

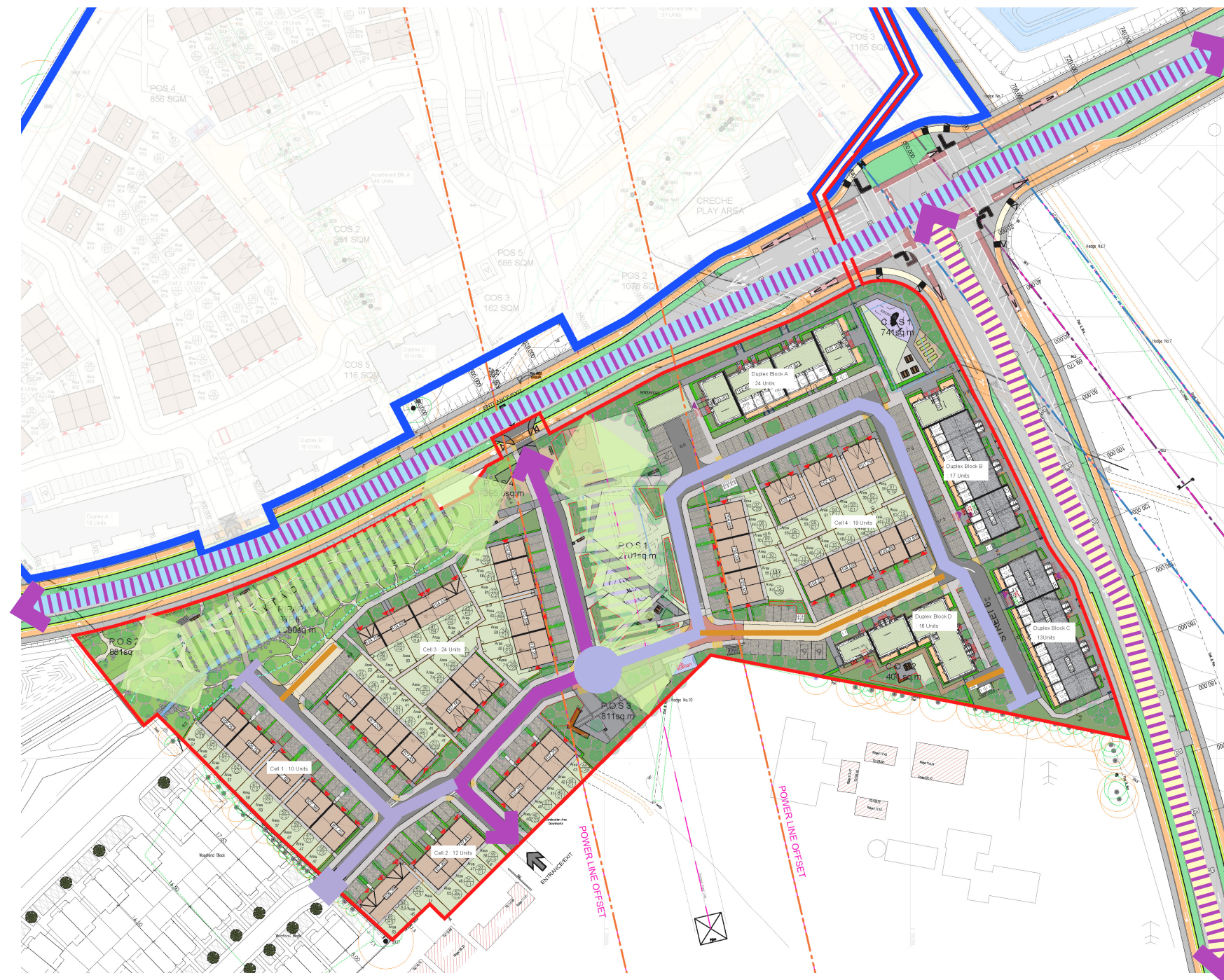
### 3.4 RESPONSIVE BUILT FORM

The envisaged new residential community presents a building fabric suitable for the location, which is a sensible response to its emerging context of proximate residential communities, mix-use areas and key green infrastructure. This section is addressed overleaf.








Figure 20. Photomontages showing a responsive built form . Souce: MCORM/3DDB, 2025.





#### Legend

-  GLDR
-  GDDR
-  Main street
-  Link street
-  Home zone

### 3.4.1 Layout coherence and legibility

The creation of open space and streets is integral to the success of the proposed scheme. The neighbourhood concept is developed by means of three key proposals consisting of- a permeable shared-space street network, an interconnected system of liveable landscaped open spaces and an efficient layout.

The proposed built environment is well integrated within the overall context, supposes a positive contribution to Glenamuck north as it will bring a vibrant residential neighbourhood and create a unique sense of place. These principles are developed below.

A network of streets and pedestrian/cycle links with an identifiable hierarchy is proposed. Routes for the exclusive use of pedestrians and cyclists have been provided through the central public open space. The horizontal alignment of all internal streets has been designed in line with DMuRs objectives to slow down vehicular traffic.

Permeability and multiple access points will mean choice for users and therefore limit traffic movement at any one location. This permeable site layout generates a variety of spaces, which will offer a high connectivity in between individual cells with attractive linkages, but yet having their own individual character to provide strong diversity and act as way-finders within the neighbourhood, in conjunction with the built fabric proposed.

The central open space has been designed to facilitate informal play and outdoor community events.

Car parking is also integrated in the overall layout. It is provided within the landscaped curtilage of the majority of houses so as to avoid a car dominated streetscape. In addition, Duplex blocks benefit from convenient on street parking adjacent to the blocks which will be dispersed with high quality landscaping to minimise the impact of vehicles on the public realm.

Bike parking and bin storage are provided within safe and secure facilities in various locations close to and within the Duplex blocks.

The existing topography of the site has influenced the overall street and built fabric arrangements. This enables Part M access to be achieved and easy gradients along streets and footpaths to be maintained.

Figure 21. Street hierarchy Diagram. Source MCORM 2025