meets the objectives set out in the LAP.

It achieves a dph of 41.1 uph, a total of 146 housing units, and meets the infrastructure requirements set out in the table adjacent including; 0.53 ha of POS, 0.3 ha of active travel route (excluding when it crosses the POS), 470 sqm of community floorspace including the creche and active travel hub. It provides for the required section of link street, MUGA and SUDS garden.

Character Area 4	
Gross Development Area	c.4.4 hectares
Net Development Area	c.3.27 hectares
DPH Range	c.37 dph- c.47 dph
Approximate Unit Nos	c.121 no. - c.154 dph
Infrastructure	c.0.47 hectares of public open space. c.0.36 hectares of active travel route. c.400 sqm - c.500 sqm of community floorspace. Section of new link street. MUGA. SuDS garden.

Flemington LAP Table



Flemington LAP Diagram

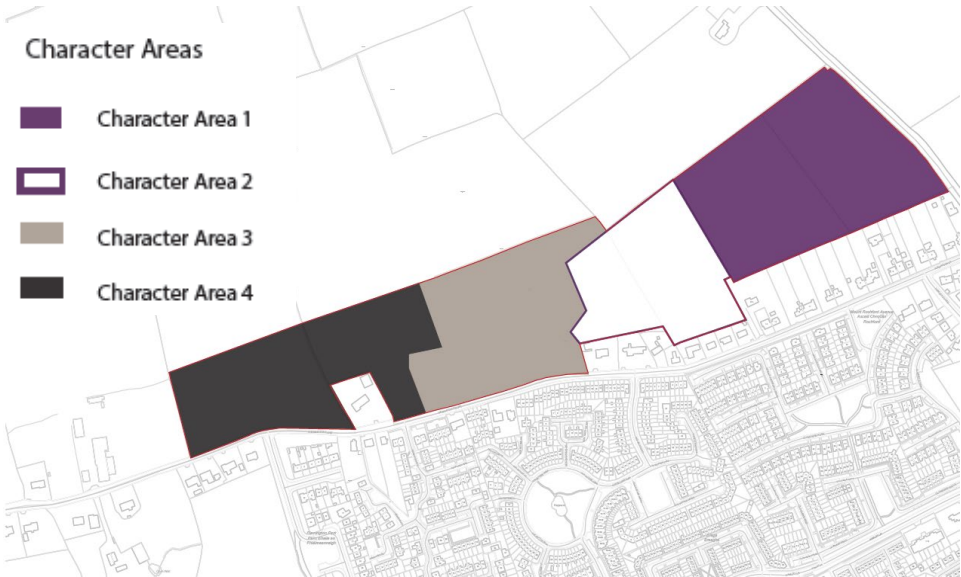


Figure 5.1: Character Areas

Character Areas

Incorporating Character Areas and place-making elements into the layout of the development is essential to creating a clear and legible urban form that fosters a strong sense of community and identity. Each Character Area is designed with distinct architectural styles, landscaping, and public spaces that reflect the unique features of the site and its surroundings.

Place-making elements such as community parks, pedestrian pathways, and play infrastructure are strategically located to encourage interaction and connectivity among residents. Wayfinding features, including consistent street furniture, signage, and lighting, enhance navigability and help residents and visitors easily orientate themselves.

The design has been informed by the principles of the *Balbriggan Public Realm Design Guide*, with a restrained and durable palette of materials selected for longevity, ease of maintenance, and suitability to Balbriggan's coastal environment.

Building forms and façade treatments are crafted to contribute positively to the public realm through active frontages, consistent building lines, and careful attention to human scale, proportion, and streetscape enclosure.

The architectural approach is contemporary while respecting the emerging character of Balbriggan and the objectives of the Flemington LAP, ensuring a cohesive, high-quality public realm. The elevational treatment of the proposed dwellings draws inspiration from Balbriggan's historic architecture, reflecting the ordered proportions and symmetry characteristic of Georgian houses, while also responding to the rhythmic repetition and street-aligned form of Victorian terraced housing. This approach ensures that the development respects the scale, rhythm, and character of the town's historic built environment while providing a modern, functional, and attractive residential environment.

