

## Urban Design Guidelines

*These Urban Design Guidelines comprise the Key Design Objectives below, the Roads Design Guidelines overleaf and Neighbourhood Framework Plans. Together with Section 3: Urban Design Strategy and Section 4: Accessibility and Movement Strategy they will inform the planning, design and assessment of new development in Gorey Town and its Environs.*

### Key Design Objectives

#### Character

New development must respond positively to the unique sense of place of the town, such as its unique planned market town structure and its surrounding topography and rural landscape. New development should add quality to the town and enhance its urban and landscape structure.

#### Coherence

Development in Gorey must contribute to its urban and landscape quality and coherence. This will be achieved by making and improving connections and interfaces between developments. The landscape and urban structure of areas of poor coherence should be addressed by public space improvements and, where appropriate, redevelopment. Where appropriate this coherence can be achieved by new open spaces or by upgrading and/or reconfiguring existing areas of open space and left-over spaces between adjoining developments.

#### Connectivity and Permeability

All new developments should provide for optimum levels of connectivity and permeability, particularly for pedestrians and cyclists, through careful consideration of layout and design. In general, each street or road in a new development should lead to another street or road. Existing areas with low levels of connectivity and permeability will be considered for retrofitting for new connections and comprehensive public space improvements in consultation with the local community. The priority will be for safe and attractive pedestrian and cyclist routes which are well overlooked and also provide for new facilities (play and passive recreation) for local residents and the community. Locations of poor connectivity are identified in the individual Neighbourhood Framework Plans (NFPs).

#### Continuity and enclosure

New streets and spaces should be continuously and adequately enclosed by building frontages and landscape. Existing continuity and enclosure should be maintained where it exists and opportunities to address weaknesses should be realised through infill development or redevelopment.

#### Scale

In the town centre building scale should reflect the established range of building heights. In new areas building scale should reflect the new urban structure of routes and landscape, with greater scale focused on the main avenues and focal spaces and lower scale on the secondary streets and spaces. Opportunities for increased building height will be considered where they make a clear contribution to the legibility and character of the town.

#### Landscape

New development should incorporate existing, significant landscape features and provide a coherent and distinctive new landscape structure as an integral and reinforcing part of the new urban structure. New landscape and open space corridors and hubs must connect to surrounding landscape features and be designed so as to be functional, safe and attractive. The watercourses of the town must be rehabilitated to provide important corridors for amenity, biodiversity, local access and water management. The public domain in the town centre will be upgraded as part of a new public realm plan to provide a hub for the open space network of the town.

#### Adaptability

The physical adaptability of the town centre, particularly its existing fine urban grain and robust urban blocks, should be retained. Adaptability in new areas should be achieved by providing robust urban blocks in which different building typologies can be achieved. Adaptable building typologies should also be considered to encourage variety of use and live-work opportunities, particularly in the town centre and at the focal spaces of new areas.

#### Diversity

Diversity of uses and activities is essential in securing the vitality and viability of the town. New development should contribute to an expansion of the range of uses and activities in the town. It should also ensure a mix of household types and tenures in new areas (see Section 2 Housing). The diversity of existing areas should be retained and expanded by protecting the rich mix of uses of the town centre and attracting new uses and activities to streets and spaces.

#### Building style and materials

Building style should be based on a proper consideration of the uniqueness and urban qualities of Gorey. Contemporary, vernacular or other styles should be compatible with existing building styles and the character and quality of the streetscape. Careful consideration should be given to articulating larger buildings and roof forms in the town centre. In all cases materials in new development should reflect local and regional materials and finishes and they should be durable and low maintenance.

#### Urban Blocks

Urban blocks are one of the basic components of the built environment. Although the planning and design of urban blocks has been neglected in the many developments in the past, in recent years there has been a recognition that proper block layout and design is fundamental to good urban design and successful places. Urban blocks are the basic development parcels that remain once open space, streets and footpaths and other public spaces have been provided. Urban blocks need to be sized and shaped to accommodate development of different uses and types.

