

Masterplan
Lands at Milltown, Ashbourne

2022

DAVEY + SMITH
ARCHITECTS



Index

01 Overview

02 Context

03 Organising Principles

04 Building Height & Density

05 Phasing

06 Street Hierarchy

07 Character Areas

Index

1

2

3-6

7

8

9

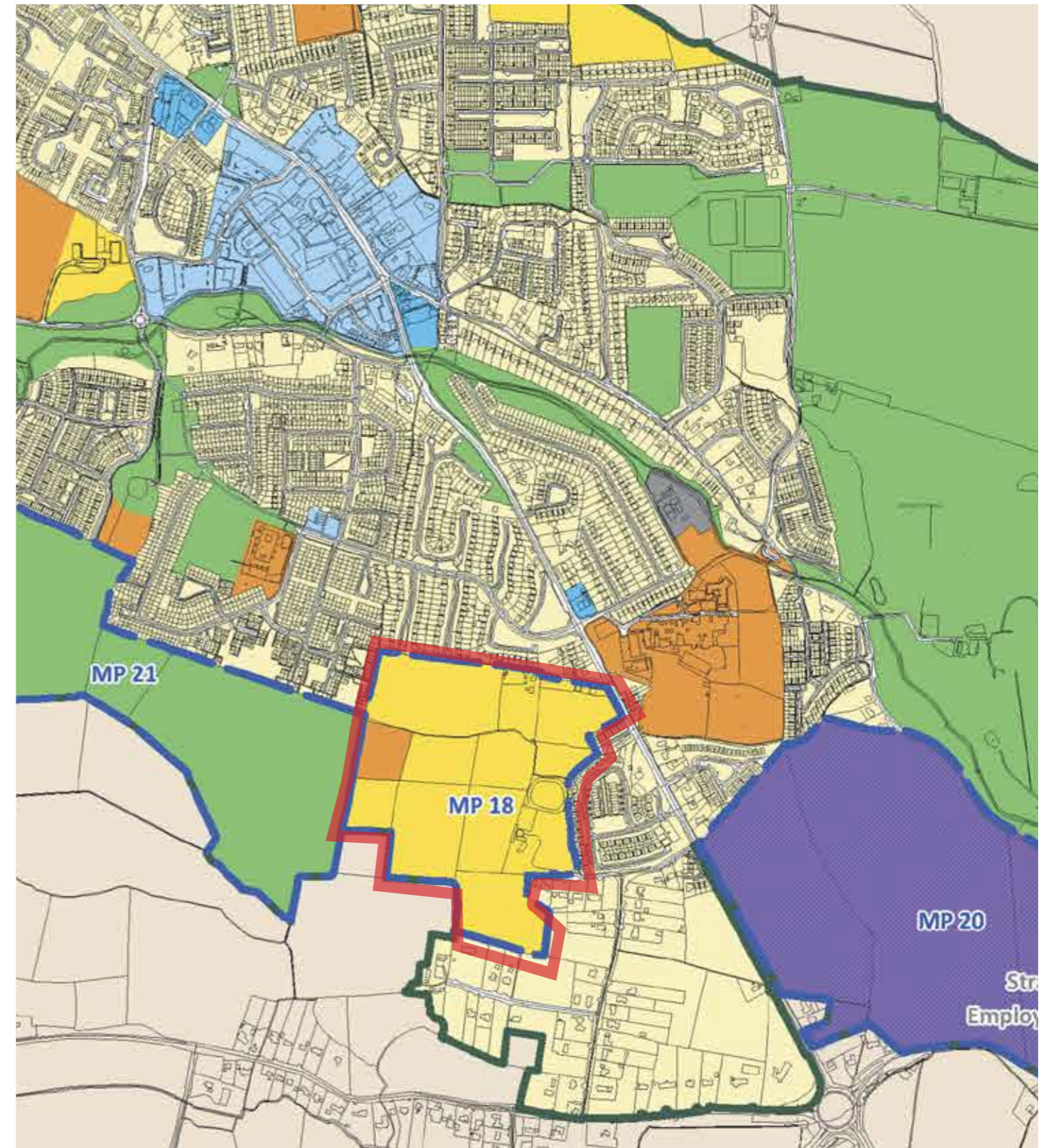
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01 Overview

This Masterplan relates to c.19.9 hectares of land at Milltown to the south of Ashbourne, which are identified as Master Plan 18 in the Meath County Development Plan 2021-2027. This document sets out the main organising principles for the site to guide the future development of the lands.