See precedent projects adjacent.



Dublin, Ireland



Royal Canal Park, Dublin



The Prenzlauer Gardens, Berlin



Chelsea Barracks London

Proportion of Elements

The design focus of the houses is on achieving harmoniously proportioned façades, through careful consideration of height-to-width ratios, solid-to-void relationships, and the balance between repetition and moments of emphasis.

A significant proportion of the design work is devoted to these aspects. When handled successfully, this effort is largely invisible, with the resulting buildings reading as coherent, well-resolved, and quietly elegant.





A Series of Urban Rooms

Each character area is defined first and foremost by the urban structure and the relationship between homes and public open space, creating a sequence of urban rooms that each feel distinct and memorable. The emphasis is on shaping places that people can enjoy and inhabit, where the quality of space and experience leads the design.

While the treatment of elevations is important, it is not the driving force. Instead, the architecture is rooted in the strength of the underlying ideas and the formation of streets and spaces. Materials support this intent rather than define it. This approach ensures that the architecture remains robust and enduring.

This proposed planning application establishes two distinct characters within the wider LAP lands, introducing the first two public open spaces in a planned sequence of public open spaces across the overall scheme, the piazza and the park. The third public open space shown on the adjacent diagram will be developed further in the next planning application addressing Character Areas 1, 2 and 3. Please refer to the overall site masterplan drawing for the full extent of the LAP lands included in this submission.



Buildings defining public open spaces

A Series of Urban Rooms



Urban Room No.1 – The Public Piazza



Urban Room No.2 – The Neighbourhood Park

A Series of Urban Rooms



Urban Room No.3 – The Lozenge

This public open space will be developed further in The subsequent planning application for Character Areas 1, 2 and 3.

