

Design Proposal

Project:
Flemington, Balbriggan

Status:
Planning Application

Date:
August 2026





Development Overview

This planning application has been designed to clearly meet the requirements of the Fingal Development Plan and Flemington LAP.

The proposal addresses Character Area 4 and is organised around a central Active Travel Spine to support safe, sustainable movement.

The Active Travel Spine is designed to weave through a sequence of well-defined, formal urban landscape spaces. These varied settings introduce places to pause, gather, and engage, ensuring the route functions not merely as a movement corridor but as an attractive, purposeful sequence of destinations throughout the development.

The housing mix includes townhouses, duplex units, apartments and age-friendly homes, ensuring a varied and inclusive residential offer.

Public open spaces are delivered in the form of a public piazza, and neighbourhood park, achieving the LAP's open space objectives and community accommodations.

Building height and orientation have been shaped to respect existing homes and to strengthen key frontages.

The application delivers the required new link street, gateway buildings, more specifically, the creche and active travel hub and a connected network of green and blue infrastructure.

Overall, it is our belief that the scheme directly reflects the planning objectives and creates a well-planned, balanced and inclusive extension to Balbriggan.



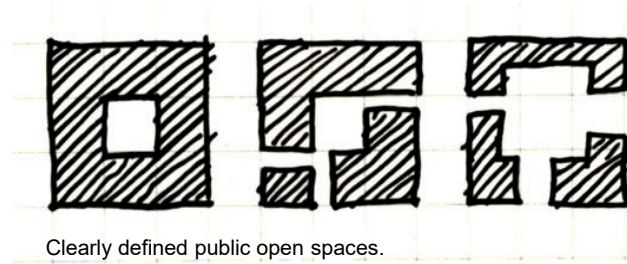
Key

Link street	
Active Travel Spine	
Gateway	
Buildings	
Buildings defining public open spaces	
Active Frontage	

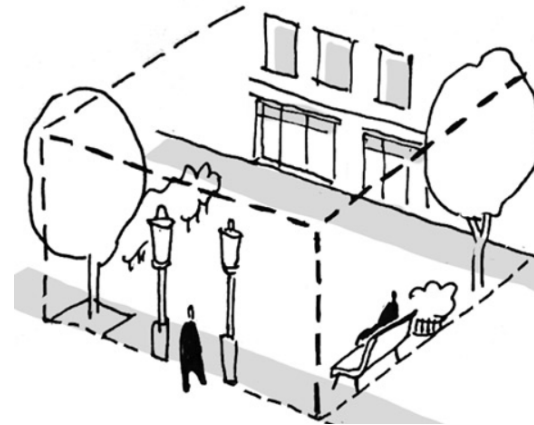
Design Approach

This planning application is structured around clear and legible urban form, creating an environment that is intuitive to navigate, visually coherent and easily understood by residents and visitors. The layout establishes a clear hierarchy of streets, spaces and routes, with buildings and landscape used to define and reinforce the character of each place.

The site strategy is a series of clearly defined 'public rooms'. These rooms make legible urban spaces, placemaking with clear spatial identity; the piazza, the park, the lozenge, etc. Rooms are linked by the active travel route, winding through the site into each room.



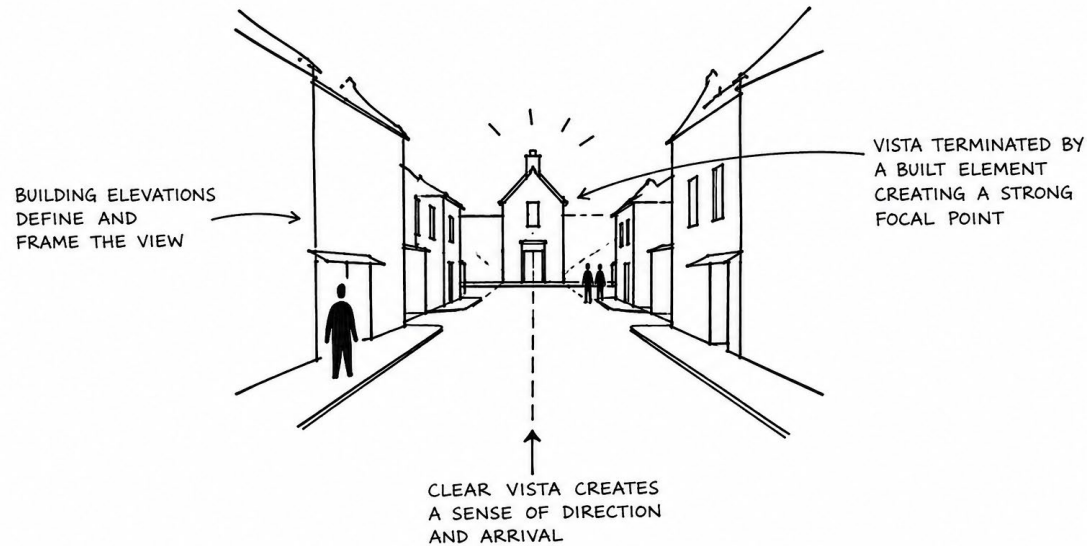
Clearly defined public open spaces.



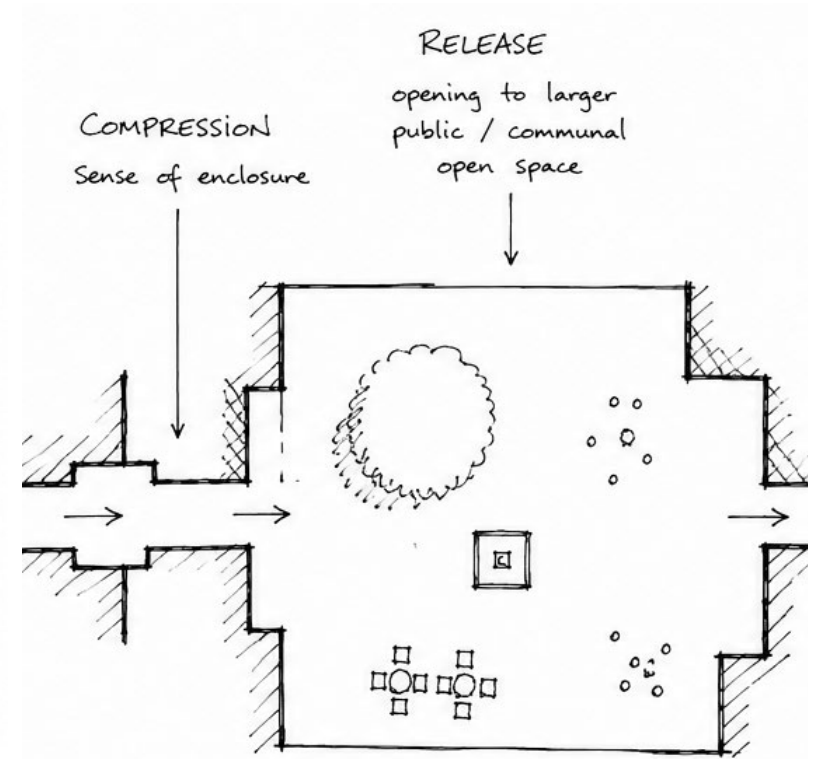
Public open space conceived as a room

1. Clearly defined public open spaces that provide a strong spatial framework and identifiable destinations within the development, the square, the lozenge etc. Public open spaces are described as a series of urban rooms. Rooms are linked through an active travel route, winding through the site between rooms.

Design Approach



2. Streetscapes are defined by terminating vistas where possible with building elevations, landscape features or other built elements to create a sequence of defined and memorable spaces. This sense of enclosure is an important consideration for successful urban design.



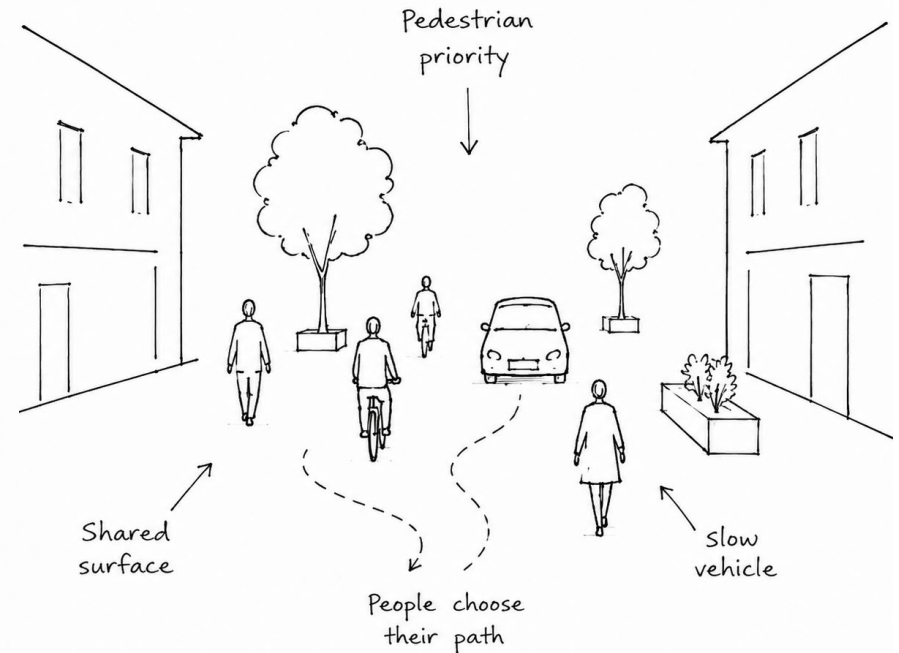
3. A rhythm of compression and release, creating moments of enclosure along streets and routes that open into larger public open spaces. Gateway buildings are strategically located to reinforce wayfinding and define public open space.