Meath County Council propose that these lands shall provide a primary school site, lands for recreational uses, including playing fields, and lands for residential development. The development of the lands shall be on a phased basis to be agreed as part of the preparation of the Master Plan.

LEGEND	
Zoning Objectives	
	A1 - Existing Residential
	A2 - New Residential
	B1 - Commercial Town or Village Centre
	B2 - Retail Warehouse Park
	C1 - Mixed Use
	D1 - Tourism
	E1 - Strategic Employment Zones (High Technology Uses)
	E1/E3 - Strategic Employment Zones (High Technology Uses)/ Warehousing & Distribution
	E2 - General Enterprise and Employment
	F1 - Open Space
	G1 - Community Infrastructure
	TU - Transport and Utilities
	RA - Rural Area
	Settlement Boundary
	Fingal County Council - Administrative Area
	Masterplan Boundary
	Strategic Employment Site
	Access Point



02 Context

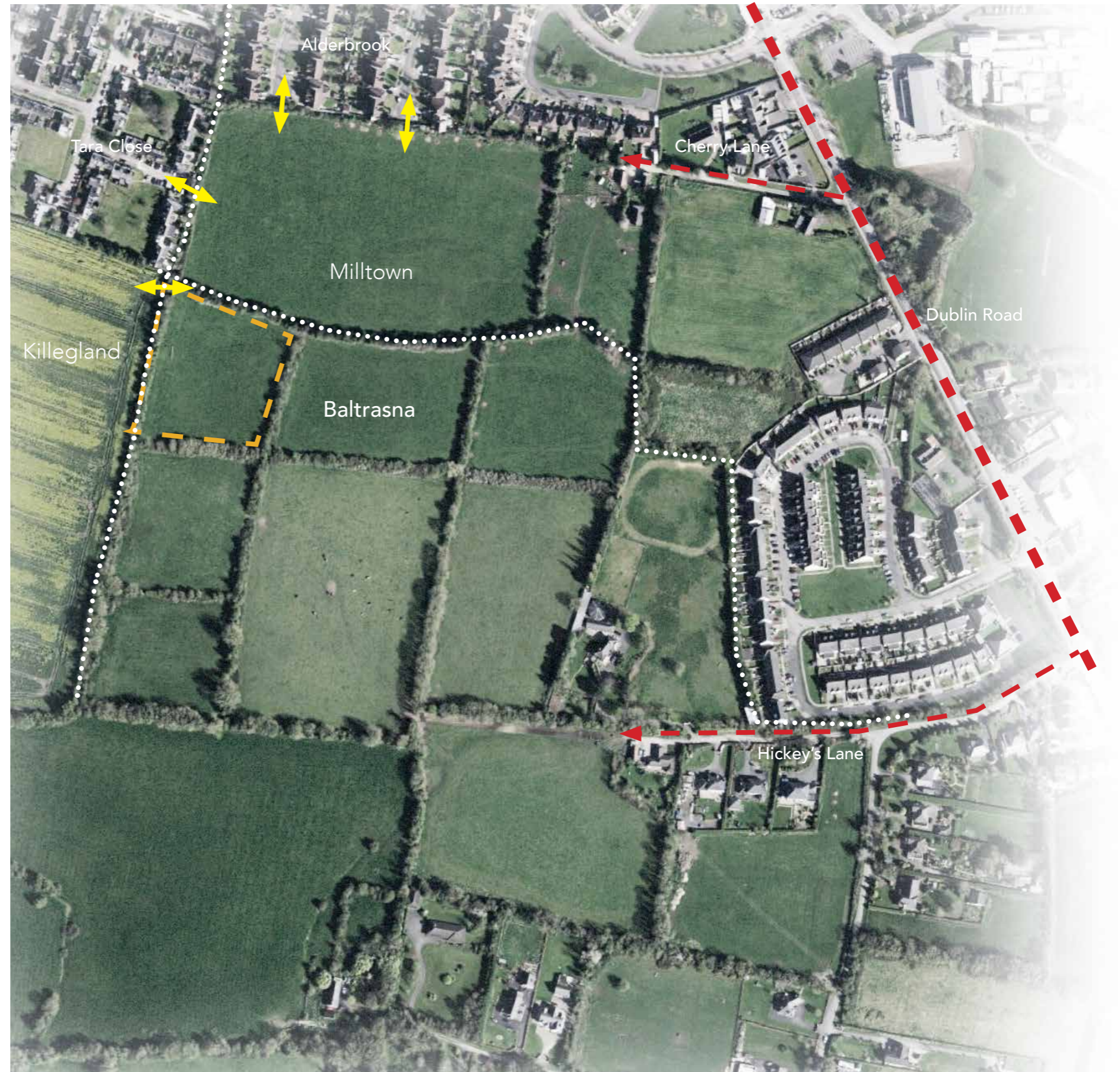
The subject site is on the suburban edge of Ashbourne town off the Dublin Road. It is currently in use as agriculture land and is defined by its grid of mature hedgerows and trees, some of which denote Townland boundaries of the area.