Proposed Housing Material Palette



Proposed Housing Material Palette



Ceramic roof tiles - black

uPVC gutters and downpipes – grey/black

uPVC windows - White

Metal canopy - red

Buff Brick

Proposed Apartment Material Palette



Ceramic roof tiles - black

uPVC windows - white

Buff Brick

uPVC doors – white

Metal balcony system,
framing and railings – red

Proposed Creche and Active Travel Hub Material Palette



Aluminium standing seam roof
and cladding system- red

uPVC windows -white

Buff Brick

Steel columns and beams - red

Reference Images for the Creche Design



Fire Station in Bühl - Alpstein Architects



Ballyblake - Steve Larkin Architects



Korgen Kindergarten - Tanken arkitektur



Residential Development – Pax Architects

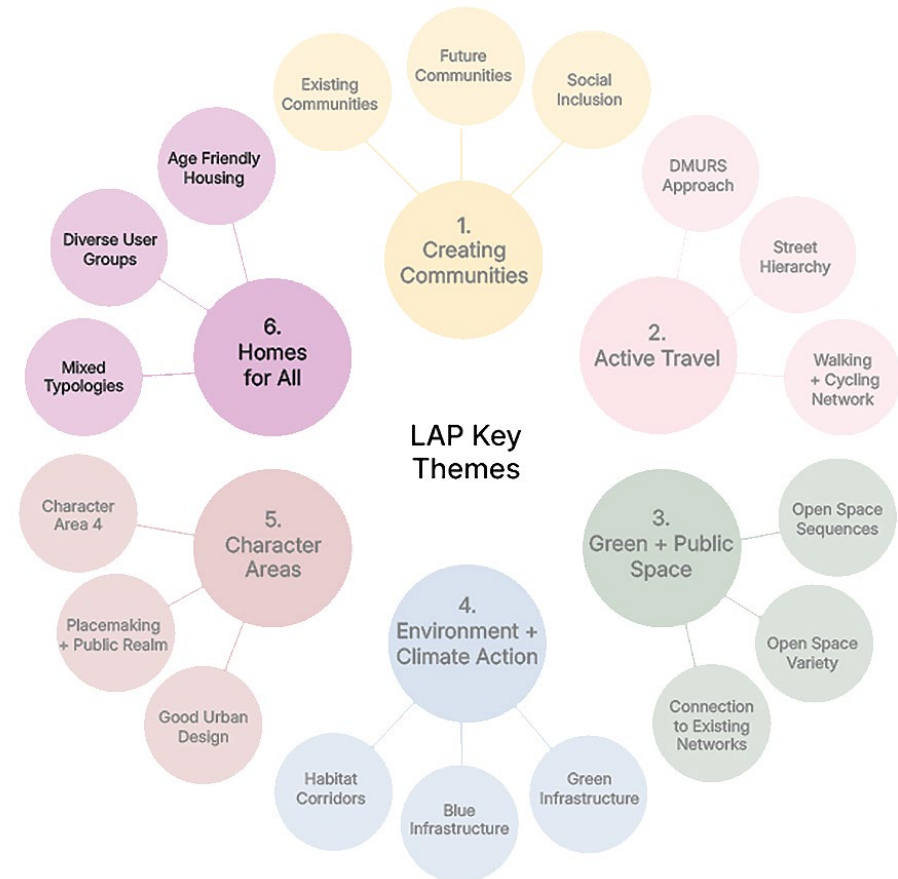


Flemington LAP

Key Themes

Theme 6: Homes for All

Please refer to the Universal Design Statement and accompanying drawings which forms part of this planning application.



Supporting a Sustainable and Inclusive Neighbourhood

The proposed development will strengthen the viability of existing community infrastructure while supporting the delivery of new amenities and services for Balbriggan.



30%
of residents
are under 18

A strong presence
of children and youth



55+
Majority of the
population are
aged 55 and under

A youthful, active and
working community



Mixed
Homes for
all generations

Integrated and
inclusive living



Strengthening the Community

- Supports existing community infrastructure
- Ensures the local population to sustain services and facilities
- Makes new amenities and infrastructure more viable



Responding to Balbriggan's Demographics

- Balbriggan is a town of young, family-oriented households, likely working couples with children
- Family-friendly design, public spaces and local amenities are central to the proposal
- Reflects the findings of the Balbriggan Rejuvenation Strategy Survey Analysis



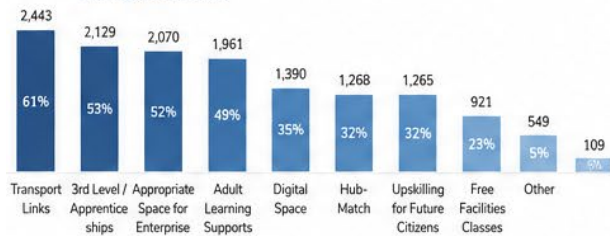
Inclusive & Sustainable Design

- A range of dwelling types, sizes and tenures to suit diverse needs
- Ground-floor and single-storey homes are easily adaptable for older residents and those with reduced mobility
- Universally accessible homes in full compliance with Irish Building Regulations and accessibility standards

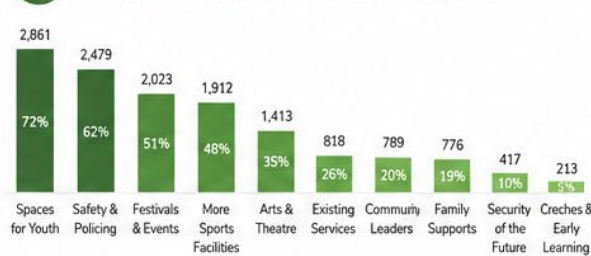
Balbriggan Rejuvenation Strategy Survey Findings



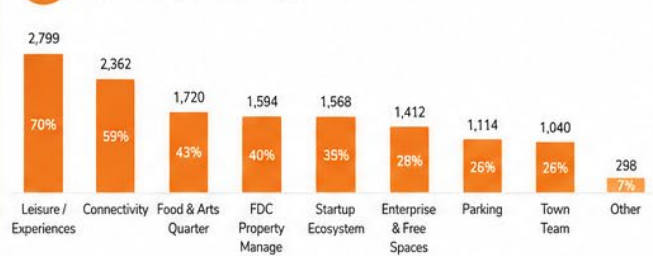
What needs to happen in Our Balbriggan to be able to access quality employment opportunities? How can education and training support this?



