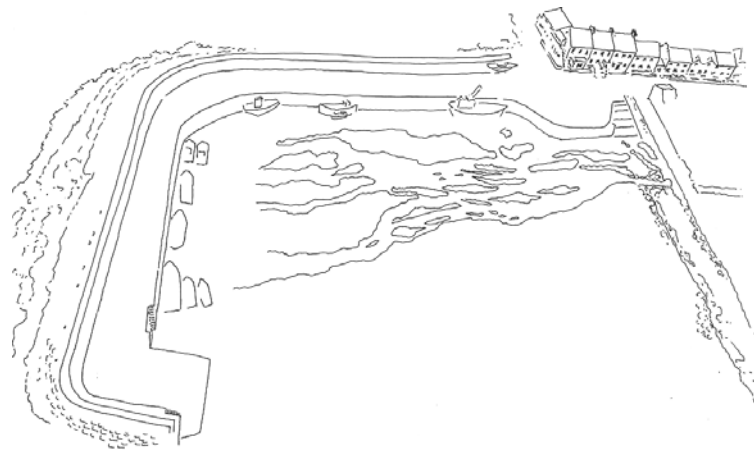




- Introduction
- Urban Design Principles
- Village Centre
- A New Street
- Community Facilities
- Open Space Strategy
- Form & Design
- Context Illustrations





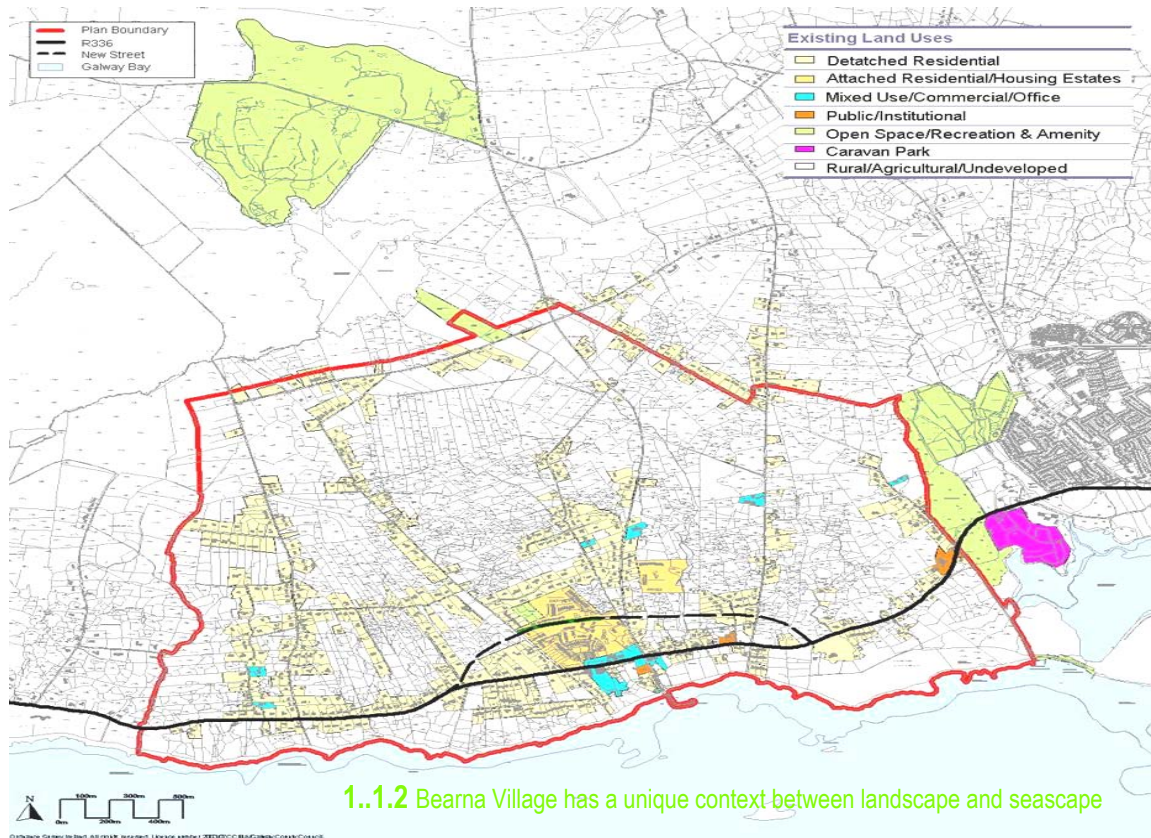
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1.0 Introduction



1.0.1 'soft edge' considering the relationship between building and landscape enhances the image and place-making



