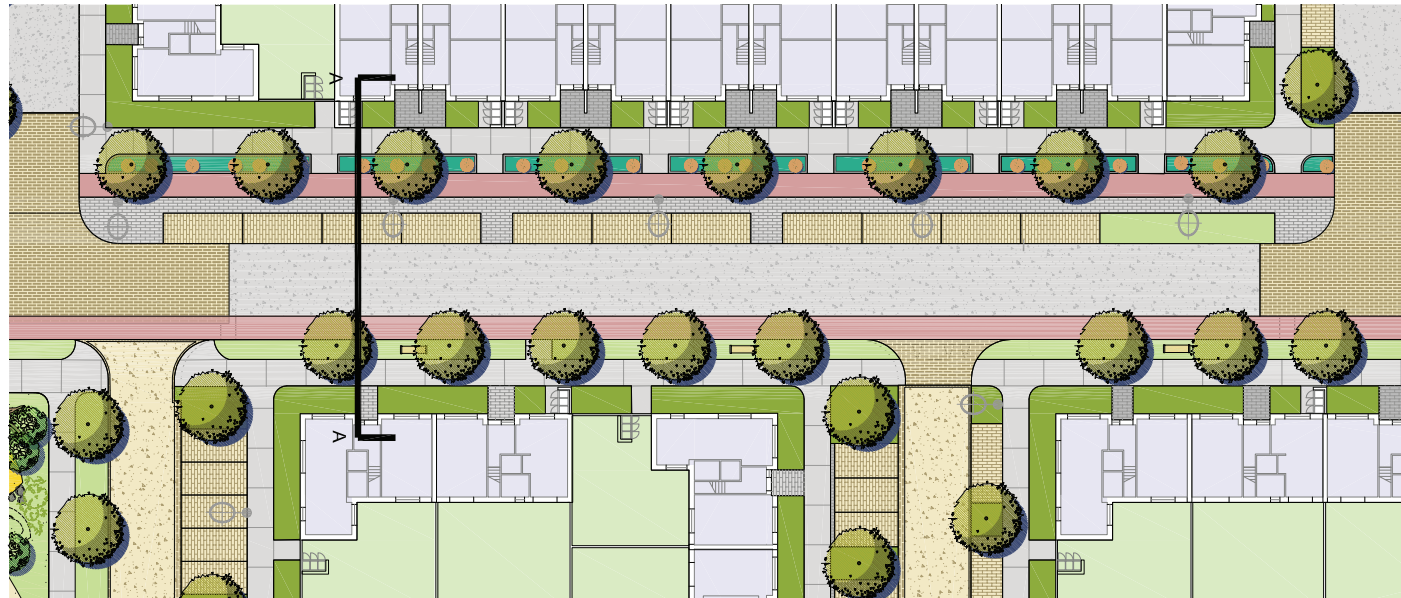


Green Networks



▲ Main Avenue through the site, tree lined with generous landscaped margin with cycle lane & wide footpath



▲ Garter Lane mature planting retained with wide plot single plot dwellings fronting linear park & linking with home zones

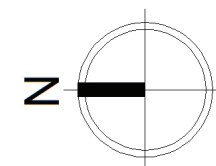
“Green Networks function as long distance walking and cycling routes as well as ecological corridors such as canals. Green networks are vital to the maintenance and facilitation of ecological corridors such as those found along major transport routes. Their main function is to link parks and other ‘green’ infrastructure. It is an objective of the Council that an assessment of Green Networks within the County will be carried out so that areas can be highlighted where greater linkages between such networks can be created. A balance needs to be struck when designing for the safety of users and surveillance to ensure that the character of the green network is retained. Where a development is proposed along Green Network routes care should be taken to retain and enhance the route through the development by, for example, ensuring passive surveillance of the open space.”

Whilst all the open spaces and the tree lined streets act as green networks the area perimetres will be reinforced and developed as more natural green networks or corridors. Existing hedgerows and tree lines will be supplemented and extended creating narrow woodland strips and, where feasible, informal paths and trails for jogging and children’s play.

The character of these areas will be natural and wild with mown grassed edges where they abut streets and built areas. Management will ensure reasonable surveillance for personal security.