What needs to happen in Our Balbriggan to ensure a strong, inclusive place where people can realise their full potential?



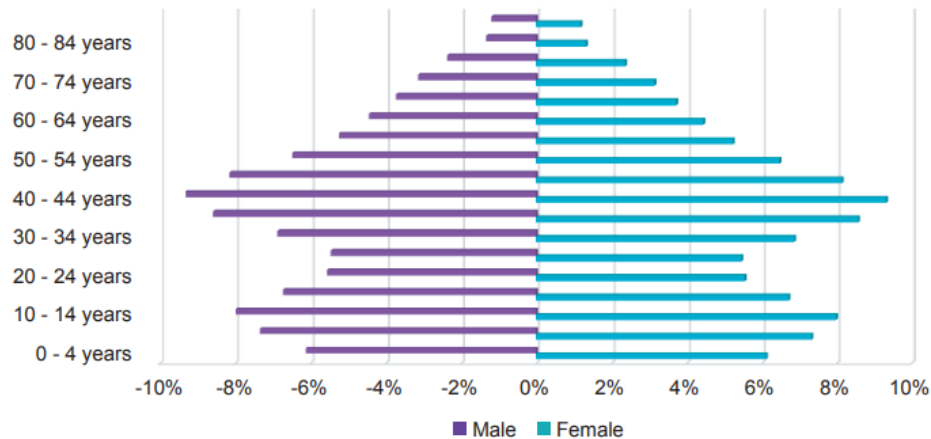
What needs to happen in Our Balbriggan to help the local economy develop and grow?



Statistics on Aging Population in Balbriggan

Fingal is one of Ireland's fastest-growing counties in Ireland with a blend of urban, suburban and rural communities. As of the 2022 Census, the population reached 330,506, marking an 11.6% increase since 2016, well above the national growth rate. This rapid growth, driven by both inward migration and natural population increases, has contributed to Fingal maintaining one of the youngest demographic profiles in the country. However, alongside this youthful population, there is a marked and growing cohort of older adults. While those aged 55 and over currently represent about 21% of the population, this group has grown by 59% since 2011, far exceeding the national average increase of 35.8%. The increase is expected to accelerate in the next 10-15 years driven by a rise in the number of people currently in their 40s and 50s, who make up a significant proportion of Fingal's population

Figure 4.1 : Percentage of Population by Age and Sex in Fingal 2022



Source: CSO

Extract from Fingal Age Friendly Strategy 2026-2030

Homes for All

Part V Housing

Please refer to the Part V proposal drawings accompanying this planning application. 29 units, representing 20% of the proposed residential units, are allocated as Part V homes. In accordance with the LRD Written Opinion, the Part V provision comprises a mix of dwelling typologies and bedroom sizes and is pepper-potted throughout the development to ensure integration within the wider residential community.

The Part V provision comprises 9 no. ground-floor 1-bedroom apartments, 9 no. 2-bedroom duplex units, 1 no. 4-bedroom unit, 3 no. 2-bedroom units and 7 no. 3-bedroom units. Of these, 30% (9 units) are designed with a Universal Design approach as set out in the Development Plan.

A further 18% of the remaining residential units, comprising 26 no. units are proposed as age-friendly homes, including 19 no. 3 bedrooms houses, 2 no. 4 bedroom houses and 4 no. 1 bed ground floor apartments.

PART V

Unit type	No. of Beds	Quantity	Age Friendly	UD	Part V
B4	3	19	Y	Y	-
C2	4	2	Y	Y	-
T1	1	4	Y	Y	-
Total	-	26	-	-	-
T1	1	9	Y	Y	Y
T2	2	9	-	-	Y
C1	4	1	-	-	Y
A1	2	1	-	-	Y
A3	2	2	-	-	Y
B5	3	7	Y	-	Y
Total	-	29	-	-	-

Homes for All

Age-Friendly Housing

The age-friendly homes have been designed with reference to Age Friendly Ireland's Ten Universal Design Features to Include in a Lifetime Adaptable and Age Friendly Home. The design approach focuses on providing homes that are accessible, easy to navigate and adaptable to changing needs over time.