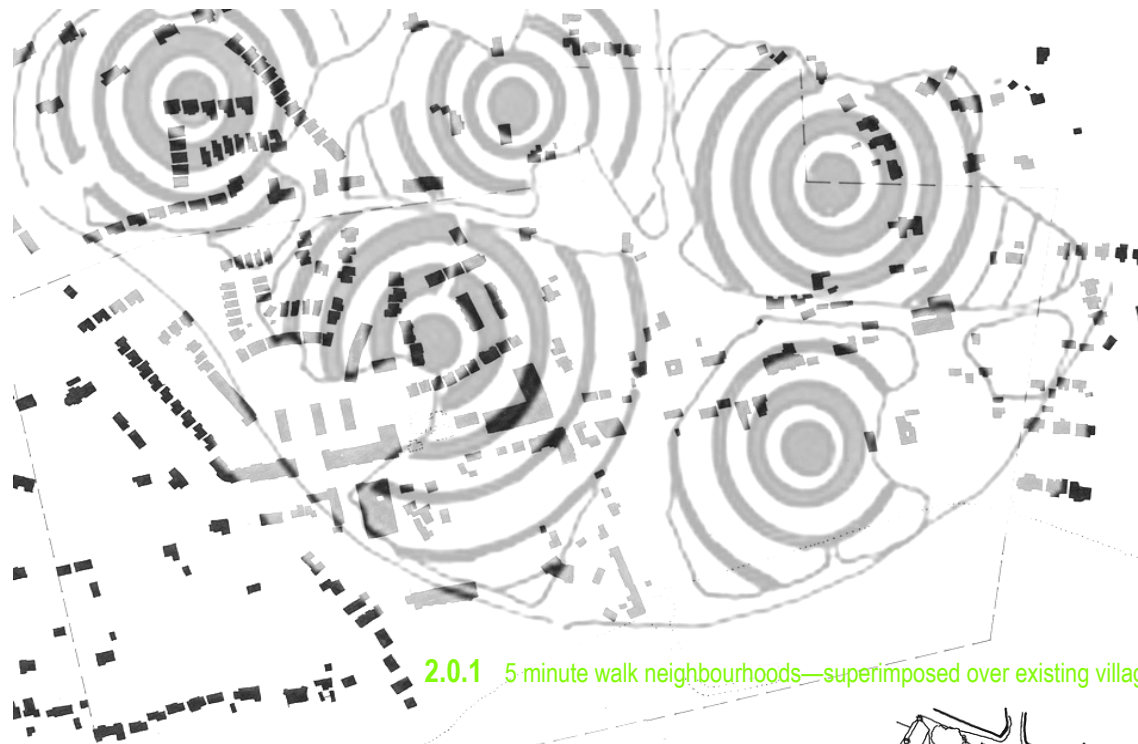
Vision :

This is not a high density proposal but more a human scale intensive strategy. It attempts to insure organisation of the development lands in a coordinated way and take advantage of the opportunities afforded by consideration of the area as a whole, rather than incremental additions to sub-urban sprawl. It intends to identify a hierarchy to the development which means that the community can identify and understand the development pattern for a sustainable future. All non-residential uses are intended to provide public street edges, thus avoiding the traditional setbacks seen along town edge / suburban developments, with a vast parking area to the front creating a poor quality public realm and loss of enclosure.

Aims :

- All development quantum and density guidelines are identified in the Local Area Plan and should be read in conjunction with this document.
- It is described in the Local Area Plan how the lands are to be delivered contingent on the provision of proper community and physical infrastructure.
- This document sets out to illustrate further the statutory aims of the Local Area Plan. Through a series of illustrative layouts and images this document hopes to guide the delivery of these lands for the common good.

2.0 Urban Design Principles



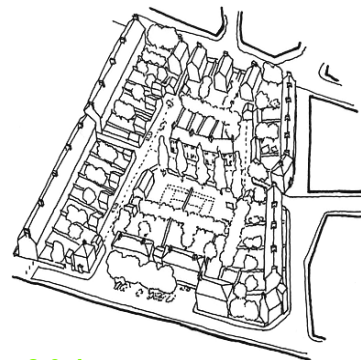
2.0.1 5 minute walk neighbourhoods—superimposed over existing village



2.0.2 Central node creates a greater dependence on car transport for local services.



2.0.3 Polycentric nodes of 5 minute walks - a model for sustainable development.



2.0.4 compact neighbourhood

A Sense of Place

The aim is to create a new place that has a coherent identity, character and a sense of community and is not just another mis-match of anonymous housing estates.

The strategy envisioned here, has been to consider an approach which subdivides the area into a series of neighbourhoods, based on the acceptable walking distance for a pedestrian to access their local needs. This allows every inhabitant to be no more than 5 minutes walk away from the centre. The objective being to make it convenient and desirable to get about freely - after all humans are inherently lazy.