Access to the site is from Cherry Lane on the northeast corner, which has good width and is a short distance from the main public road.

A second access exists from Hickey's Lane to the south-east, which is a rural lane that serves a number of individual dwellings.

Potential pedestrian connections could be provided into the existing Alderbrook and Tara Close housing developments to the North and West respectively.

The site is approximately 1.5km South of the town centre which represents a 15 minute walk or 5 minute cycle.



03 Organising Principles

a) Create an integrated, high quality residential development with a strong sense of place that includes a local neighbourhood centre, playing pitch and primary school.

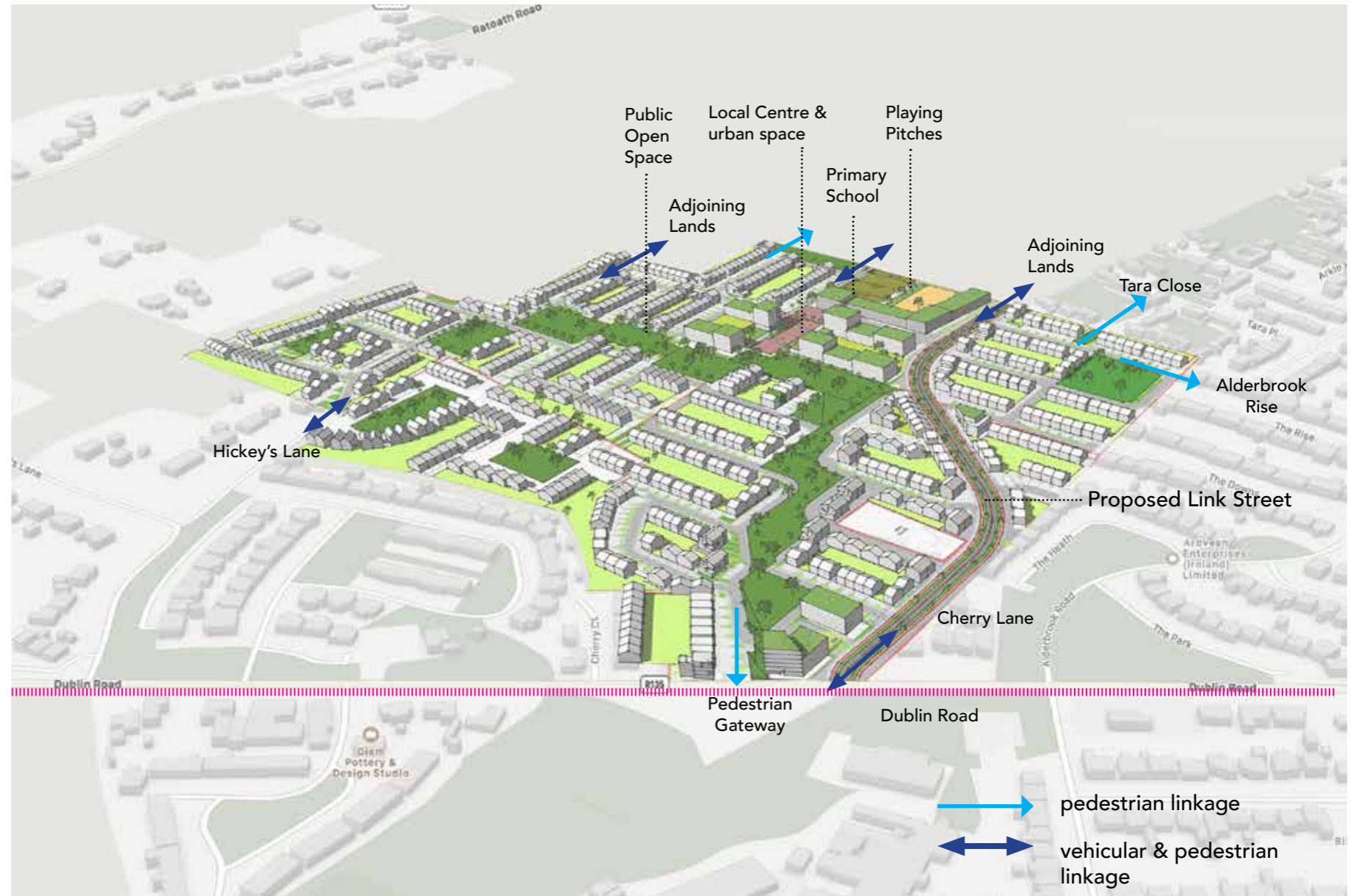
Linkages into surrounding streets and spaces are proposed in Easterly, Northerly and Westerly directions, ensuring the proposed development will be highly permeable and well-integrated with its surroundings.