Consideration has been given to the approach and location of the homes, access to amenities, connection to private external space, internal circulation, entrance arrangements, bedroom layouts and bathroom provision. Level access is provided where appropriate, with suitable door widths, circulation routes and manoeuvring spaces.

Internally, layouts provide clear and legible circulation, with appropriate corridor and door widths and clear routes between furniture. Principal bedrooms provide sufficient space for accessible circulation, including a 1,500mm turning circle where required. Entrance halls incorporate appropriate manoeuvring space, while bathrooms and WCs provide suitable circulation, transfer and adaptability provisions. The principal bathroom is located adjacent to the main bedroom to facilitate ease of access and future adaptation.

Overall, our design approach seeks to provide inclusive, accessible and adaptable homes that can accommodate changing needs throughout the lifetime of the dwelling, while being fully integrated within the wider development.

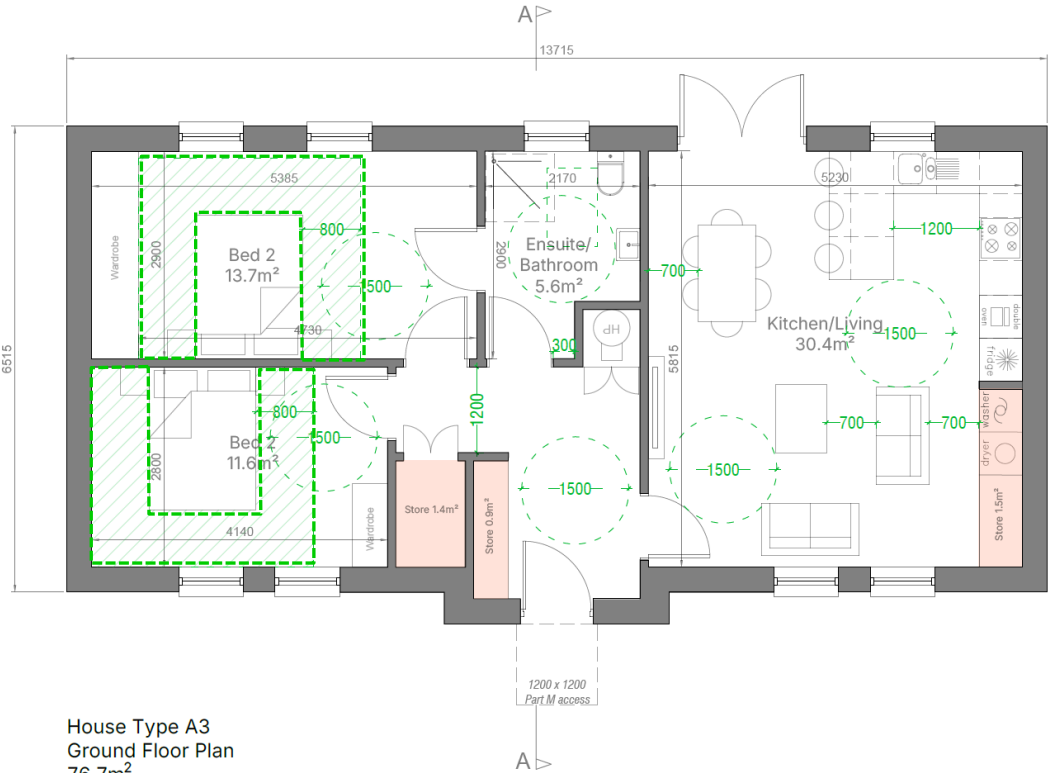
Please see the following drawings for further information on the house layouts.