The remaining and smaller residential streets will consist of residential gardens – often narrow areas of planting acting as a buffer between private homes and the footpath / street and footpaths and parking (parallel and perpendicular) with build outs to accommodate trees where feasible. Street materials and layout will encourage a Home Zone type character with small pocket parks on left over areas where feasible.

Larger blocks of apartments will enclose communal courtyard gardens with planting, paving and furniture for residents.



Section 4

Green Networks - Main Street Green Corridor



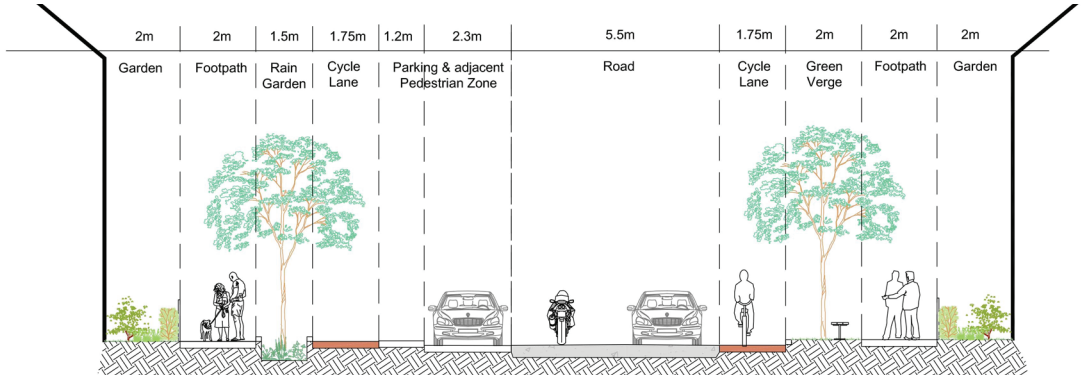
▲ Main Street - Plan View

LEGEND

- Footpath
- Parking Bays
- Feature Paving
- Road/Shared Surface
- Cycleway
- Traffic Calming
- Private Threshold Paving
- Proposed Street Trees
- Shrub Planting/ Grass
- Feature Rain Garden
- Seating
- Street Lighting
- Wildflower Meadow Mix



▲ Reference Images of Homezones & edge of Main Street

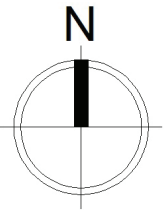


▲ Main Street Typical Section



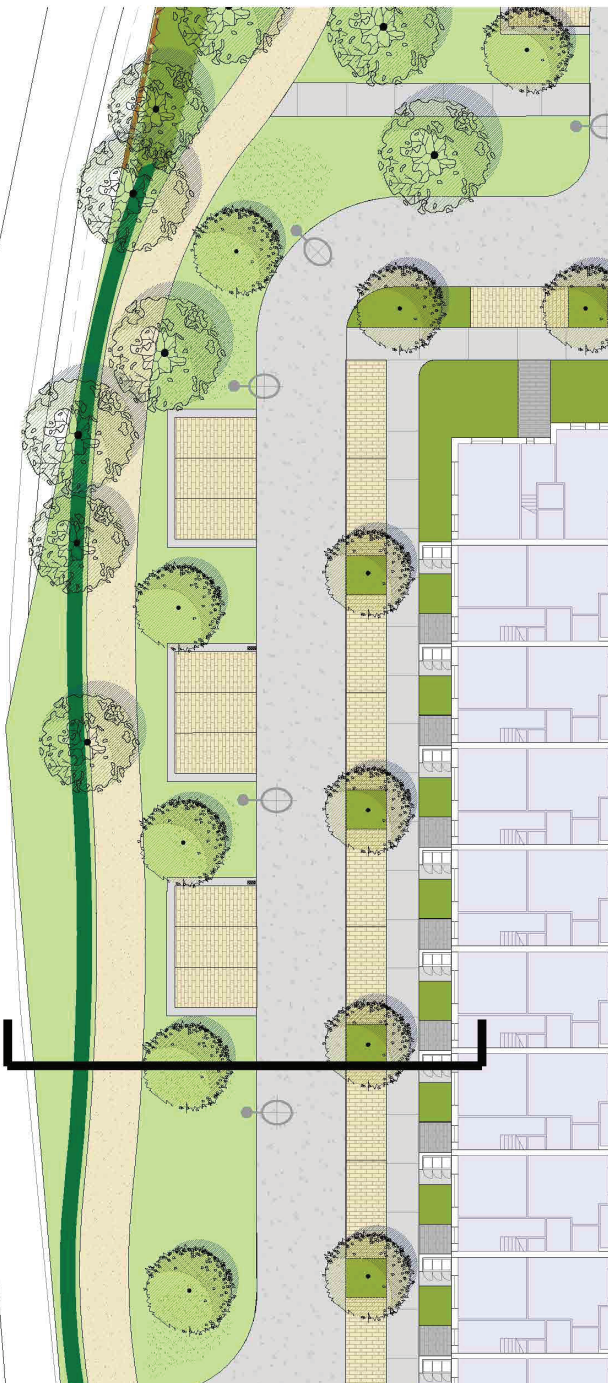
The Green Corridor - Main Street is designed as a distinctive new streetscape type. It accommodates vehicular, cycle and pedestrian circulation east-west through the site, parking and is fronted by residential development. As part of an innovative approach to water management along the site the southern side of the street contains a linear rain garden taking surface water run-off and directing it towards the swales in the District Park. Street trees are planted in the rain gardens and adjacent build out areas contributing to an overall tree lined Avenue or Boulevard. Feature decorative planting will be used in the rain gardens creating a unique quality domestic character for the street. The northern side of the street will contain a grassed verge with similar Avenue trees, here however, on the sunnier side of the street, occasional street benches will be provided to enhance the general character and residential amenity.