Urban blocks for residential areas, for example, tend to be smaller than urban blocks for industrial areas, where building and spaces are larger. Blocks also need to be laid out so that they take account of the local street network, topography and other features. They must also allow for good movement around them, to ensure that people have ease of movement through an area (permeability). If blocks are too large, inefficient use of urban land can occur. If they are too small, problems such as lack of floorspace, private open space, car parking and issues such as overlooking and poor access to sunlight, and daylight can occur. As a result, residential blocks require careful design. If the design and layout is appropriate and robust, then blocks can be developed in one go or in stages, using single or multiple building types and uses.

The diagram illustrates a rectangular residential urban block with several key features and dimensions:

- Dimensions:**
  - Short axis varies - between approx. 50m and 80m
  - Long axis varies - between approx. 80m and 120m
- Design Features:**
  - Possibility for other typologies such as townhouses, apartments and duplex at corners:** Indicated at the four corners of the block.
  - Ability to change building set-backs:** Indicated by arrows pointing to the building boundaries along the top and bottom edges.
  - Properly defined corners - purpose designed buildings with frontage to both streets:** Indicated at the corners of the block.
  - Internal private open spaces:** Indicated by green circular symbols within the block.
  - Adequate back-to-back distances:** Indicated by a vertical double-headed arrow in the center of the block.
  - Frontage to side/secondary streets:** Indicated by arrows pointing to the side boundaries of the block.
  - Potential for non-residential use at ground floor:** Indicated by an arrow pointing to the ground floor of the block.

**FIGURE 2: INDICATIVE RESIDENTIAL URBAN BLOCK**

The route concept set out in Section 3: Urban Design Strategy establishes the hierarchy of routes of different role and type in the plan area as follows:

- Main streets and roads
- Country roads/green routes
- Local streets and roads

## Design Speed

DMURS Table 4.1 illustrates the broader application of design speeds according to context and function. Designers should refer to this table when designing urban streets and urban roads to align speed limits, design speeds and road function. When applying these limits designers must also consider how effectively they can be implemented, as the introduction of more moderate and/or lower speed limits out of context and/or without associated speed reduction measures may not succeed.

		<div></div> PEDESTRIAN PRIORITY	<div></div> VEHICLE PRIORITY			
FUNCTION	ARTERIAL	30-40 KM/H	40-50 KM/H	40-50 KM/H	50-60 KM/H	60-80 KM/H
	LINK	30 KM/H	30-50 KM/H	30-50 KM/H	50-60 KM/H	60-80 KM/H
	LOCAL	10-30 KM/H	10-30 KM/H	10-30 KM/H	30-50 KM/H	60 KM/H
		CENTRE	N'HOOD	SUBURBAN	BUSINESS/ INDUSTRIAL	RURAL FRINGE
CONTEXT						

**DMURS Table 4.1: Design speed selection matrix indicating the links between place, movement and speed that need to be taken into account in order to achieve effective and balanced design solutions**

## Main Streets and Roads

As outlined in Section 4.5.1 the main streets and roads are the highest level routes within the street and road hierarchy of the town. This typology is diverse as it includes existing routes and planned new avenues connecting the local community spaces (as shown in the NFPs).

Careful design of the new avenues will be required to achieve good movement characteristics, along with active frontage. Indicative sections and plans for these road types are included in Figures 26 and 27 below. DMURS provides guidance on the detailed design of radii, carriageway width, surfaces, visibility and splays, alignment, curvature and deflections and parking. In particular, careful consideration must be given to junction design. All junction must meet DMURS standards and there will be a presumption against roundabouts and in favour of standard junctions (either signalised, priority or uncontrolled).

Existing large-scale roundabouts may, where necessary, be retrofitted or replaced by standard junctions along the existing main routes in the town, to achieve better provision for cyclist and pedestrians and to provide for the redevelopment of key corner locations.

Developments requiring direct access or the intensification of existing accesses onto the Regional Road Network will be carefully considered in accordance with the relevant objectives and development management standards in the County Development Plan.