Design Approach



4. Active frontages onto the public realm, to provide animation, natural surveillance and a strong relationship between buildings and their surroundings.

5. High-quality architecture and materials, particularly on buildings addressing the public realm, establishing a consistent architectural identity and reinforcing a strong sense of place.



6. Pedestrian and cycle priority, with routes and spaces arranged to encourage walking and cycling and to provide safe, direct and intuitive connections throughout the development.

7. Home zones and shared community spaces, providing attractive, landscaped environments that encourage informal social interaction and create a strong sense of neighbourhood. Car parking is generally positioned discreetly between buildings to reduce the visual dominance of vehicles within these spaces.



Buildings Defining Public Open Space



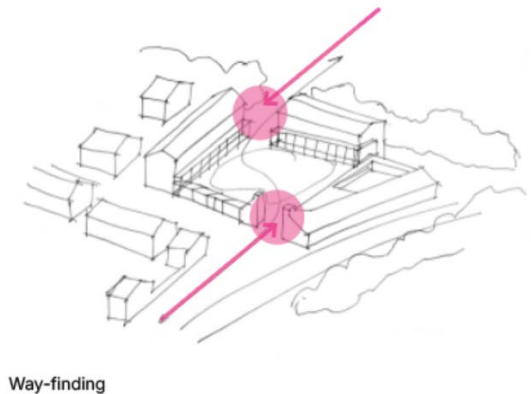
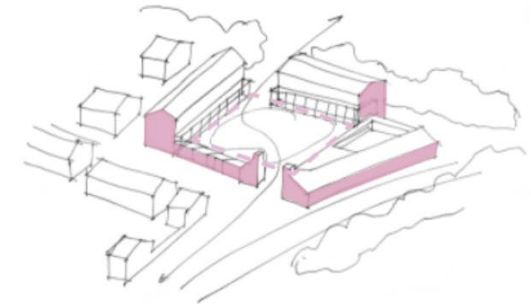
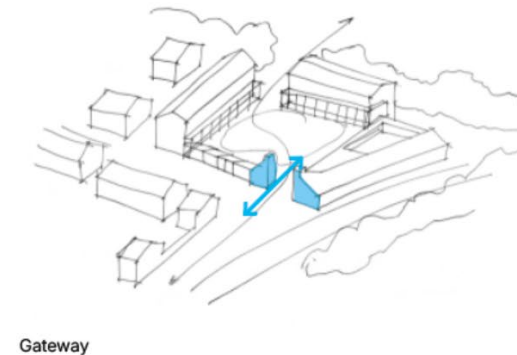
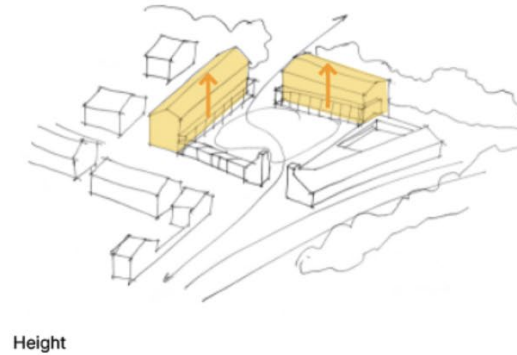
The Public Piazza

The public piazza will form the principal civic space within Planning Application 1, creating a distinctive gateway that marks the arrival into the new neighbourhood and start of the active travel corridor on the site.

Framed by a mix of apartment buildings with active frontages and a crèche, the space will foster a vibrant environment that encourages social interaction, offers high levels of passive surveillance, and allows for year-round activity.

The piazza will integrate with the Active Travel Hub and form a high-quality, pedestrian-prioritised public realm. Walking, cycling, and public transport are the encouraged modes of movement.

High-quality landscaping, seating, play opportunities, tree planting, lighting, and durable materials will establish a welcoming and attractive destination that supports community life and strengthens connections to the wider greenway network, surrounding residential areas, and key amenities. This is in line with the placemaking and sustainable mobility objectives of the Flemington LAP.



The Public Piazza

Aerial view of the proposed public piazza, incorporating the creche and active travel hub as key gateway buildings. The piazza is the first of a series of proposed urban rooms across the site. The space is defined by three-storey apartment buildings, with increased building height establishing a stronger urban character and sense of enclosure. High-quality brick elevations address the public realm and provide strong passive surveillance.

The piazza is designed as a vibrant, multifunctional community space, with a range of programmed activities encouraging regular use throughout the day. It can accommodate community events such as farmers' markets and gatherings, while also providing an extension to the creche and supporting day-to-day community activity. The spatial sequence incorporates moments of compression and release, creating a varied and engaging public realm experience.



The Public Piazza

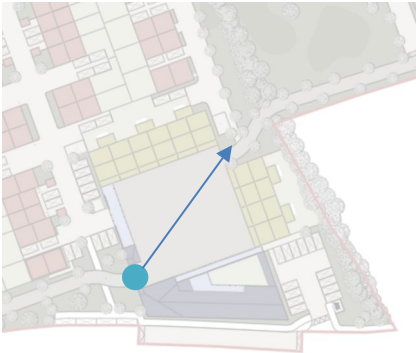
View of the gateway buildings, comprising the creche and Active Travel Hub, along the Active Travel Route. The buildings create a moment of spatial compression before opening into the more expansive urban piazza, providing a clear and legible sequence through the development. Together, the gateway buildings mark the principal entrance to the scheme from Flemington Lane and establish a strong sense of arrival.



The Public Piazza

View within the proposed public piazza, where three-storey apartment buildings help to enclose and define the space while providing active frontages and strong natural surveillance.

A moment of spatial compression is experienced when leaving the urban piazza along the Active Travel Route towards the Neighbourhood Park, creating a distinct transition between the two principal spaces. High-quality brick elevations and larger openings are incorporated in accordance with the principles outlined in the LRD Written Opinion.



The Public Piazza

View from the creche looking north towards the apartment building, with the Active Travel Hub visible to the left. The arrangement of the buildings defines and encloses the public realm, creating a coherent relationship between the community uses and residential accommodation.



The Public Piazza

View from within the urban piazza looking north. The surrounding buildings provide a strong sense of enclosure and definition, creating a welcoming and well-proportioned public space with active frontages addressing the piazza.





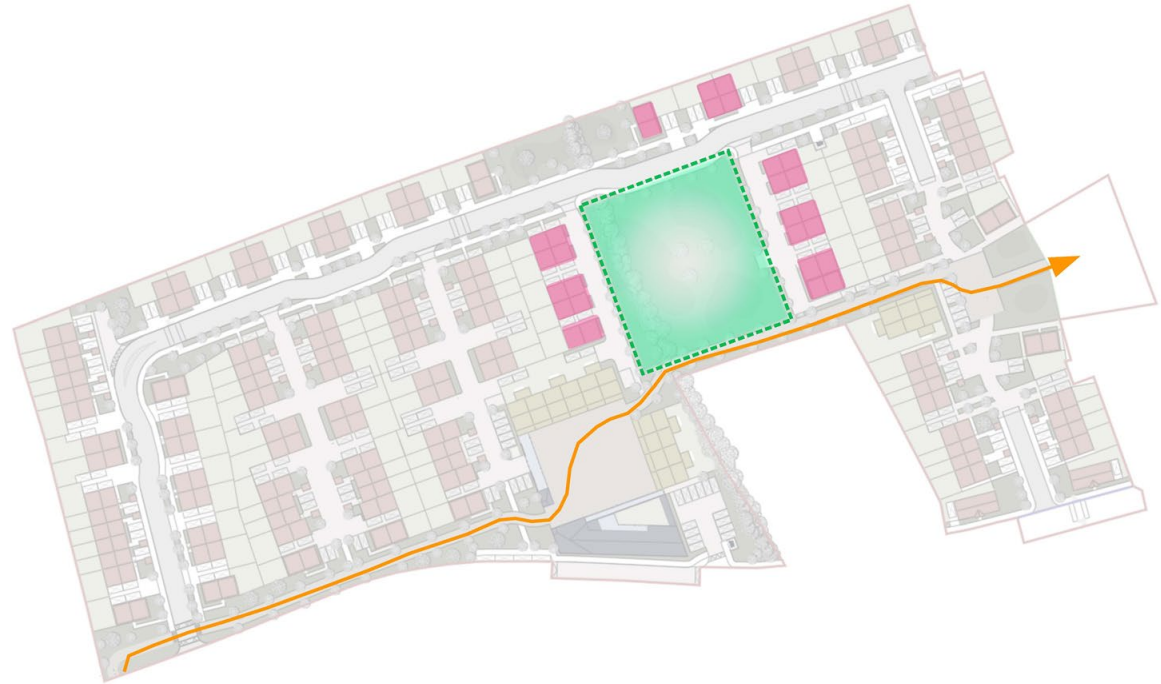
The Neighbourhood Park

The second public open space has a distinct character from the more urban public piazza. It is defined by two-storey housing with active frontages, creating a more intimate and residential setting with strong levels of natural surveillance.