The houses fronting each side of the street will be set back from the public footpath to accommodate a small front garden planted further to create an overall leafy, residential and distinctive streetscape and quality living environment.



Section 4

Garter Lane

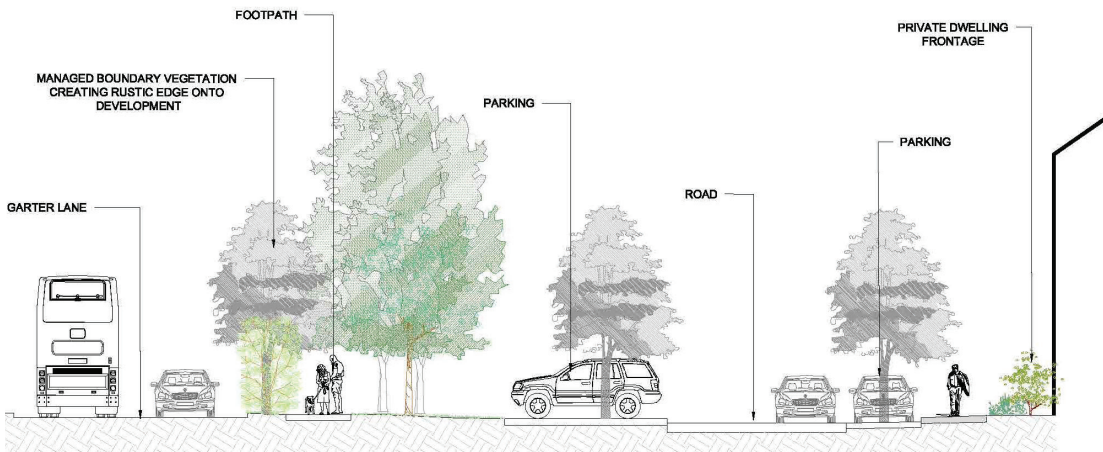


LEGEND

- Existing Boundary Vegetation
-To be managed and supplur
with additional trees/shrubs
- Footpath
- Rolled dust path
- Parking Bays
- Road
- Private Threshold Paving
- Proposed Street Trees
- Shrub Planting/ Grass
Shrub Grass
- Hedge
- Wildflower Meadow Mix
- Street Lighting



Village Character/Edge
to Garter Lane



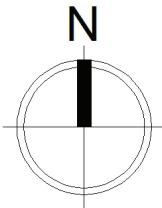
Section through Garter Lane
Boundary

Garter Lane currently presents an attractive rural character bounded by a fence and overgrown hedge with trees. The intention is to preserve the character of the rural road whilst allowing the presence of the new urban development be seen and felt. It is proposed to manage the hedge thinning out the trees to allow framed views through to the new houses much like a village appears through the adjacent countryside.