The main public spaces and associated commercial / public buildings are arranged around these neighbourhood nodes. Residential and local employment buildings are arranged along secondary public spaces interconnected with a series of pedestrian friendly routes with additional access for vehicles and servicing. A main distributor road crosses through the area as part of the overall movement network for Bearna and has been integrated to service these neighbourhoods.

The area also has a series of small rivulets which are part of a complex watercourse network which have been integrated as a potential natural feature to provide a pedestrian 'greenway'.

2.1 Urban Design Principles



2.1 The need for long-term spatial connectivity - knitting the fabric of Bearna Village

Contextual appraisal

A number of features were identified within the study area that were of sufficient importance to feed into the overall public realm / landscape strategy as follows :

Figure / Ground

This study illustrates the existing low intensification of the village core to the west while the area to the east of pier road has very little development. Consolidating the village core will provide a long-term sustainable solution to meet the needs of this vibrant village while maintaining some sense of place. This study allowed a greater focus to the lands to the east and north of pier road.

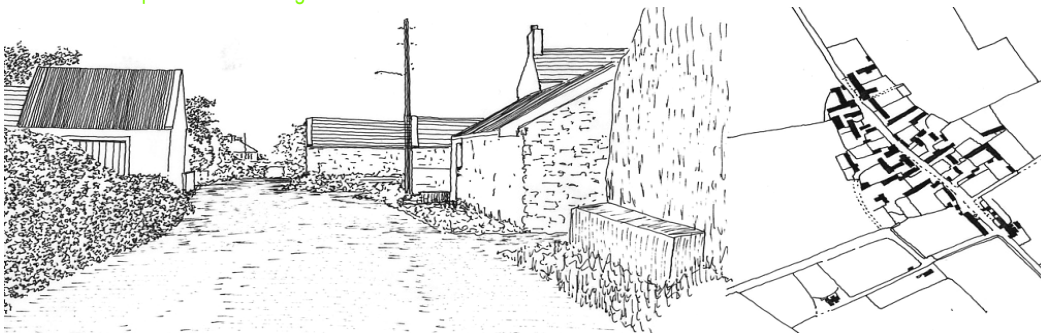
Knitting the Village Fabric

The success of any development intervention within the existing village will be how well it connects to existing public space / facilities but also how well it provides for future connections. In this way the long-term spatial connectivity is one of an open and legible public realm that enhances the existing village and its amenity for all citizens.

2.2 Urban Design Principles



2.2.1 Concept sketch - 'making connections'



2.2.2 Village Clachans provide a historical precedent

Contextual appraisal

A number of features were identified within the study area that were of sufficient importance to feed into the overall public realm / landscape strategy as follows :

The landform :

- Gently undulating contours with a gradual decline towards Galway Bay create a unique context.
- Varied topography and character provide a valuable design resource to make a positive contribution towards the public realm and reinforce the areas local identity.

Environment :

- Sustainable principles such as passive solar gain and protection from south-westerly winds.

Process :

- Development of soft landscape boundary conditions
- Development of sections for streets based on height to width ratios for our latitude.
- Development of housing typologies and their appropriateness to site.
- Develop contextual palette of materials , thresholds and soft landscaping data.

2.3 Urban Design Principles



2.3.1. Study of existing movement hierarchy - need for greater connectivity



2.3.2 A study of potential views revealed a distinctive 'grain' pattern informing the spatial framework

Contextual appraisal

A number of features were identified within the study area that were of sufficient importance to feed into the overall public realm / landscape strategy as follows :

Movement

- A movement hierarchy is layered to make a pattern of connectivity in relation to vehicles, pedestrians, linkages within the village fabric and the open space network.

Views

- Utilising natural contours as vistas to strengthen views towards Galway Bay and provide visual breaks to otherwise monotonous streetscapes.
- Identify locations for parks and community uses that feed into main street activities insuring social activity.