The space is conceived as a neighbourhood park, providing a more informal and recreational environment for residents. A MUGA is incorporated within the park, providing opportunities for active play and recreation, while the active travel route runs along the southern edge, connecting the space into the wider movement network.

Sustainable drainage features are also integrated within the landscape, allowing SuDS to form part of the character and functionality of the open space rather than being treated as a separate technical element.

Together, the housing, active frontages, recreational facilities, active travel connection and integrated landscape infrastructure create a distinctly different type of public space from the urban piazza — one that is greener, more informal and focused on everyday recreation, play and neighbourhood life.



Key

Neighbourhood park	
Active travel route	
2 storey housing with active frontage	

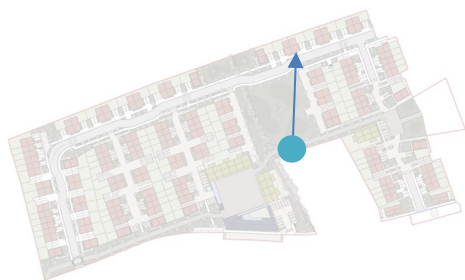
The Neighbourhood Park

Aerial view of the Neighbourhood Park, forming the second principal urban room within the scheme. In contrast to the more civic character of the urban piazza, the Neighbourhood Park provides a greener, more informal setting focused on recreation, play and everyday community use.



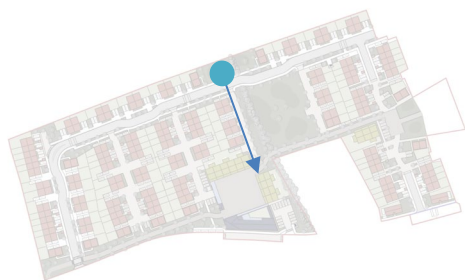
The Neighbourhood Park

View from the southern edge of the Neighbourhood Park bounded by the active travel route, looking north. High-quality brick elevations and strong active frontages address the public open space, providing definition and passive surveillance while creating a positive relationship between the buildings and the park.



The Neighbourhood Park

View from the public open space along the northern boundary, looking towards the Neighbourhood Park. High-quality brick façades address and positively define the public realm, while pedestrian movement is prioritised through the use of Home Zones, creating a safe and attractive environment for residents and visitors.

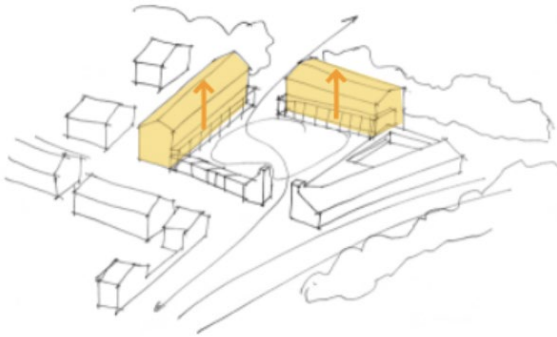




Place Making with Building Height

The three-storey apartment buildings are appropriately scaled to define and enclose the public piazza, creating a more urban character and a strong sense of place. Their scale and positioning provide a clear edge to the space while supporting an active and overlooked public realm.

The increased building height helps to establish a gateway that supports wayfinding, and increase residential density.



The Apartment Buildings

View from the eastern edge of the site along the Active Travel Route, looking towards the Neighbourhood Park. The vista is terminated by the apartment building, providing a clear visual focus and helping to define the route through the site.



The Apartment Buildings

View from the Lozenge public open space, looking west towards the apartment buildings. The buildings provide a active frontage to the space, with high-quality brick elevations contributing to a coherent and well-defined public realm.

This public open space will be further developed as part of the subsequent planning application for Character Areas 1, 2 and 3. The design prioritises pedestrian movement, providing a well-connected and accessible public realm as well as supporting informal community use.



Access Stairs to Apartments

The LRD Written Opinion identified concerns regarding the use of external staircases, citing maintenance and management issues and the potential for a poor standard of visual amenity.

The design team has carefully considered this direction and the underlying objectives of the comment. The proposed external stairs are an integral element of the building architecture and communal residential environment, rather than as an applied or ancillary element. The design seeks to address the concerns identified in the Written Opinion while retaining the benefits that a clearly articulated external stairs provides in terms of legibility, communal interaction, natural surveillance and the architectural expression of the development.

The form, scale, proportions and material treatment of the stairs are coordinated with the principal architectural language of the apartment buildings, ensuring that they are read as part of the overall building composition rather than as a secondary structure attached to it. The materiality is consistent with the primary material palette of the buildings, which is brick. The associated bin and bicycle storage is incorporated within the stair structure, further integrating the circulation element with the functional requirements of the development.

This approach is considered to provide a significantly more resolved architectural outcome than a conventional external access stair added independently to the building. The stair becomes part of the architectural identity of the duplex accommodation, with its structure, storage provision, circulation and communal space considered together as a single design intervention.

It forms part of a coherent architectural composition and contributes positively to the character and identity of the development.



Access stairs to the apartments are approached via a secure communal space designated exclusively for residents. The communal open space and associated external access stairs will be managed and maintained by a management company, ensuring the space remains secure, well-maintained and clearly defined for resident use.

Access Stairs to Apartments

Communal space and residential interaction

The stair provides a transition between the communal open space and the individual duplex dwellings, creating opportunities for incidental social interaction and passive surveillance between residents.

This is particularly relevant to the design approach to thresholds between public, communal and private space. As expressed in the work of Herman Hertzberger.

The sequence from the public realm, into the secure communal open space, through the shared stair access and ultimately to the individual dwelling creates a series of clearly defined spatial thresholds rather than an abrupt transition between public and private.

The stairs therefore form part of the wider social and spatial structure of the development, rather than simply providing a means of vertical circulation.

The ground-floor apartments are provided with level access, while their entrances are positioned on the opposite side of the building and accessed the public realm. This allows the elevations addressing the public realm to maintain active residential frontages and good passive surveillance, while avoiding the need for the external stair arrangement to dominate or obstruct the principal public-facing elevations.



Concept Diagram

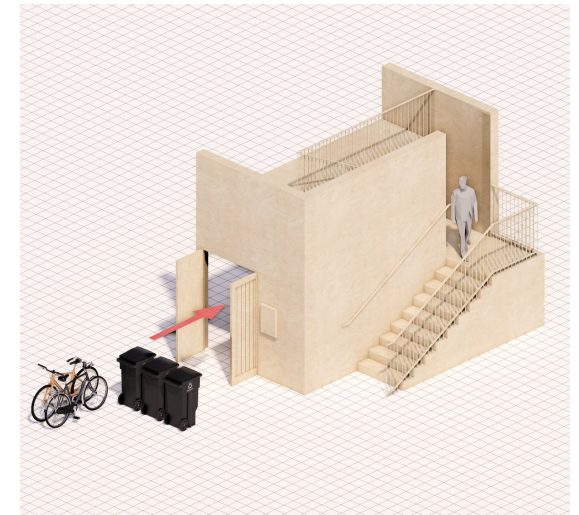
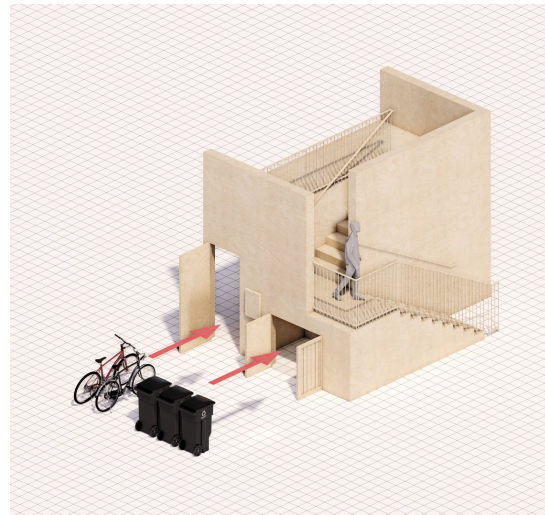
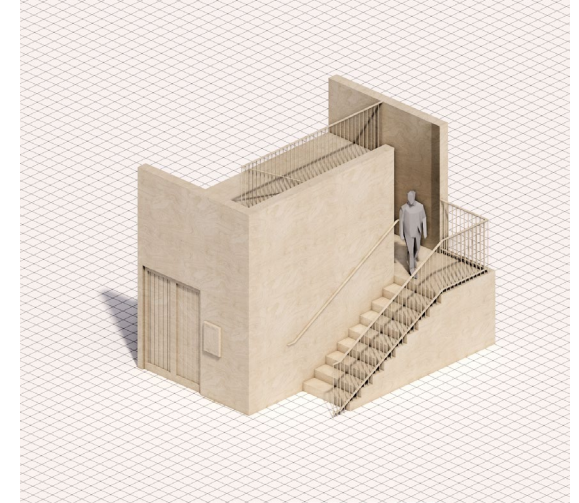
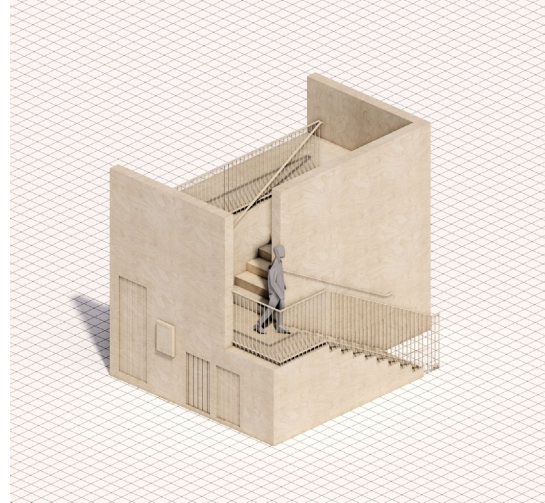
Bin/Bike Storage