Table 1 - Main Street and Roads Design Objectives	
1. To provide high levels of access between the different parts of the town and, in particular, between the town centre and surrounding areas.	2. To provide high levels of access to the main areas and local community spaces with the character areas.
3. To ensure high levels of pedestrian and cycle movement and the inclusion of high quality dedicated facilities.	4. To minimise severance caused by traffic movement by careful design and regular and frequent pedestrian and cycle crossings.
5. To provide for active streets and road frontage with opportunities for direct access and on-street car parking.	6. To provide for increase scale and continuity of street frontage, through the integration of different housing typologies such as apartments, townhouses and duplexes.
7. To provide for a distinctive landscape character and function, in particular secondary enclosure through measures such as tree lines, swales and margins.	8. To consider opportunities for non-residential and commercial use along the main streets and roads. These may be those already established or new opportunities at the new community spaces and at key intersection along the new avenues.
9. To prepare an integrated urban design framework for the Main Streets and Roads to address in detail the preservation of the landscape and biodiversity, a coherent approach to redesign and re-alignment, redevelopment of the frontage and new cycle and pedestrian facilities.	10. Developments requiring new accesses or the intensification of existing access onto the Regional Roads Network must comply with the relevant section and objectives in the Wexford County Development Plan 2013-2019 (and any future Plan).

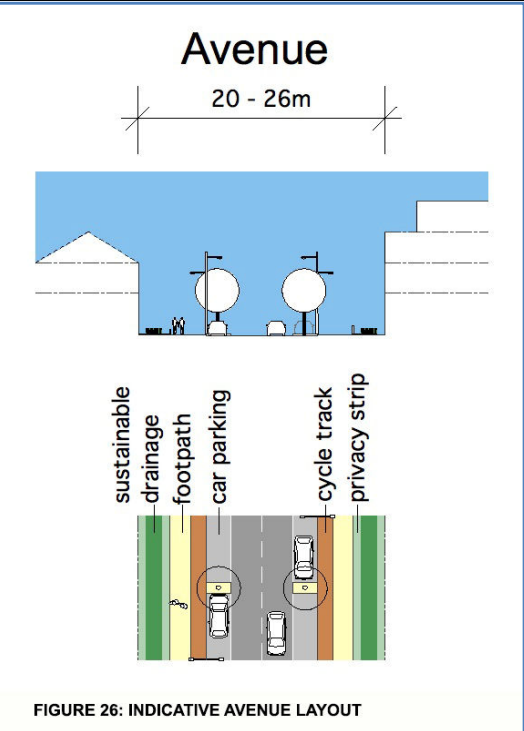


FIGURE 26: INDICATIVE AVENUE LAYOUT

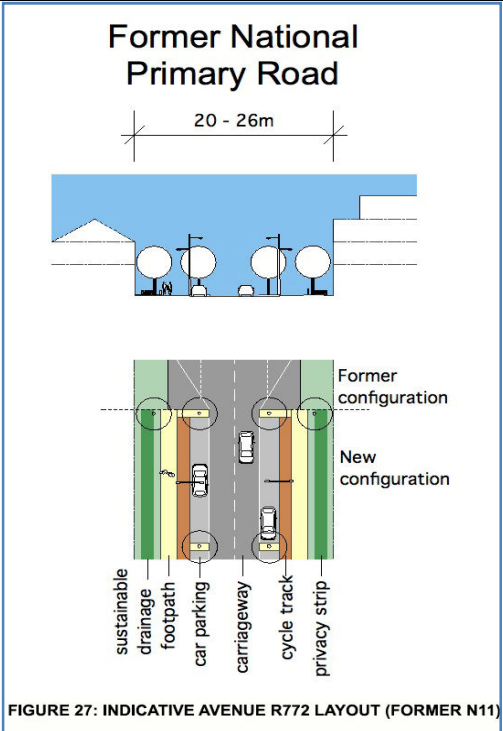


FIGURE 27: INDICATIVE AVENUE R772 LAYOUT (FORMER N11)