As well as serving the Masterplan lands, the proposed east-west link road will connect the lands to the west with the existing roads network; thus, future proofing the development potential of these adjoining lands.

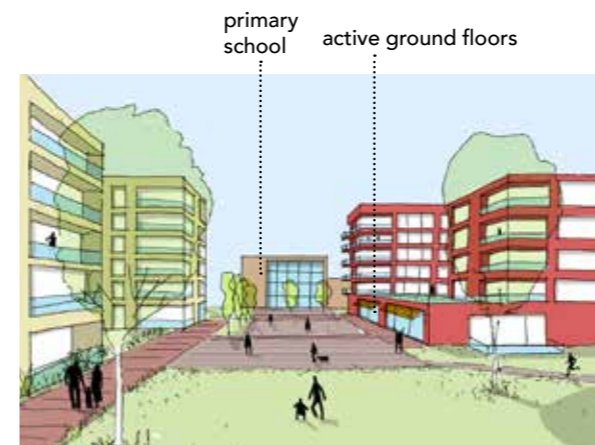
The proposed local neighbourhood centre, which includes an urban space, creche and retail units, is located at the heart of the development where it addresses the open space to the east as well as the primary school and playing pitch to the west.

With its active ground floor uses addressing the urban space and variety of building heights, the Local Centre will become a focal point in the neighbourhood which will enrich and contribute to the place-making of the area.

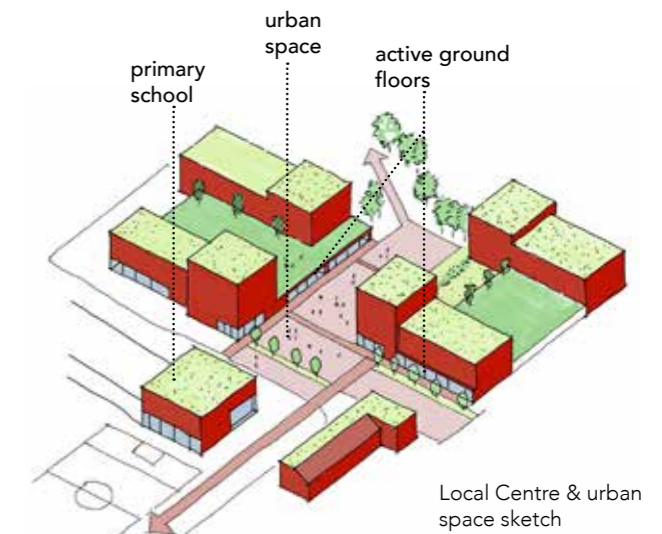
It is intended that the G1 lands will accommodate a primary school and playing pitch, which forms the western edge of the Local Centre, and these facilities will play an important role in the community both during and outside school hours. Circa 1Ha of land will be reserved as a potential future school site, the layout of which will be determined via consultation with the Department of Education at a future date. It is considered that the layout of the future school site should be determined prior to the installation of a playing pitch as a playing pitch may impede the optimum layout for a school building on these lands. Consideration will also need to be given to how the lands reserved for the school and playing pitch will integrate with the adjoining F1 Open Space and future Masterplan 21 for same.