Under the Compact Settlement Guidelines, these elements are no longer peripheral and now sit prominently within public spaces, requiring a high standard of detailing and materials. The bin and bike store are integrated into the access stairs serving the duplex.

The integration of bicycle and bin storage within the stair structure also ensures that these necessary functions are accommodated in a controlled and appropriately designed manner, rather than generating a series of separate ancillary structures within the communal open space.

The proposal therefore directly responds to the management concern identified in the Written Opinion by establishing a clearly defined, secure and managed environment for the stairs and associated uses.

Refer to concept diagrams adjacent.





Taking in Charge

Management, maintenance and ownership

The access stairs are located entirely within the secure communal open space associated with the apartments and do not project into the public realm. The stairs and associated communal areas will be subject to a Management Company. The stair design has consequently been developed with durability, robustness and ease of ongoing management in mind. Please see adjacent diagram highlighting areas to be taken in charge.



Key

Taken in charge by Management Company	
Communal Garden boundary	
Stairs	
Access to stairs	

Terminating Vistas

Streets are laid out to have periodic visual interruptions by introducing buildings, along their axes, with streets either going around, changing angles (“deflected vistas”), or terminating in an intersection. Views from existing streets outside of the site have been considered using this design approach also.



View from Flemington Lane looking north towards the Home Zone. The vista is terminated by a building elevation, creating a clear visual focus, while active frontages address the Home Zone and provide natural surveillance. The Active Travel Hub is visible to the right, with high-quality elevations contributing to a cohesive and well-defined public realm.



Terminating Vistas



Terminating Vistas



View from the eastern edge of the site along the Active Travel Route, looking towards the Neighbourhood Park. The vista is terminated by the apartment building, providing a clear visual focus and helping to define the route through the site.



View of the gateway buildings, comprising the Creche and Active Travel Hub, along the Active Travel Route. The buildings create a moment of spatial compression before opening into the more expansive urban piazza, providing a clear and legible sequence through the development. Together, the gateway buildings mark the principal entrance to the scheme from Flemington Lane and establish a strong sense of arrival.

Terminating Vistas



View from Flemington Lane looking north towards the Home Zone, where pedestrian movement is prioritised to create a safe, attractive and pedestrian-focused residential environment. The vista is terminated by the elevation of a dwelling addressing Link Street, providing a defined visual end to the route and reinforcing the enclosure of the public realm.

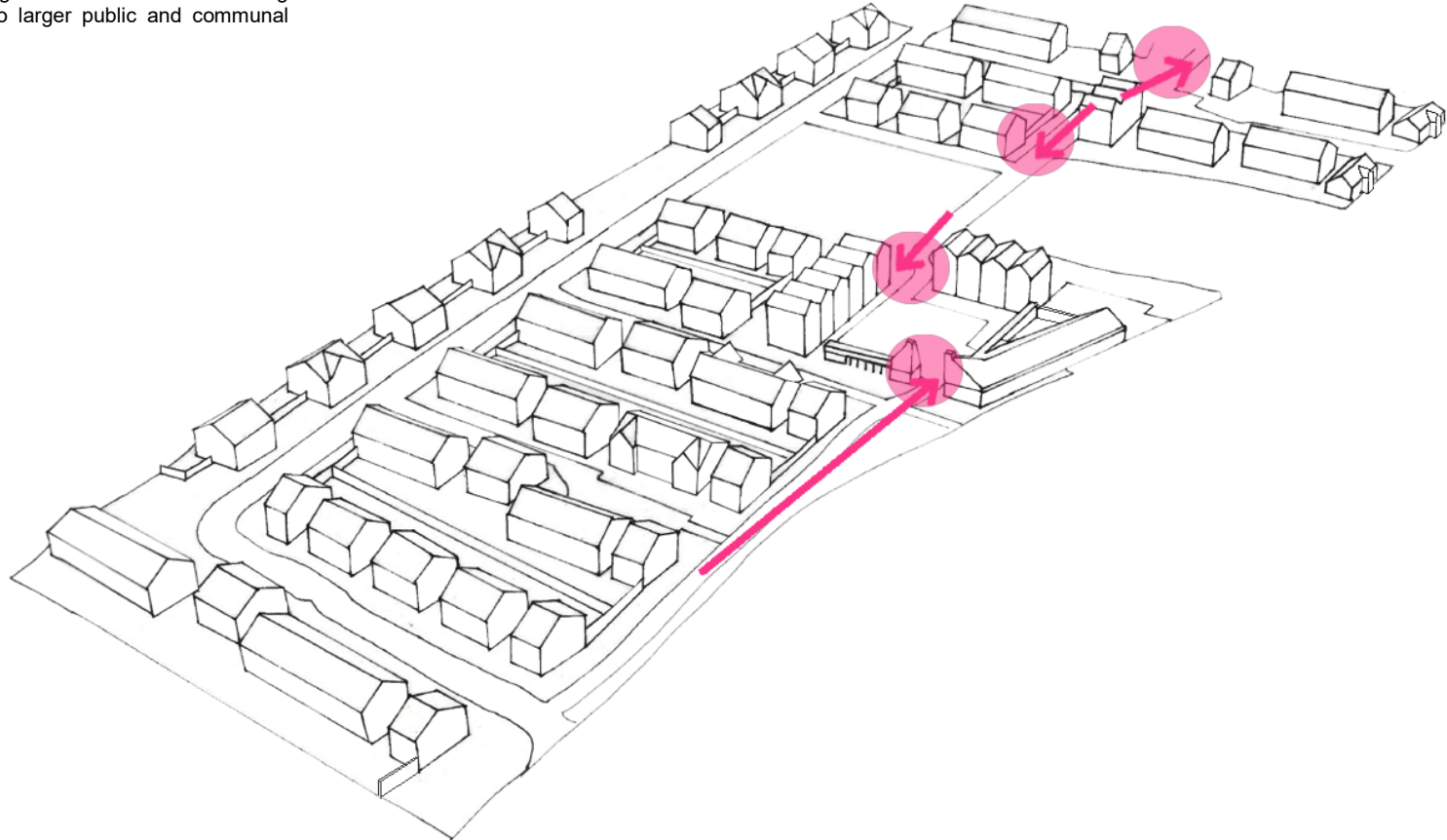


View from Flemington Lane looking west, with the creche building visible to the right. The building provides a clear and active presence along Flemington Lane, contributing to the vitality and character of the streetscape.



Clear Gateways

Clear gateways to each urban room are defined. A rhythm of compression and release, creating moments of enclosure along streets and routes that open into larger public and communal spaces.





Moments of Compression + Release



Moments of Compression + Release



View of the gateway buildings, comprising the creche and Active Travel Hub, along the Active Travel Route. The buildings create a moment of spatial compression before opening into the more expansive urban piazza, providing a clear and legible sequence through the development. Together, the gateway buildings mark the principal entrance to the scheme from Flemington Lane and establish a strong sense of arrival.



View between Creche and Active Travel Hub into Piazza.

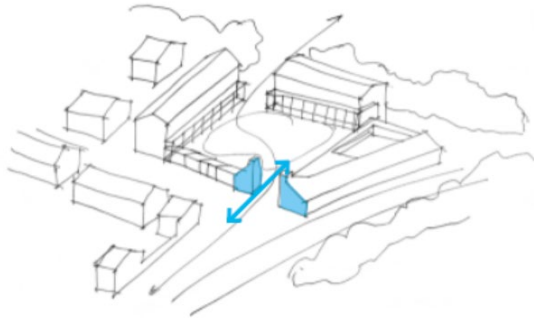


The Crèche as a Gateway Building

The crèche is conceived as a gateway building to the development, marking the principal arrival into the scheme. Its increased height gives it a distinctive presence, signaling the entrance and providing a clear point of orientation within the wider masterplan. It is readily accessible from Flemington Lane, with a dedicated set-down area supporting convenient drop-off and collection.