	Unit type	No. of Beds	Quantity	Age Friendly	UD	Part V
AGE FRIENDLY	B4	3	19	Y	Y	-
	C2	4	2	Y	Y	-
	T1	1	4	Y	Y	-
	Total	-	26	-	-	-
	T1	1	9	Y	Y	Y
	T2	2	9	-	-	Y
	C1	4	1	-	-	Y
	A1	2	1	-	-	Y
	A3	2	2	-	-	Y
	B5	3	7	Y	-	Y
	Total	-	29	-	-	-

Proposed Part V Allocation



Universal Design Approach



House Type A3
Ground Floor Plan
76.7m²

All key UD dimensions shown in green 

1500mm turning circle shown as 

800mm clear space shown as 

Universal Design Approach

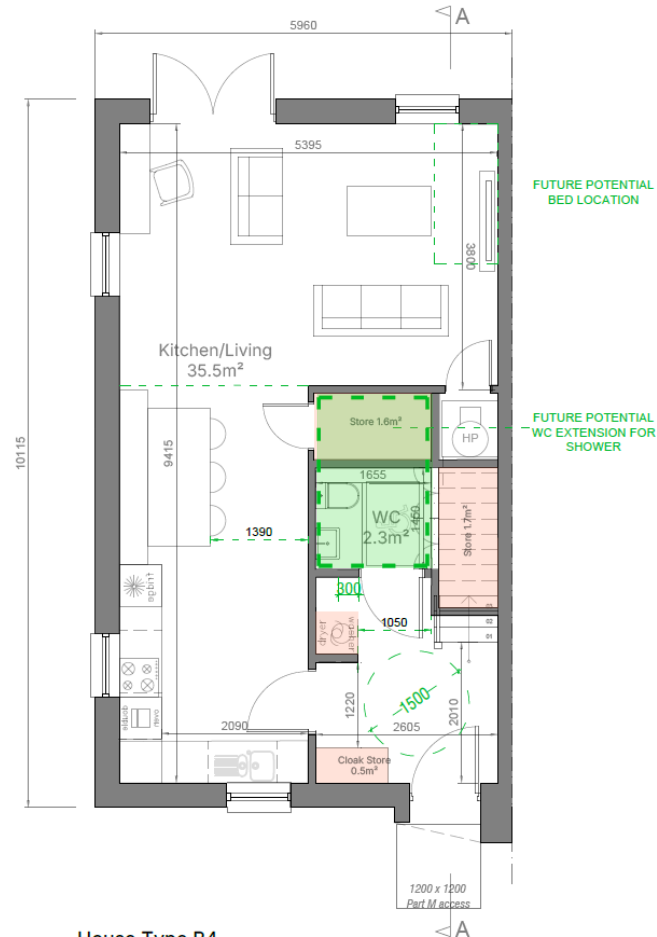