Urban Space reference, Herbert Park



Local Centre & urban space sketch



Local Centre & urban space sketch

03 Organising Principles

b) Provide an interconnected network of open spaces across the site that retains existing trees and hedgerows as much as possible and delivers high quality public amenity spaces for the area.

The design and layout of green infrastructure is a key organising principle in the overall masterplan. This network of open spaces forms the 'green spine' of the development from which all other streets and spaces are organised and interconnected.

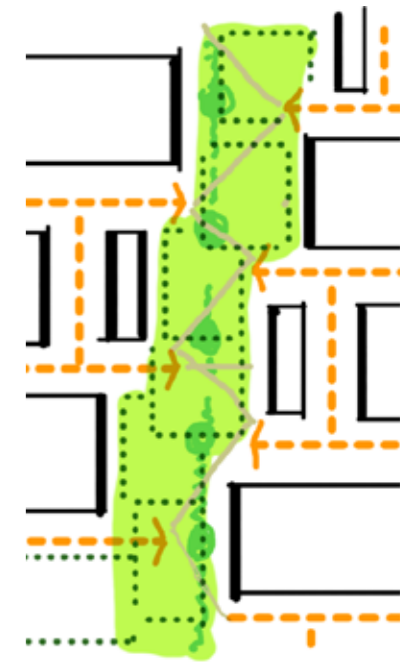
The open space has been shaped to retain existing mature trees and hedgerows, preventing the loss of existing flora and fauna habitats and also retaining the legibility of townland boundaries of the area. Vehicular activity traversing the open space has been minimised to create a high-quality and safe environment for residents.

The open space will include Sustainable Urban Drainage Systems (SUDS) that will enhance the public open space and promote biodiversity in the area.

This Masterplan proposes that the open space is addressed with a strong urban edge made up of 3-4 storey buildings, ensuring high levels of passive surveillance.