The building directly addresses the public piazza and sits adjacent to the active travel hub, providing a strong relationship between the crèche, the public realm and the wider movement network. This location supports parents and children arriving by different modes of transport, with the active travel hub providing an opportunity to change mode as part of the everyday journey to and from the crèche.

A playful and distinctive roofscape adds visual interest and reinforces the building's civic presence. Together with its increased height and prominent location, the roof form helps establish the crèche as an important landmark within the development and contributes to the legibility of the wider scheme.



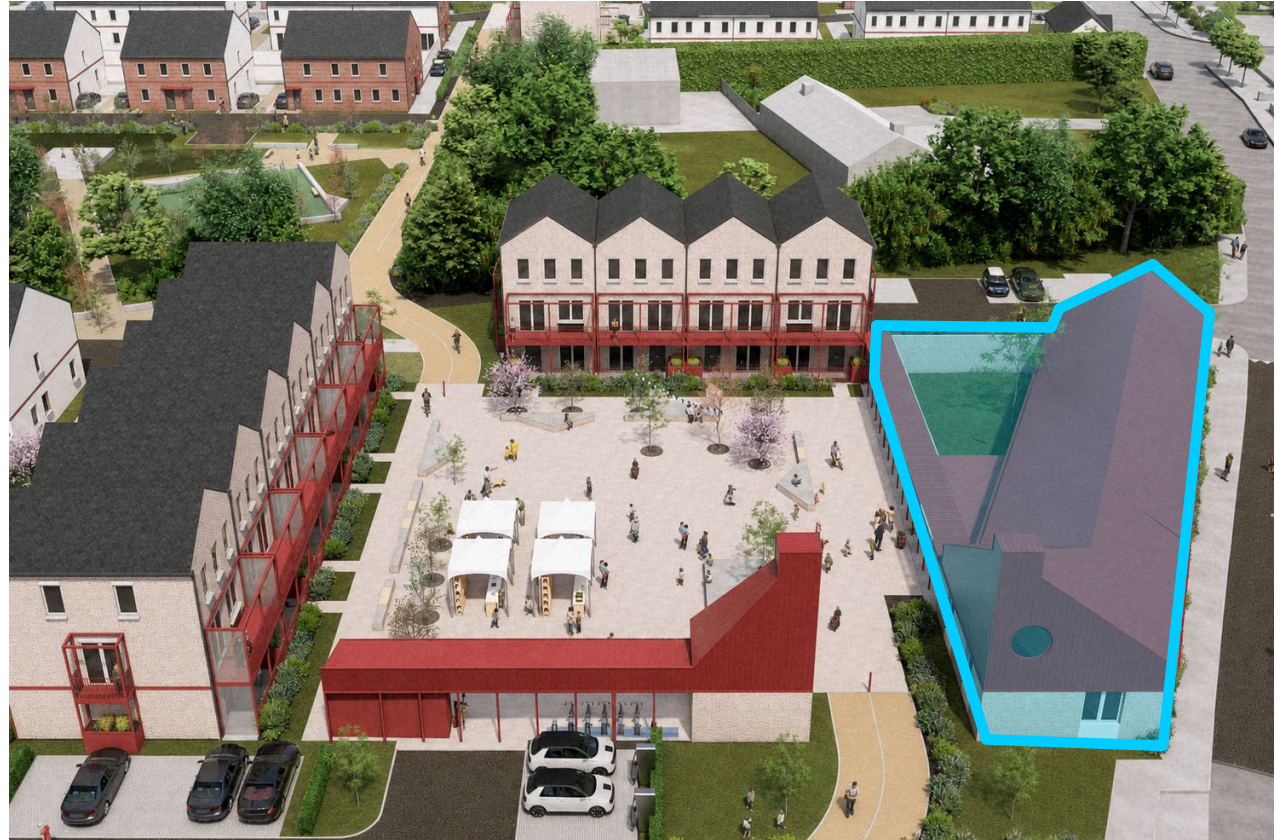
The Crèche

The ground floor level classrooms open directly onto an enclosed, east-facing external play space, establishing a strong and immediate relationship between indoor learning and outdoor play. This direct connection allows the external spaces to function as a natural extension of the classroom environment, supporting flexible movement between learning, play and outdoor activity throughout the day.

The relationship between the crèche and the piazza also provides opportunities for the building to engage with the wider community. Where appropriate, the external play space could open onto the piazza for special events and occasions, allowing the crèche to contribute to the life of the public realm beyond its day-to-day function.

From Flemington Lane, the crèche is clearly visible and reads as a positive civic marker within the development. Its form and position help frame views along the approach, reinforcing the entrance and contributing to the overall legibility and identity of the neighbourhood.

Overall, the design combines clarity of arrival, strong indoor-outdoor connections and a distinctive architectural identity, creating a crèche that is both highly functional and an important part of the wider community-focused masterplan.



Aerial view of the proposed public piazza with location of creche identified

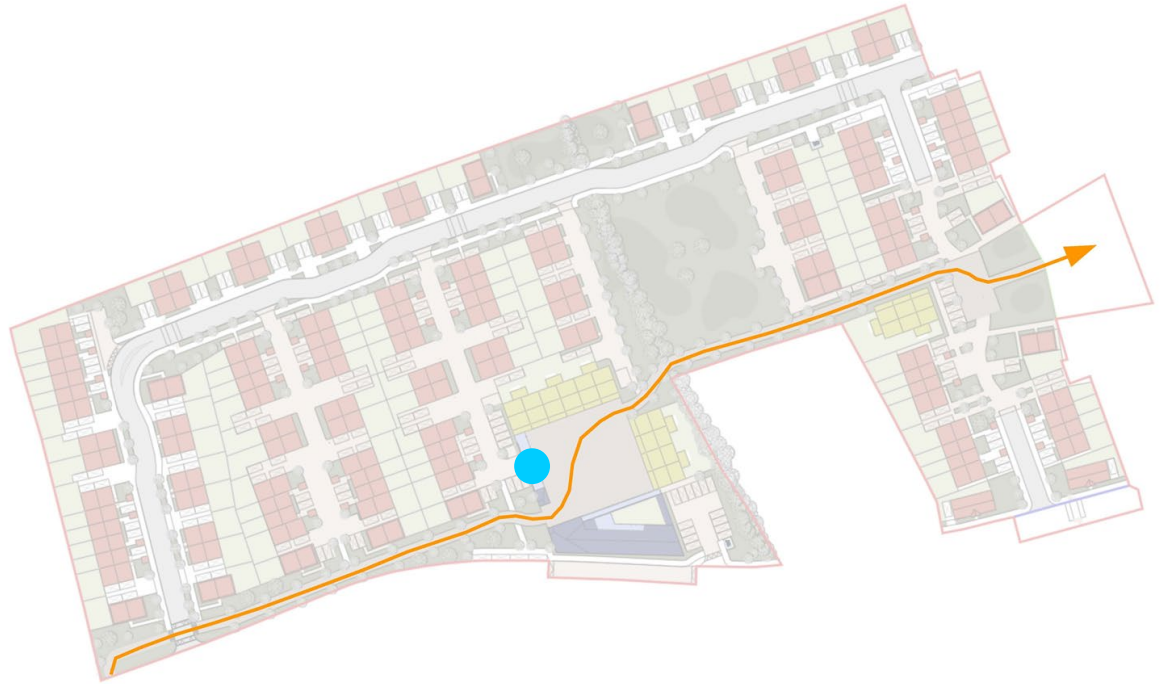
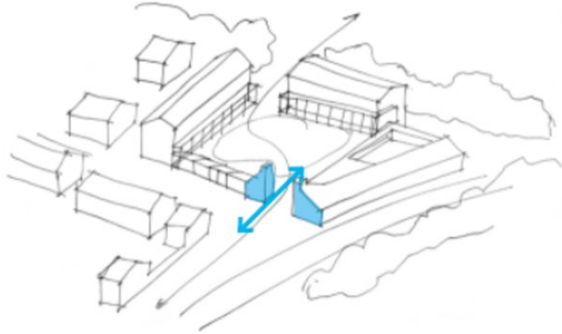
The Crèche



View of the creche building from within the public piazza. The building provides an active and engaging frontage to the space, contributing to the character and animation of the public realm while reinforcing the piazza as a focal point within the development.



The Active Travel Hub as a Gateway Building



The Active Travel Hub

View of the Active Travel Hub from within the public piazza. The building provides an active frontage to the piazza, supporting pedestrian and cyclist activity while contributing to the animation, legibility and sense of place within the public realm.