The new houses will be set back from the boundary creating a linear park – part of the wider green network – and accommodating footpaths along the Garter Lane corridor away from the road itself. The green space will provide local opportunities for play and amenity for houses adjacent.

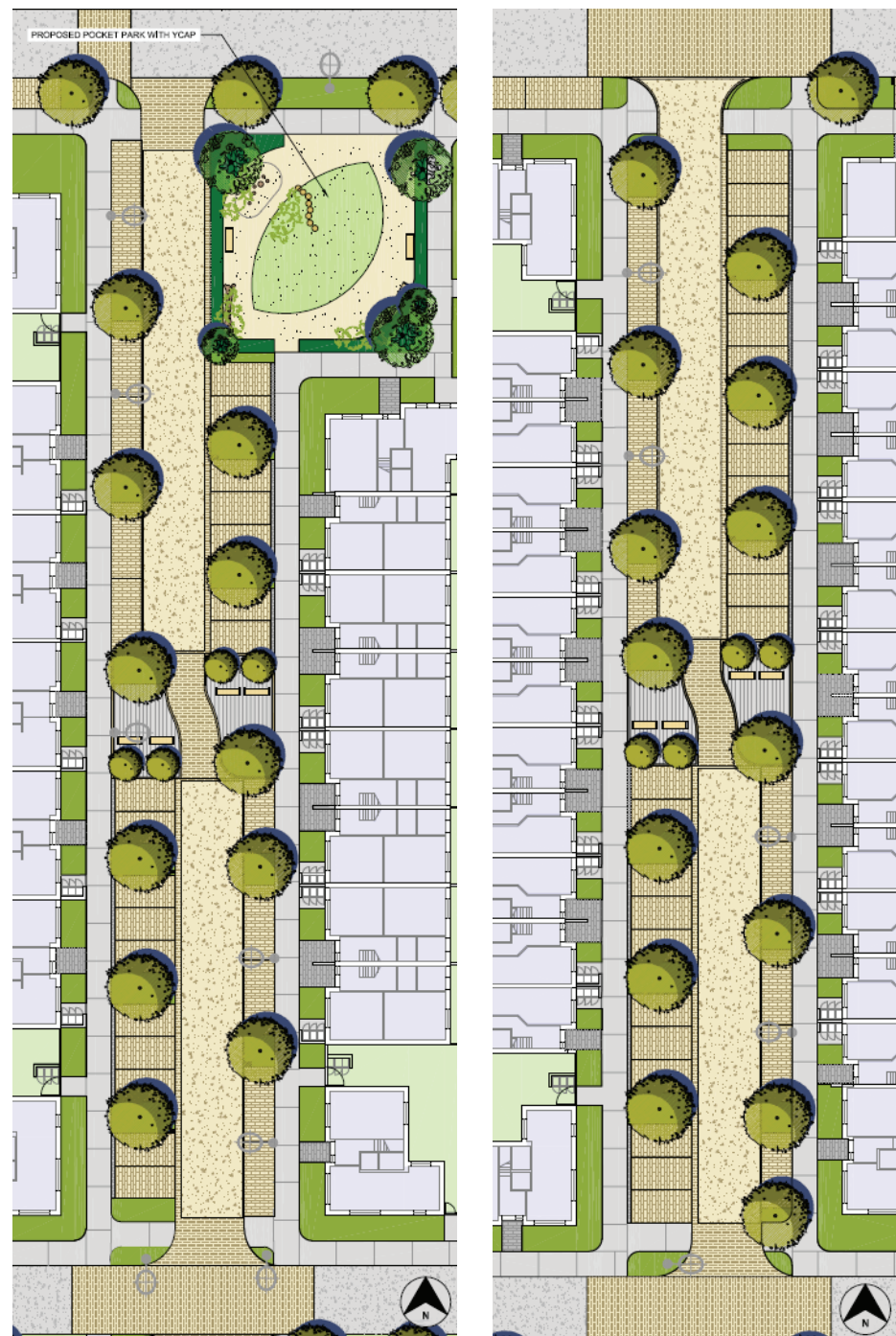


Boundary Treatment to Garter Lane



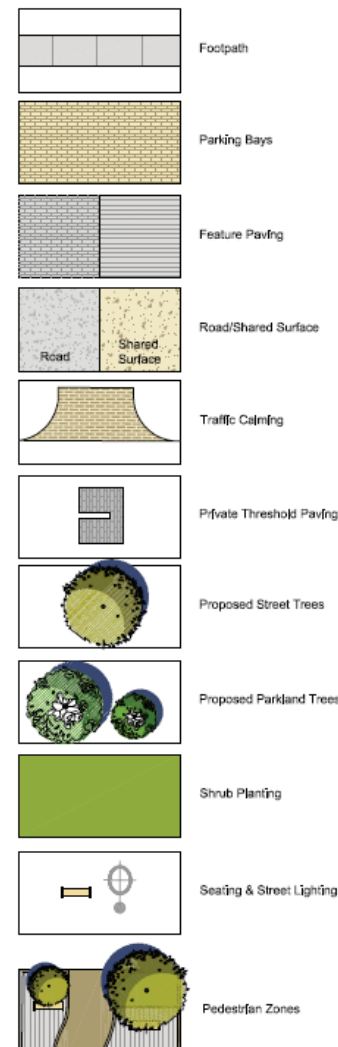
Section 4

Typical Home Zone A & Pocket Park



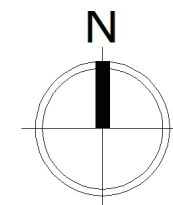
LEGEND

NOTE: for details of materials & planting see masterplan
-15422-2-100 or 15422-2 -100.1



▲ Reference Images of
Homezones pocket parks

▲ Pocket park located centrally within
neighbourhood overlooked on all sides by
dwellings



Home Zones