### Country Roads

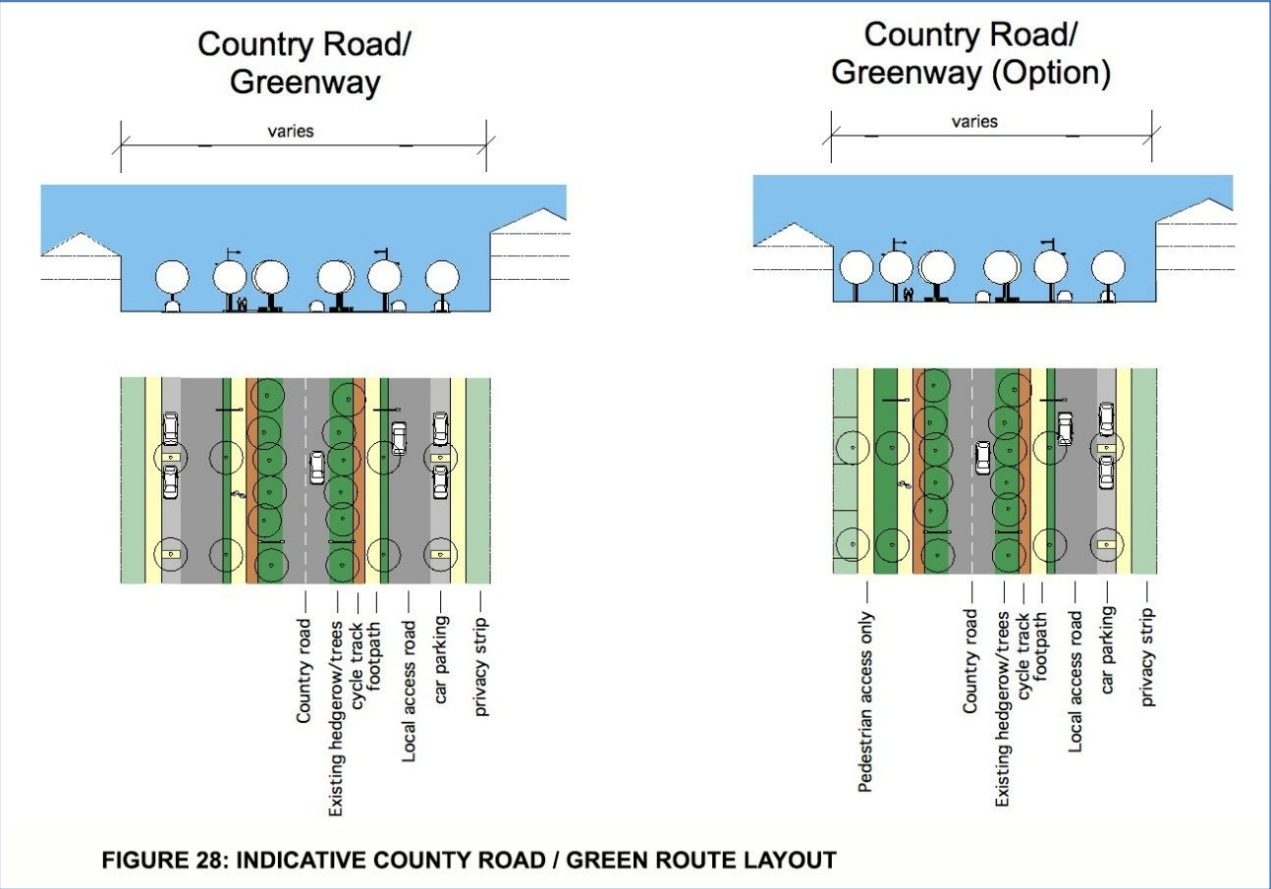
As outlined in Section 4.5.2 Gorey’s existing country roads, such as the Hollyfort road, Fort road, Ballytegan road and Clonattin road, provide important radial connections from the surrounding and suburban areas to the town centre. They are also important access routes for many existing developments.