View of the Active Travel Hub from inside Public Piazza



Key Locations of Active Frontage



Approach from Flemington Lane

View from Flemington Lane looking west towards the age-friendly bungalows. The single-storey homes respond sensitively to the existing local context, providing an appropriate scale and transition in height while contributing positively to the character of the streetscape. The proposed frontage along Flemington Lane responds to and supports the objectives of the LAP.



Approach from Flemington Lane

View from Flemington Lane approaching the junction with Flemington Park, looking west. The proposal provides an active frontage along Flemington Lane, in accordance with the LAP, with high-quality brick elevations addressing and enhancing the public realm.





Housing on Link Street



Housing on Link Street

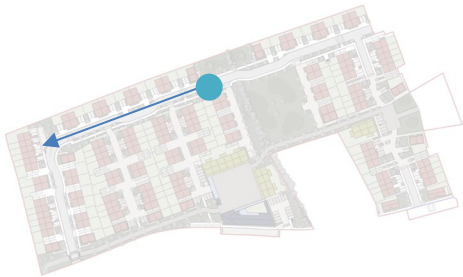
View from Flemington Lane at the entrance to the Link Street, looking north. The proposal provides an active frontage with high-quality brick elevations addressing the public realm, while the porch creates an opportunity for positive neighbour interaction and community connection.



Housing on Link Street

View along Link Street to the north of the site, looking west. The vista is terminated by a terrace of houses, providing a clear visual focus and reinforcing the legibility of the street.

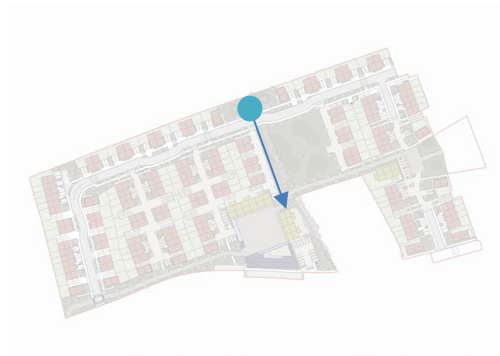
Active frontages provide natural surveillance and contribute to a safe and welcoming public realm, while high-quality brick façades positively address and define the street edge and traffic-calming measures support a pedestrian-friendly and appropriately scaled streetscape..



Housing on Link Street

View from the public open space along the northern boundary, looking towards the Neighbourhood Park.

High-quality brick façades address and positively define the public realm, while pedestrian movement is prioritised through the use of Home Zones, creating a safe and attractive environment for residents and visitors.



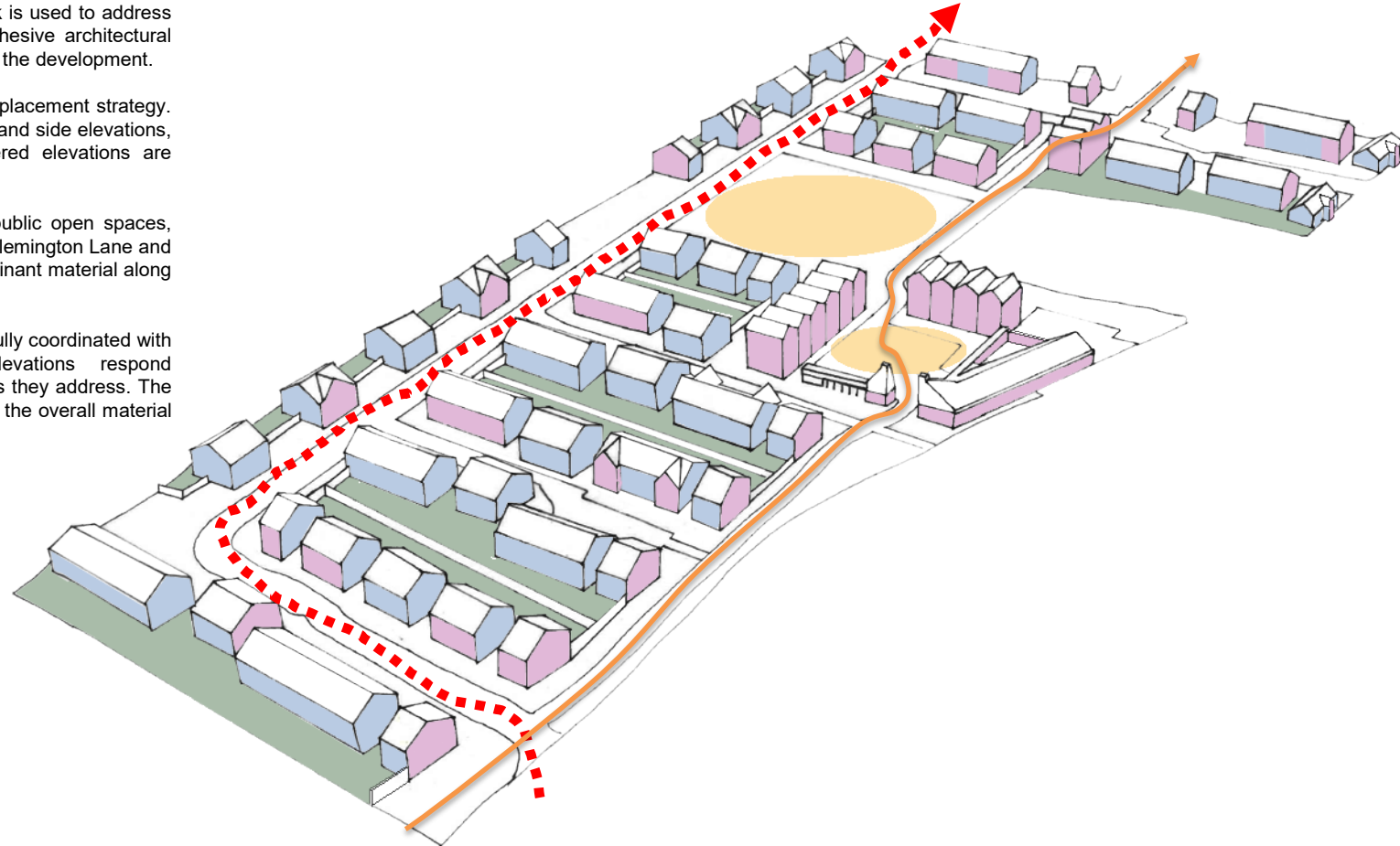
Materiality and Material Placement

In response to the LRD Written Opinion, brick is used to address the public realm, providing a robust and cohesive architectural response to the key streets and spaces within the development.

The adjacent diagram illustrates the material placement strategy. Render is used predominantly to rear garden and side elevations, with brick accents introduced where rendered elevations are visible from the public realm.

Brick is used to address the two principal public open spaces, frame vistas from the Home Zones, address Flemington Lane and the Active Travel Route, and form the predominant material along the Link Street.

The material palette has therefore been carefully coordinated with the layout, ensuring that building elevations respond appropriately to the streets, spaces and views they address. The adjacent diagram and following slide illustrate the overall material placement strategy across the development.