“Home Zones are residential streets in which the road space is shared between motor vehicles and other road users. The aim is to improve the quality of life in residential streets by making them for people, not just for vehicular traffic. The design of the street should emphasise a change of use, so that motorists are aware that they should give informal priority to other road users. Home zones should be designed to include measures to allow visually impaired users to negotiate a safe route through them.”

Pocket Parks

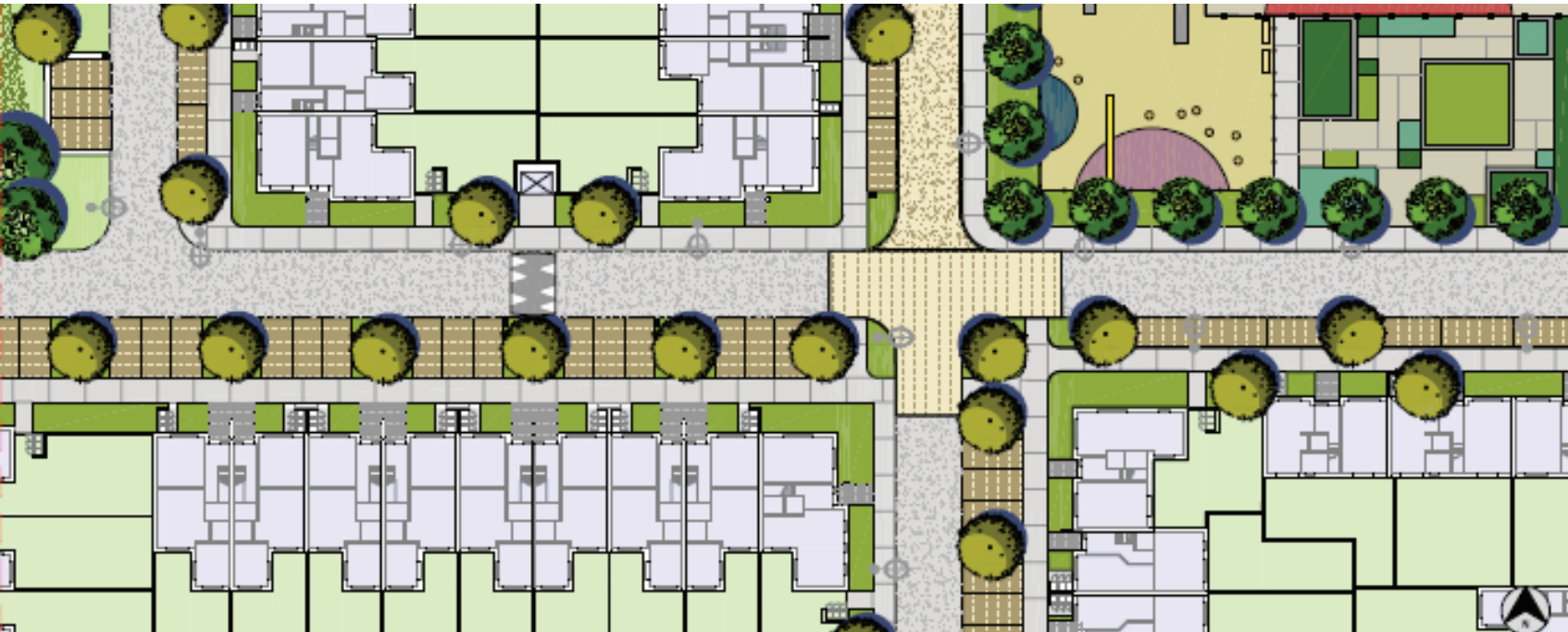
“Pocket parks are normally located very close to houses, are small but well overlooked and can contain facilities for very young children (YCAPS) but not play equipment. Pocket parks can be characterised by a small seating area and by items that can be touched or looked at and they tend to be a focus for local life. They should be approximately 100m² and be adjacent to and overlooked by the homes which they serve.”