Careful design of the country roads/green routes will be required to achieve good movement characteristics, along with active frontage. . Indicative sections and plans for this road type are included in Figure 28 below. DMURS provides detailed guidance on the detailed design of radii, carriageway width, surfaces, junction design, visibility and splays, alignment and curvature and deflections and parking.

The emphasis, where possible, should be on improving rather than significantly realigning or widening the existing country road. Additional pedestrian and cycle facilities should be provided behind the retained hedgerow and tree line. Visibility and splay distances at new junctions must be carefully considered to minimise the impact on the existing hedgerow and tree line.

Table 2 - Country Roads Design Objectives	
1. To provide good levels of access between the town centre and surrounding areas.	2. To provide direct access and connection to the new avenues.
3. To ensure high levels of pedestrian and cycle movement and the inclusion of high quality dedicated facilities within a safe and high quality landscape.	4. To provide for retained landscape (trees and hedgerows and other features) to the county road with a secondary building frontage recessed behind the retained tree and hedgerow line.
5. To provide for an attractive setting for residential or commercial frontage which is suited to a range of different housing typologies including apartments, townhouses and duplexes.	6. To provide for local water management measures, where appropriate, including swales and margins.
7. To prepare an integrated urban design framework for the approach roads to the town to address in detail the preservation of the landscape and biodiversity, a coherent approach to redesign and re-alignment, redevelopment of the frontage and new cycle and pedestrian facilities	



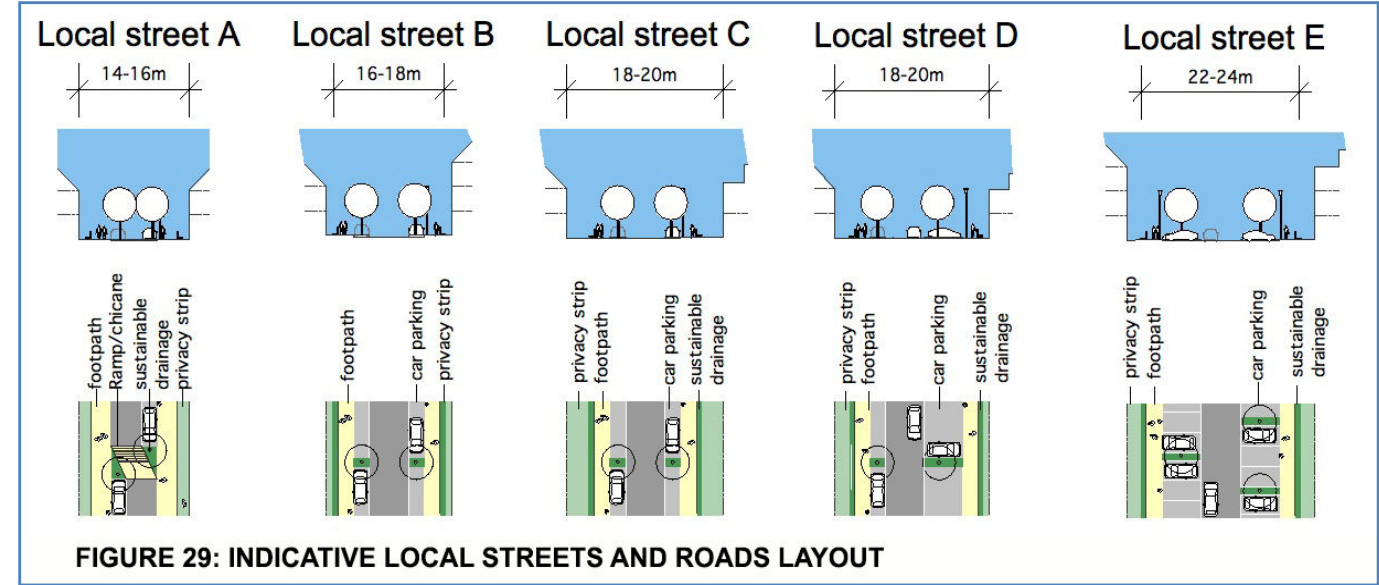


### Local Streets and Roads

As outlined in Section 4.5.4 local streets and roads are the most common and lowest level of route in the hierarchy of routes in the plan area. Although important from an access point of view, they generally (although not always) carry low levels of traffic. They are particularly important as places in their own right, often acting as social spaces for interaction, children’s play, recreation, business and other activities.