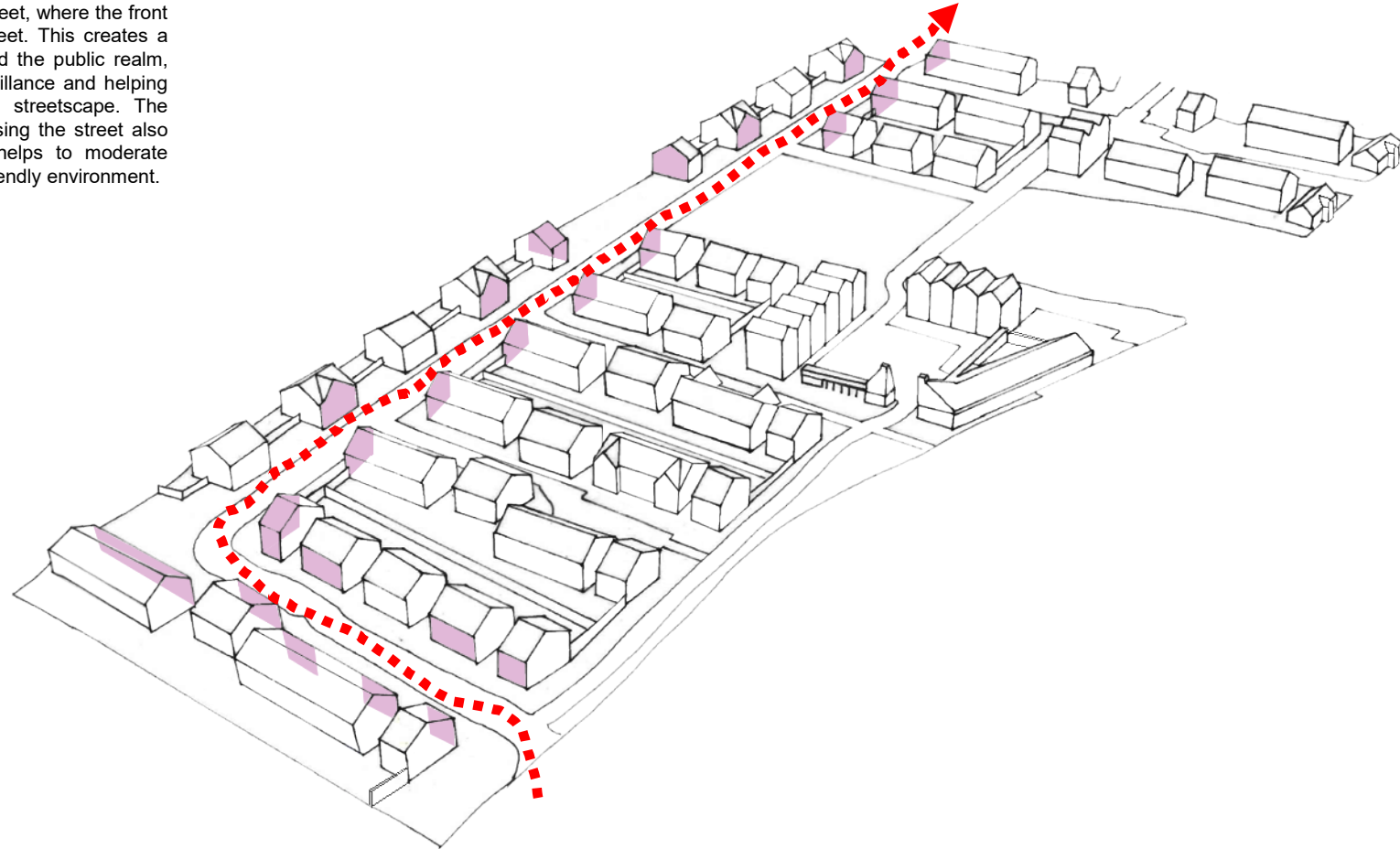


Key:

- : Brick
- : Render
- : Rear Gardens
- : Public Open Space

Material palette – Link Street

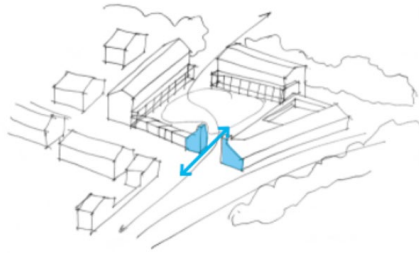
Brick is predominantly used along the Link Street, where the front elevations of homes directly address the street. This creates a strong relationship between the buildings and the public realm, with active frontages providing passive surveillance and helping to establish a well-defined and welcoming streetscape. The presence of buildings and entrances addressing the street also contributes to a sense of enclosure and helps to moderate vehicle speeds, creating a more pedestrian-friendly environment.



Key:

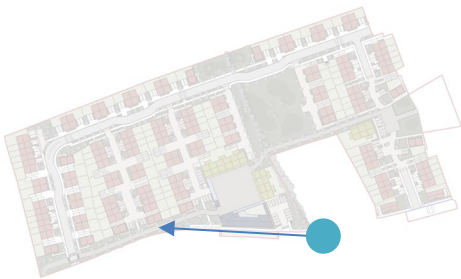
■ : Brick

Approach from Flemington Lane



Gateway

A tabletop road surface is proposed extending from the site across to the existing green space on Flemington Lane. This will act as a traffic calming measure and signals that the remainder of Flemington Lane is local in character.



View from the public open space along the northern boundary, looking towards the Neighbourhood Park. High-quality brick façades address and positively define the public realm, while pedestrian movement is prioritised through the use a raised table road surface as a traffic-calming measure. The intervention helps to reinforce pedestrian priority, improve connectivity and create a safer, more pedestrian-focused public realm.

Approach from Flemington Lane

View from the start of the Active Travel Route along Flemington Lane, looking east towards the proposed gateway buildings, visible in the distance. This view illustrates the prioritisation of walking and cycling, with routes and spaces carefully arranged to encourage active travel and provide safe, direct and intuitive connections throughout the development. The layout promotes sustainable movement and supports a well-connected, pedestrian-focused public realm.

High-quality brick elevations and active frontages address Flemington Lane, establishing a strong and welcoming relationship with the public realm and reinforcing the character of the route.





The Home Zone



The Home Zone



Further north within the Home Zone, this view illustrates the continuation of the pedestrian-focused residential environment. The vista is terminated by the elevation of a dwelling addressing the Link Street, providing a defined visual end to the route and reinforcing the enclosure of the public realm.



View from Flemington Lane looking north. The gateway pavilion is visible to the right, marking the entrance to the public open space to be further developed in Character Area 3.

The Home Zone



View from Flemington Lane looking north towards the Home Zone, where pedestrian movement is prioritised to create a safe, attractive and pedestrian-focused residential environment. Parking is removed from the street and located between housing where possible to further encourage pedestrian activity.



View from Flemington Lane looking north towards the Home Zone. The vista is terminated by a building elevation, creating a clear visual focus, while active frontages address the Home Zone and provide natural surveillance. The Active Travel Hub is visible to the right, with high-quality elevations contributing to a cohesive and well-defined public realm.

Proposed Site Layout



Unit & Site Information

Total Units:	146
Net Site Area:	3.55 ha
Proposed Density:	41.1 Units / ha
Public Open Space:	15%
Overall Unit Mix	
Apartments:	26 18%
Housing:	120 82%
Overall House Mix	
2 Bedroom:	16 13%
3 Bedroom:	91 75%
4 Bedroom:	13 12%
Overall Apartment Mix	
1 Bedroom:	13 50%
2 Bedroom:	13 50%

Refer to Accommodation Schedule and Housing Quality Assessment for full breakdown of site and unit information

UNIT INFORMATION

4 no.	Type A1 2 Bed 3 Person, 2 Storey Terraced 72.8m ²
10 no.	Type A2 2 Bed 4 Person, 2 Storey Terraced 83.4m ²
2 no.	Type A3 2 Bed, 1 Storey Bungalow 75.7m ²
6 no.	Type B1.1 3 Bed 5 Person, 2 Storey 6 Semi-Detached 108.8m ²
10 no.	Type B1.2 3 Bed 5 Person, 2 Storey 6 End of Terrace, 4 Semi-Detached 108.8m ²
14 no.	Type B2 3 Bed 5 Person, 2 Storey 14 Semi-Detached 108.8m ²
7 no.	Type B3.1 3 Bed 4 Person, 2 Storey 7 End of Terrace 101.8m ²
4 no.	Type B3.2 3 Bed 4 Person, 2 Storey 4 End of Terrace 101.8m ²
19 no.	Type B4 3 Bed 5 Person, 2 Storey 13 End of Terrace, 6 Semi-Detached 101.8m ²
23 no.	Type B5 3 Bed 4 Person, 2 Storey 23 Terraced 83.4m ²

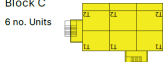
2 no.	Type B6.1 3 Bed 5 Person, 2 Storey 2 Semi-Detached 108.8m ²
6 no.	Type B6.2 3 Bed 5 Person, 2 Storey 6 Semi-Detached 108.8m ²
7 no.	Type C1.1 4 Bed 7 Person, 2 Storey 7 Detached 130m ²
4 no.	Type C1.3 4 Bed 7 Person, 2 Storey 4 Detached 130m ²
2 no.	Type C2 4 Bed 7 Person, 2 Storey 1 Semi-Detached, 1 Detached 130m ²



6 no.	Type T1 1 Bed, Single Storey Apartment 48.2m ²
6 no.	Type T2 2 Bed, 2 Storey Apartment 96.4m ²



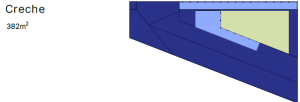
4 no.	Type T1 1 Bed, Single Storey Apartment 48.2m ²
4 no.	Type T2 2 Bed, 2 Storey Apartment 96.4m ²



3 no.	Type T1 1 Bed, Single Storey Apartment 48.2m ²
3 no.	Type T2 2 Bed, 2 Storey Apartment 96.4m ²



Active Travel Hub	88m ²
-------------------	------------------



Creche	382m ²
--------	-------------------

Unit Types



Unit & Site Information

Total Units: 146
Net Site Area: 3.55 ha
Proposed Density: 41.1 Units / ha
Public Open Space: 15%

Overall Unit Mix
Apartments: 26 18%
Housings: 120 82%
Overall House Mix
2 Bedroom: 16 13%
3 Bedroom: 91 75%
4 Bedroom: 13 12%

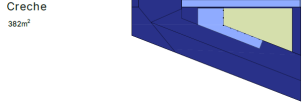
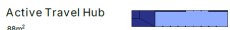
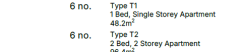
Overall Apartment Mix
1 Bedroom: 13 50%
2 Bedroom: 13 50%

Refer to Accommodation Schedule and Housing Quality Assessment for full breakdown of site and unit information