The home zone proposal follows best practice guidance in blurring the distinction between vehicular and pedestrian space to increase care and attention of all users and thus overall safety, whilst creating a distinctive residential environment. The street becomes amenity space for all as well as access, circulation and parking space. Residents will be encouraged to colonise and use the space through the provision of seating areas, feature paving and in some places the presence of a pocket park with play facilities.

Soft landscape proposals – tree planting and shrubs – will further enhance this character and contribute to streetscape and residential quality. Hard landscape will consist of simple and robust materials with quality unit paver highlights and edging details.



Typical Home Zone B

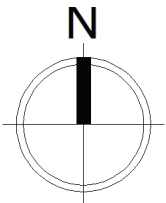


LEGEND
Refer to details of materials & planting see masterplan
-194232-100 or 194232-100,1

- Footpath
- Paving Slabs
- Feature Paving
- Road/Driveway Surface
- Trip Paving
- Plastic Threshold Paving
- Safety Surface
- Coloured Textured Concrete
- TYPE 1 - New Top + Street Paving
- TYPE 2 - New Top + Street Paving
- Proposed Street Trees
- Street Paving



▲ Reference images of attractive green streetscapes

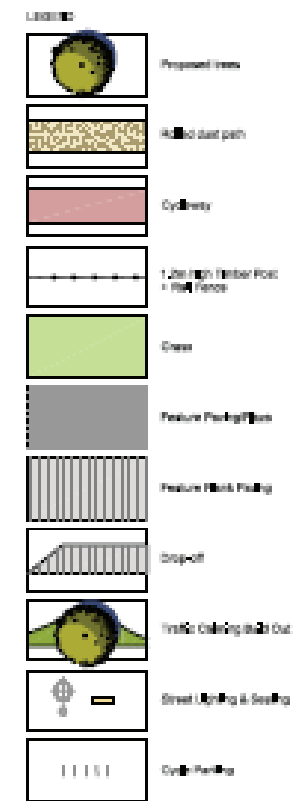
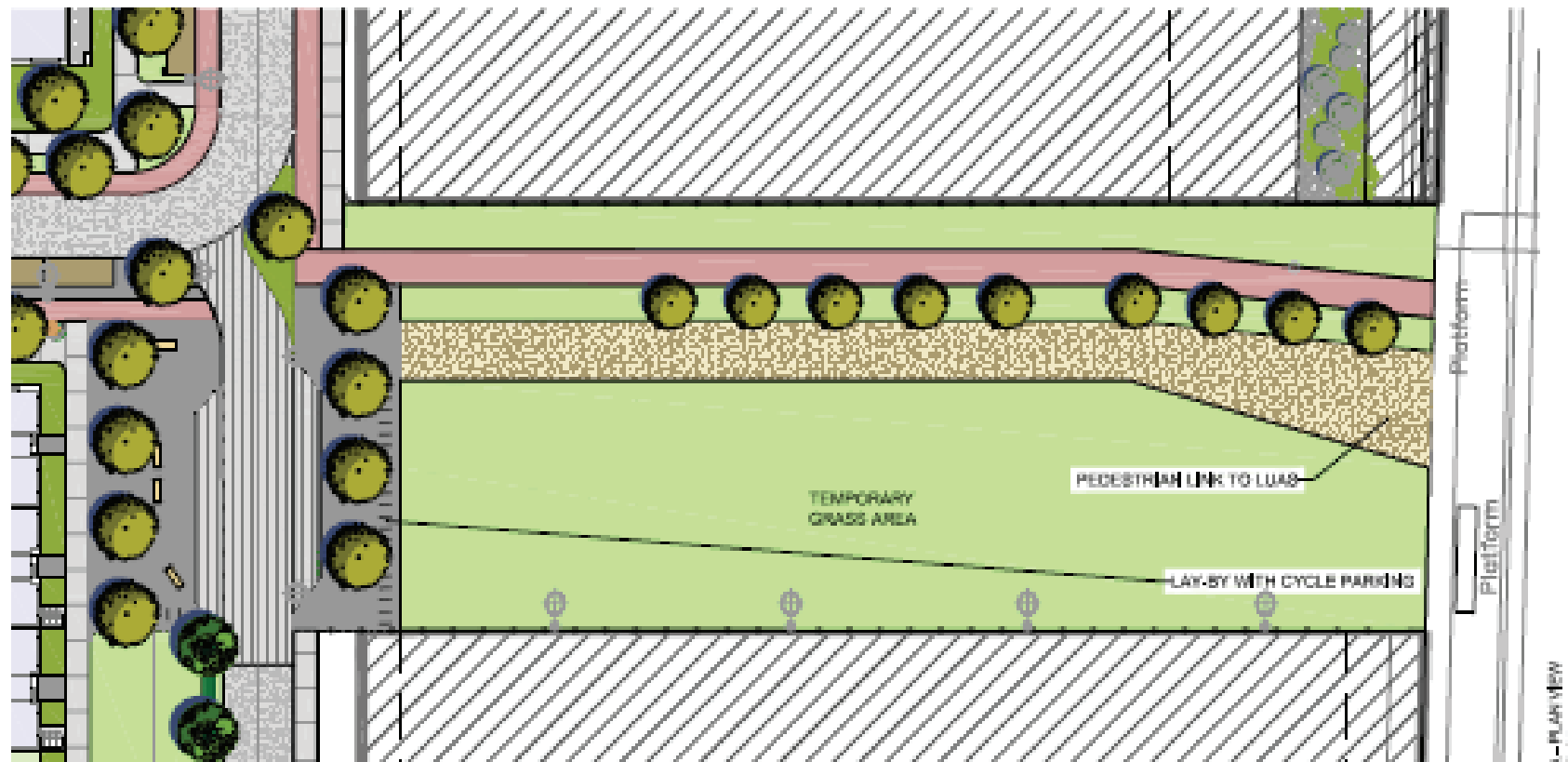


Section 4



Interim Treatment of Plaza & link to LUAS

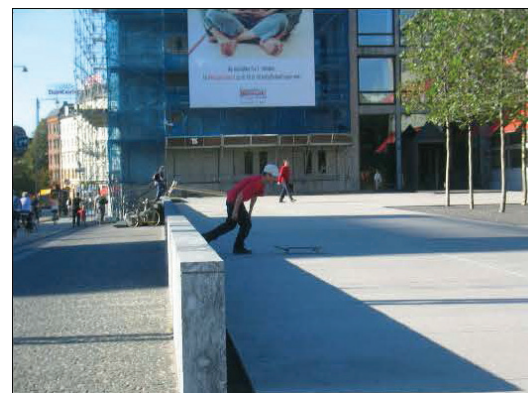
The road and street layout has been designed in accordance with the Design Manual for Urban Roads and Streets. Refer to DBFL Traffic and Transport Assessment.



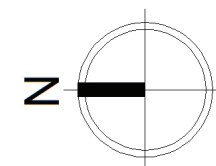
Temporary Pedestrian & Cycle Route

A temporary pedestrian & cycle route to be provided through the future plaza area which will be developed in a future phase of development. The adjacent sites for future development will be levelled and seeded.

The future Plaza will provide a focal point at the end of the main avenue with feature paving details, trees and activities. Seating and café type uses will be located on the south and west facing side of the plaza and different paving patterns will indicate alternative space for various activities and uses including a local market, water play feature, tree planting and a progression of spaces as it links through to the Luas line and station.



▲ Simple but quality transit spaces



Section 4