Careful design will be required to balance the access and place functions of local streets and roads. . Indicative sections and plans for this road type are included in Figure 29 below. DMURS provides guidance on the detailed design of local streets and roads. Measures should focus on managing traffic speeds and optimising safety measures within a high quality urban context. It will be very important to combine smaller dimensions in street design with smaller scale urban design for building scale and set-back. Junction size and design should emphasis pedestrian and cyclist needs and priority. Uncontrolled junctions (cross-roads) may be suitable for many junctions in new residential areas.

Table 3 - Local Streets and Roads Design Objectives	
1. To provide controlled levels of local access within locals areas and developments and good connection to local community spaces and landscape.	2. To provide high levels of permeability, particularly for pedestrians and cyclists, to surrounding areas, developments and landscape.
3. To include appropriate pedestrian priority and cycle friendly facilities in the design of local streets and roads.	4. To connect all new local streets and spaces to other existing or planned streets and spaces and to prohibit, or limit to exceptional cases, cul-de-sacs.
5. To limit the use of short, closed courtyard typologies, which negatively impact on local permeability in new development.	6. To provide for active frontage to new local streets and roads with direct overlooking.
7. To enhance the landscape character and function of new local streets and roads through carefully considered elements such as tree lines, swales and margins.	





## Neighbourhood Framework Plans

Neighbourhood Framework Plans (NFPs) set out detailed urban design objectives and key components for key areas of the town. These are:

- The Town Centre
- Creagh
- Ballytegan
- Clonattin
- Gorey South.

The Gorey Hill area is not included as an NFP as it is largely developed with remaining lands zoned for open space and amenity. The NFPs include components that may require later, more detailed urban design consideration or site/project briefs (larger site briefs may be prepared by the Council, while smaller site briefs are likely to be prepared by proposers of development in consultation with the Council). The graphics for each area highlight local urban design issues and provide indicative frameworks for local community spaces, routes, and landscape. In each of these frameworks, the overall planning and urban design intention is critical.

The NFPs have been developed having regard to the principles of place-making – that is the need to create distinctive places of character and high quality using, as a starting point, the positive aspects of local character and context. Local topography and landscape are important considerations in choosing the functional route and landscape structure of the NFPs. The NFPs prioritise connections between different developments and areas in Gorey. Local community spaces are located where they can serve as a focus for recreation, community facilities and local services in a built and landscape form that can provide a distinctive sense of place.