UNIT INFORMATION

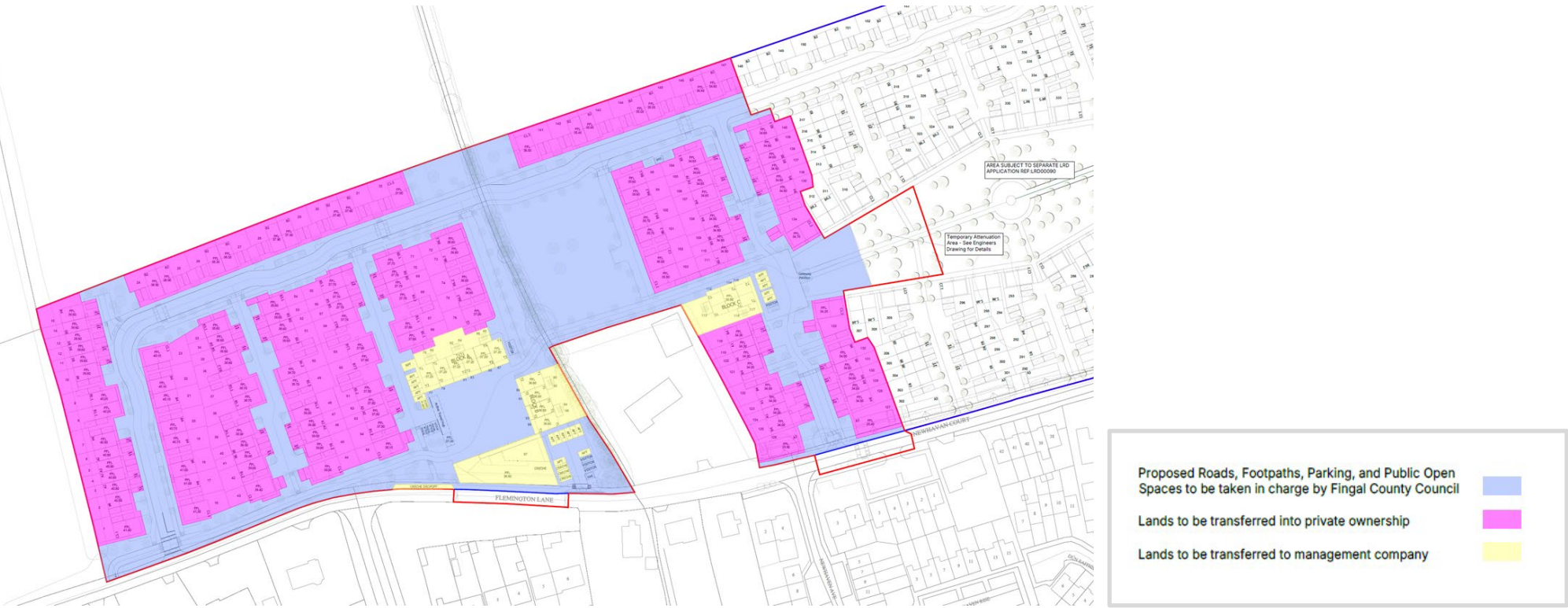
- 4 no. Type A1
2 Bed 3 Person, 2 Storey
Terraced
72.8m²
- 10 no. Type A2
2 Bed 4 Person, 2 Storey
Terraced
83.4m²
- 2 no. Type A3
2 Bed, 1 Storey
Bungalow
76.7m²
- 6 no. Type B1.1
3 Bed 5 Person, 2 Storey
6 Semi-Detached
108.8m²
- 10 no. Type B1.2
3 Bed 5 Person, 2 Storey
6 End of Terrace, 4 Semi-Detached
108.8m²
- 14 no. Type B2
3 Bed 5 Person, 2 Storey
14 Semi-Detached
108.8m²
- 7 no. Type B3.1
3 Bed 4 Person, 2 Storey
7 End of Terrace
101.8m²
- 4 no. Type B3.2
3 Bed 4 Person, 2 Storey
4 End of Terrace
101.8m²
- 19 no. Type B4
3 Bed 5 Person, 2 Storey
13 End of Terrace, 6 Semi-Detached
101.8m²
- 23 no. Type B5
3 Bed 4 Person, 2 Storey
23 Terraced
83.4m²

- 2 no. Type B6.1
3 Bed 5 Person, 2 Storey
2 Semi-Detached
108.8m²
- 6 no. Type B6.2
3 Bed 5 Person, 2 Storey
6 Semi-Detached
108.8m²
- 7 no. Type C1.1
4 Bed 7 Person, 2 Storey
7 Detached
130m²
- 4 no. Type C1.3
4 Bed 7 Person, 2 Storey
4 Detached
130m²
- 2 no. Type C2
4 Bed 7 Person, 2 Storey
1 Semi-Detached, 1 Detached
130m²





Taking in charge





Building Heights





Comparative Study – Active Travel Spine



Figure 5.4: Active Travel Spine



This planning application achieves the Active Travel Spine as set out in the LAP.



Comparative Study – Frontage onto Flemington Lane

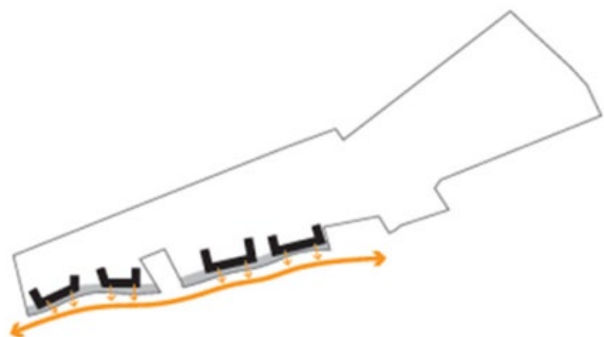
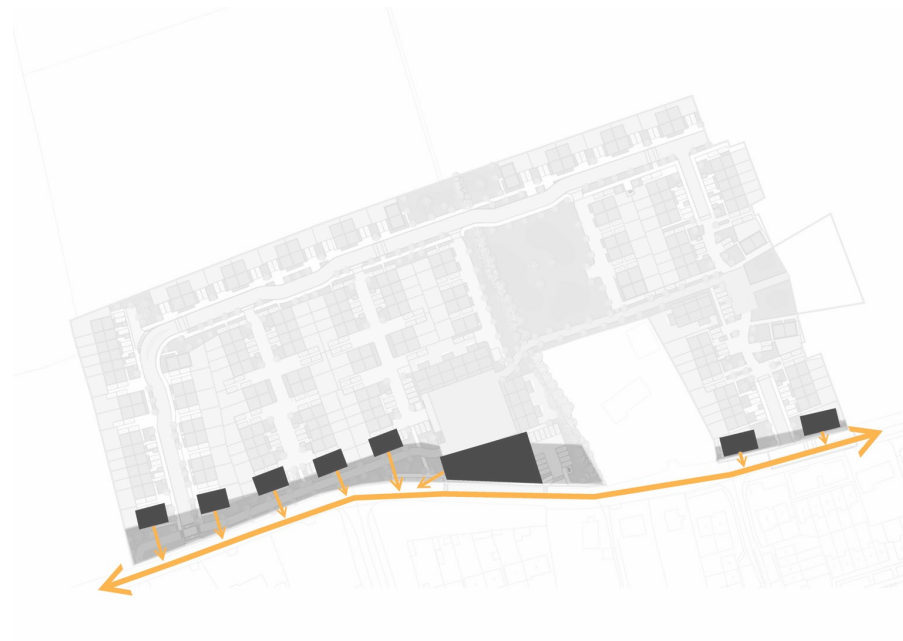


Figure 5.11: Proposed frontage onto Flemington Lane



This planning application achieves the desired frontage onto Flemington Lane as set out in the LAP.

Conclusion

The proposed development represents the considered outcome of a comprehensive multidisciplinary design process, informed by the objectives of the Local Area Plan (LAP), the site and its surrounding context, and the matters raised through the LRD Written Opinion. Through an iterative and coordinated process, the design has evolved to deliver a high-quality, legible and sustainable neighbourhood that responds to its context while addressing local housing and community needs.

The proposal translates the six key LAP objectives into a coherent spatial and architectural strategy, strengthening connections with the wider neighbourhood while establishing a sequence of distinctive yet connected character areas. An active travel route forms the organising spine of the development, linking a hierarchy of well-defined public and communal spaces. Building form, landscape, height, gateways, vistas and materiality are carefully coordinated to create a legible, people-focused environment that prioritises walking and cycling, supports wayfinding and fosters a strong sense of place.

The design responds positively to its context through the considered arrangement, scale, orientation and architectural expression of buildings, creating variety within an integrated neighbourhood framework. Strategic increases in height reinforce key spaces and gateways while supporting appropriate residential density. Housing provision, including Part V and age-friendly principles, has been integrated from the outset to support an inclusive and accessible community.

The scheme has also been refined in response to the LRD Written Opinion, strengthening its relationship with the surrounding context, movement network, landscape and public realm. Collectively, these measures establish a robust framework for a sustainable and well-integrated neighbourhood, founded on the principles of connectivity, legibility, enclosure, appropriate scale and height, active travel and place-making.



This document demonstrates that the proposed planning application will deliver Character Area 4 as envisaged by the LAP and will be fully coordinated with the separate planning application for Character Areas 1, 2 and 3.