All key UD dimensions shown in green



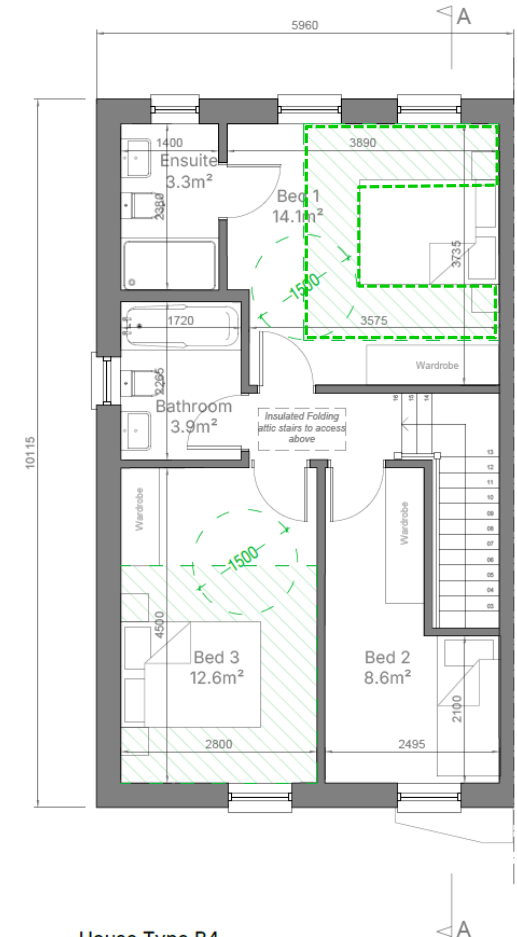
1500mm turning circle shown as



800mm clear space shown as



House Type B4
Ground Floor Plan
50.8m²



House Type B4
First Floor Plan
50.8m²

Universal Design Approach

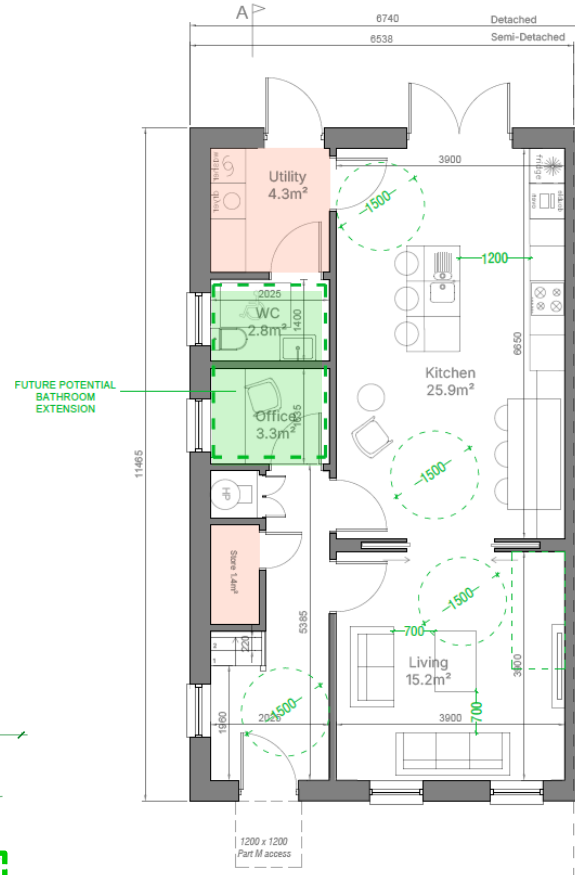
All key UD dimensions shown in green



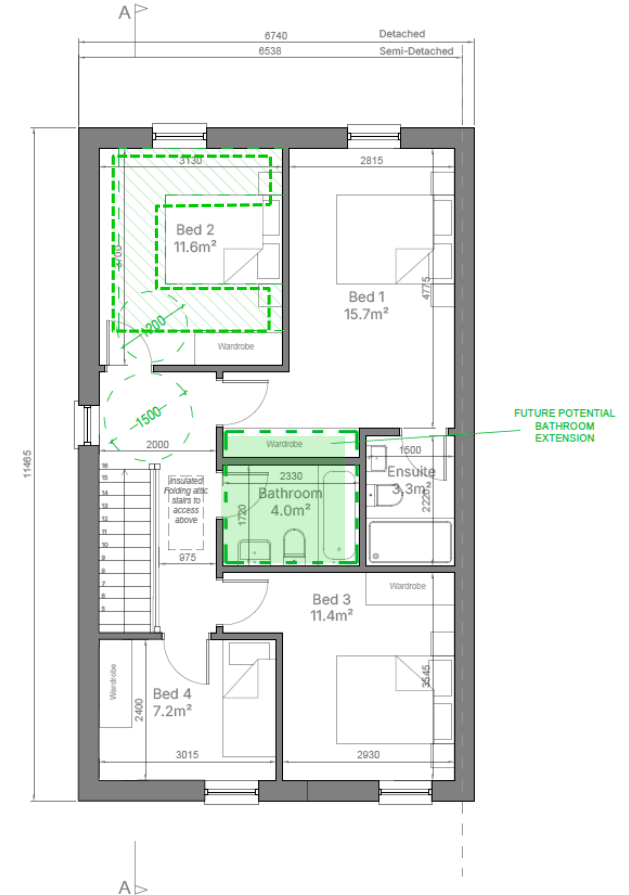
1500mm turning circle shown as



800mm clear space shown as



House Type C2
Ground Floor Plan
65m²



House Type C2
First Floor Plan
65m²