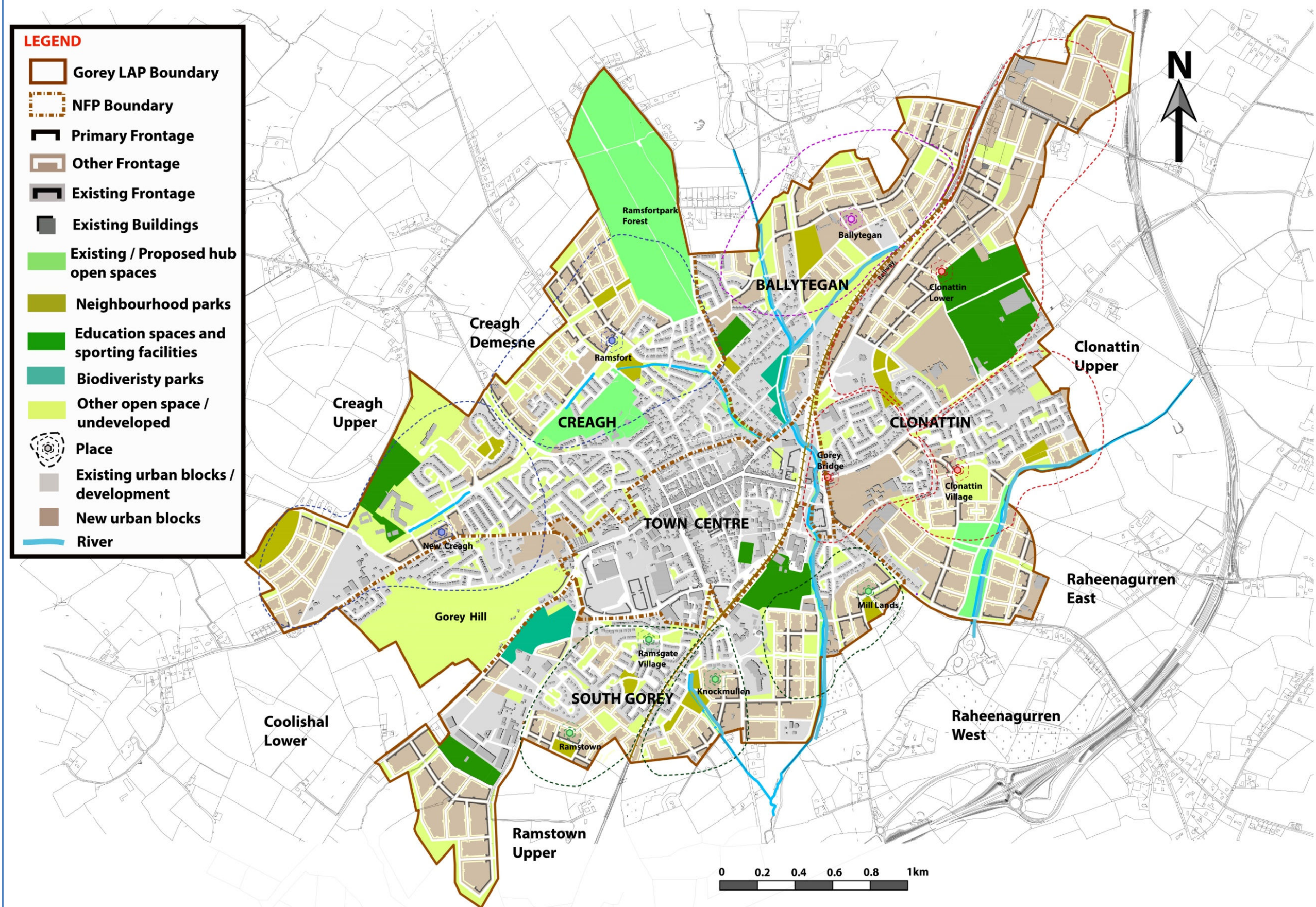
The NFPs set out a robust structure that is based on appropriately-sized and shaped urban blocks within the route structure. These allow for a range of uses and building typologies (within a larger functional range) and provide for high levels of local permeability. The NFP shows urban blocks, which provide both efficiency, high levels of local permeability and connectivity to surrounding developments and future development areas. Indicative building frontage is also shown, with primary frontage indicating greater continuity and scale, being located along main routes and spaces and secondary frontage indicating lesser continuity and scale along other local streets and roads.

As the NFPs are indicative frameworks, it is accepted that local or site constraints and opportunities may become apparent at later planning and design stages. This may require deviation from the indicative framework to achieve optimal planning outcomes. In all cases the main components of route and landscape structure and objectives must be realised and deviations from the framework must be justified on sound urban planning and design grounds and against the urban design objectives of this Local Area Plan.

Where there are discrepancies between the proposals contained in the individual NFPs and the overall land use zoning objectives which are identified on Map 11, the land use zoning map will take precedence.







**FIGURE 3: PLACE CONCEPT FOR GOREY**