Isometric sketch view



Open space and street pattern sketch



Reference Project



Tree and hedgerow retention



Open space sketch

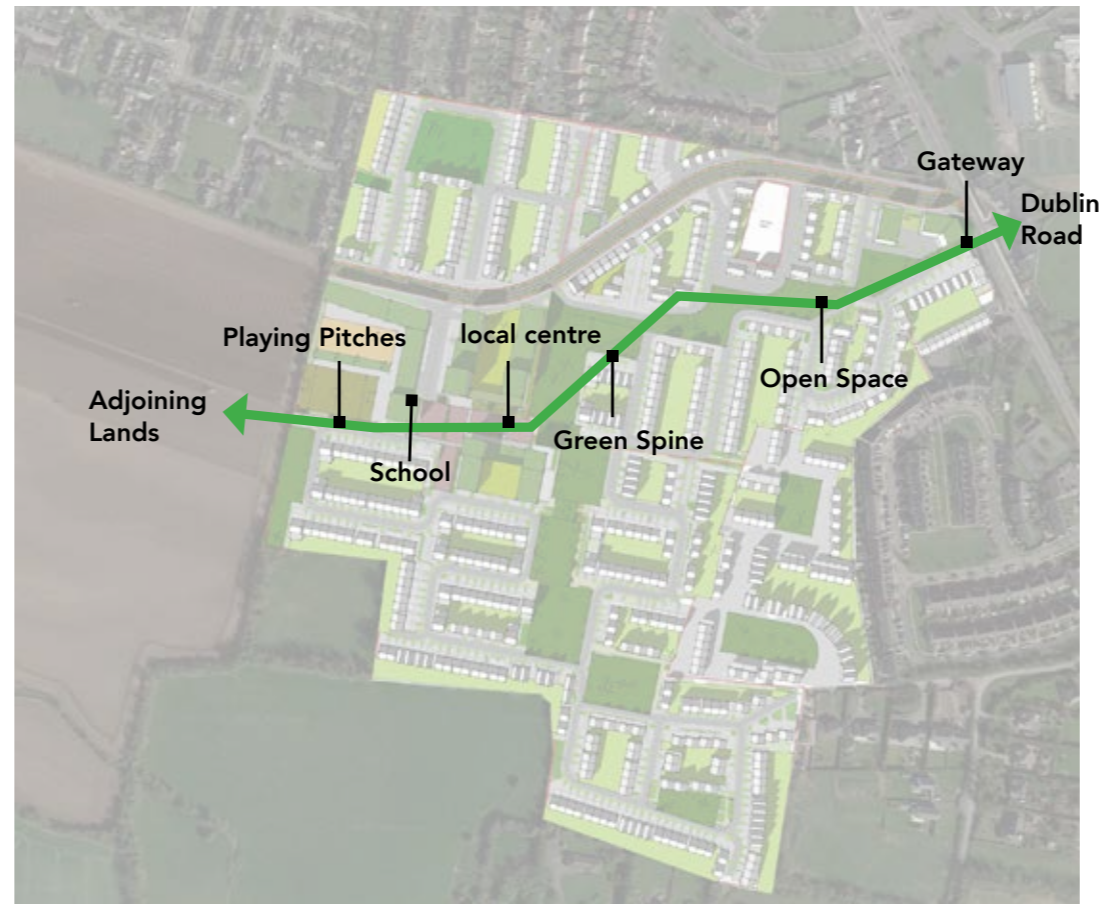
03 Organising Principles

c) Create a segregated pedestrian & bicycle green link from the Dublin Road to the lands to the west, which serves the proposed primary school, playing pitches and local centre.

This principle works in tandem with the interconnected 'green spine' concept. The proposed 4m wide green link weaves through the site from East to West, connecting the Dublin Road with the main green spine, local centre, school, playing pitches and into the adjoining lands to the west.

The provision of a safe and attractive green link through the site will encourage cycling and walking to school and should reduce traffic congestion at drop-off and collection times. Such a piece of infrastructure would have far-reaching benefits for the community, which include environmental, increased childhood mobility, road safety, increased sense of place etc.

The route will be passively overlooked by houses and apartments and will be publicly lit at night.



Green link reference



Green link reference



Green link reference



Reference Project



Reference Project

04 Building Height & Density

The prevailing height across the site will be 2-3 storey. This Masterplan identifies a number of key locations which can accommodate greater heights of up to approximately 6 stories in places. These locations will form focal points in the neighbourhood that will facilitate in the way-finding and place making of the area.

The three locations identified are as follows:

1. Dublin Road Gateway:

The masterplan identifies the potential for a gateway type building to articulate the entrance into the development and address the Dublin Road. We propose a building height of approximately 3-6 storeys in this location.

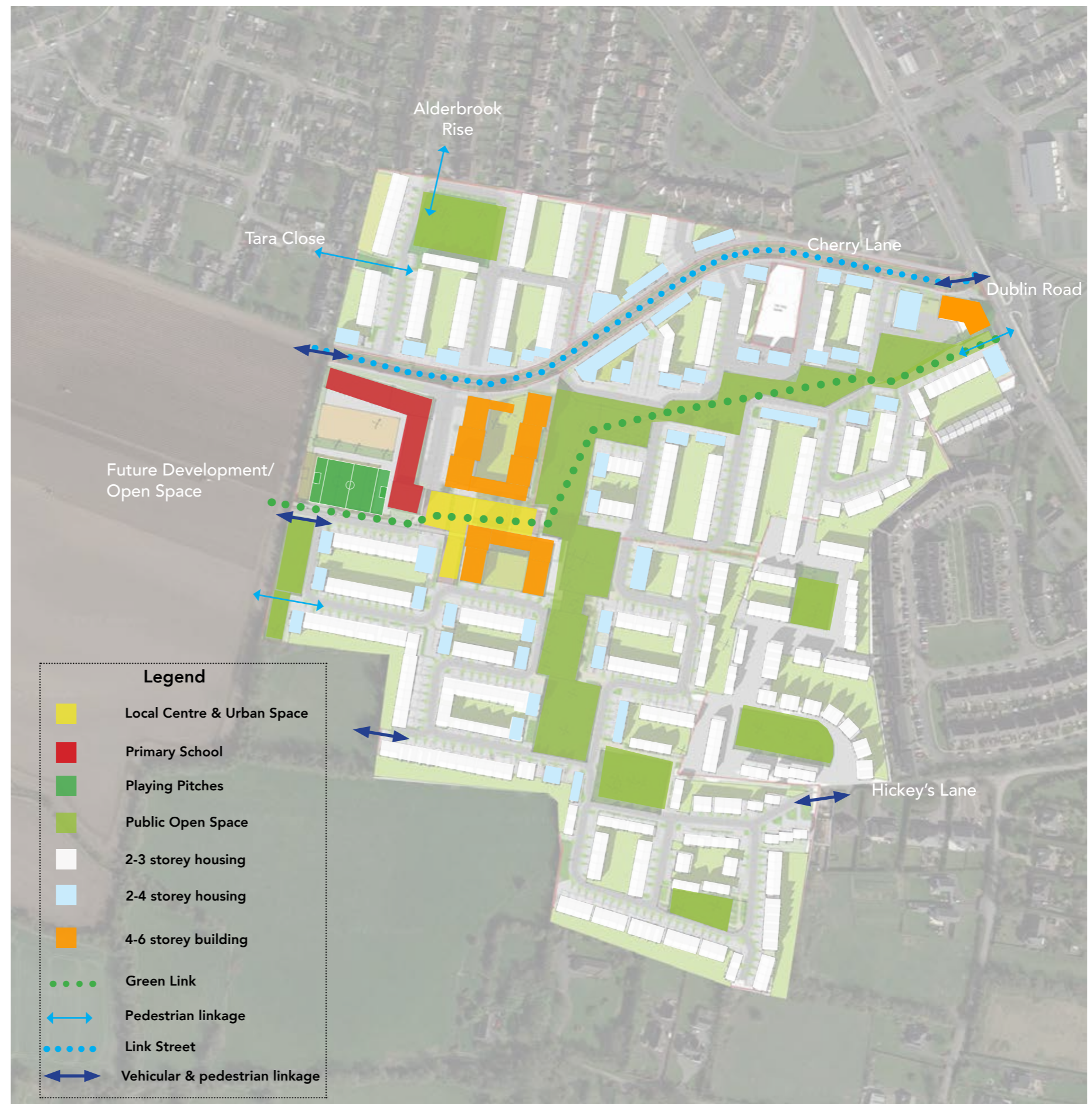
2. Local Centre:

The Local Centre will form a focal point at the heart of the development and will include an urban space, creche, school and collection of retail units. The proposed building height within the Local Centre is 4-6 storeys.

3. Buildings addressing open spaces and link street:

this plan suggests that the interconnected green spaces and Link Street should be addressed with a strong urban edge of 2-4 storeys.

Density - proposed net density will be 35-40 units per hectare.



05 Phasing:

The proposal is to develop the site from the centre of the town outwards or in a north to south direction.

Each phase of the development will deliver the appropriate amount of open space, physical and social infrastructure commensurate to the number of units and quantum of land being developed.

The delivery of apartments has been split between three phases to facilitate financing of the development and also to ensure that an appropriate mix of units are delivered at each phase.

Phase 1 - Northern Parcel (c. 190 units)

This phase includes the northern edge of the development and the interface with the Dublin Road. It will also include the delivery the first section of the green link and the northern edge of the green spine and the east-west link road through the northern part of the lands. Phase 1 may also include non-residential uses at the interface with the Dublin Road.

Phase 2- Central and Western Parcel (c. 290 units)



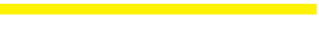

This phase, which covers the central and western extents of the lands, will deliver circa 290 units. It includes the completion of the green linkage, the construction of apartments and non residential units facing the local centre and the 2-3 storey housing to the southwest of the site. The G1 lands accommodating the future school and pitch will be included in Phase 2.

Phase 3 - South-east Parcel (c. 280 units)

This phase will deliver the apartments to the south of the local centre and the lower density housing to the south-east of the site. This will include connection into Hickeys Lane to the East.



06 Street Hierarchy

-  link street
-  local street
-  shared surface
-  green link (pedestrian & bicycle)

New pedestrian / cyclist / vehicular accesses into the site are proposed from the R135 Dublin Road, via Cherry Lane & Hickey's Lane, with a new internal east-west street traversing the northern part of the lands, which will provide access to the adjoining lands to the west in the future. Pedestrian / cyclist connections to adjoining residential estates to the north and west may be facilitated also.

The site is within a reasonable walking distance of local shops and services within the centre of Ashbourne. Pedestrian & cyclist permeability through the site is promoted in the residential layout enabling future residents to access the development.