2.3.3. Views to Galway Bay—provide a unique opportunity for place-making

2.4 Urban Design Principles



2.4.1 The need for long-term spatial connectivity - knitting the fabric of Bearna Village - indicative only

Contextual appraisal

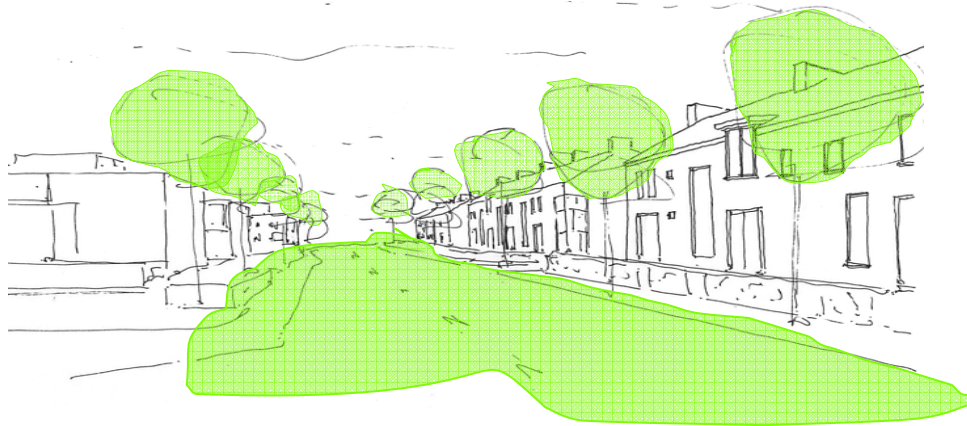
Spatial Framework

Homes are laid out using block typologies with the new buildings arranged along the edge of the block structure, therefore defining the new streets in a traditional if somewhat contemporary version of the clachan, leaving a hollow centre to each block that can be used much like a traditional mews to provide necessary parking and servicing away from the public streetscape.

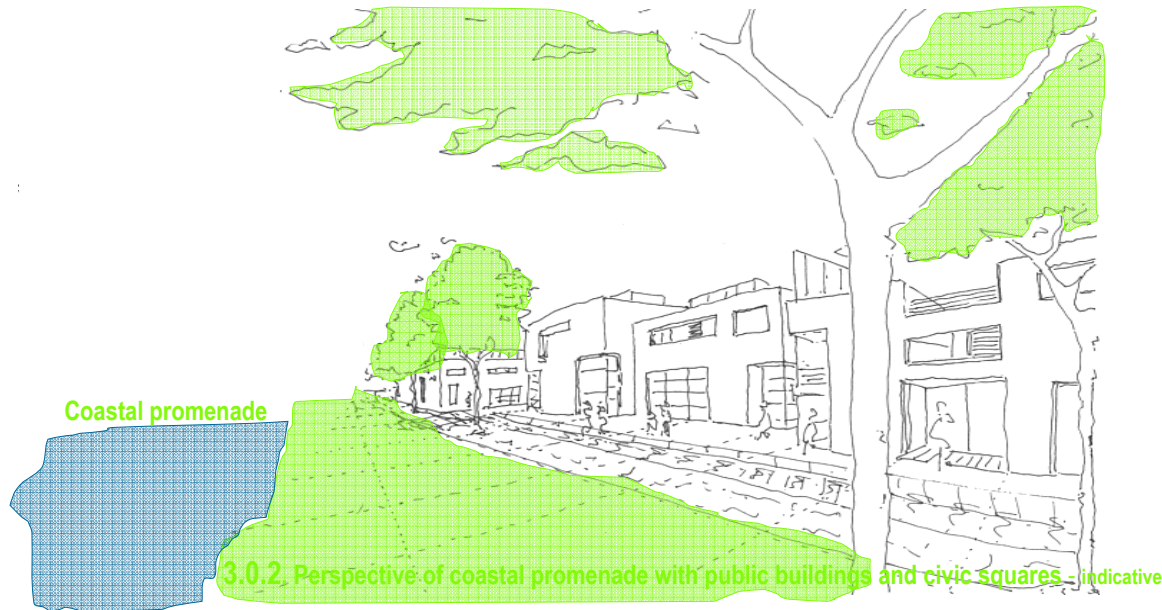
The streets themselves are designed to accommodate highway safety criteria for vehicles and pedestrians alike. Visibility lines, stopping distances and junction splays as well as car-parking requirements are considered as part of the overall vision. These requirements need to be successfully integrated to ensure no loss of the character and sense of place.

3.0 Village Centre

A new street



3.0.1. Perspective of new street - indicative only



3.0.2. Perspective of coastal promenade with public buildings and civic squares - indicative

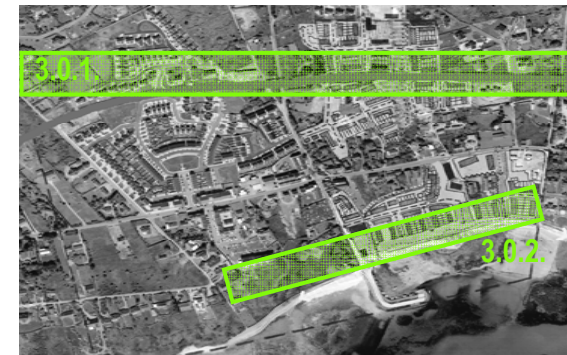
Creating a Public Realm - a future footprint

A New Street

The proposed inner relief road offers a unique opportunity to provide the necessary infrastructure for the provisions of a new street. This study considers the idea of creating a new street with vibrant activity to enhance the public realm. Buildings should therefore form the edge to define the street and their proximity and height to width will give a sense of spatial enclosure. It is also important to consider the hard and soft landscaping by introducing trees to soften the street environment while civic squares provide a welcome relief from traffic and an opportunity to create a sense of place and community.

A Coastal Promenade

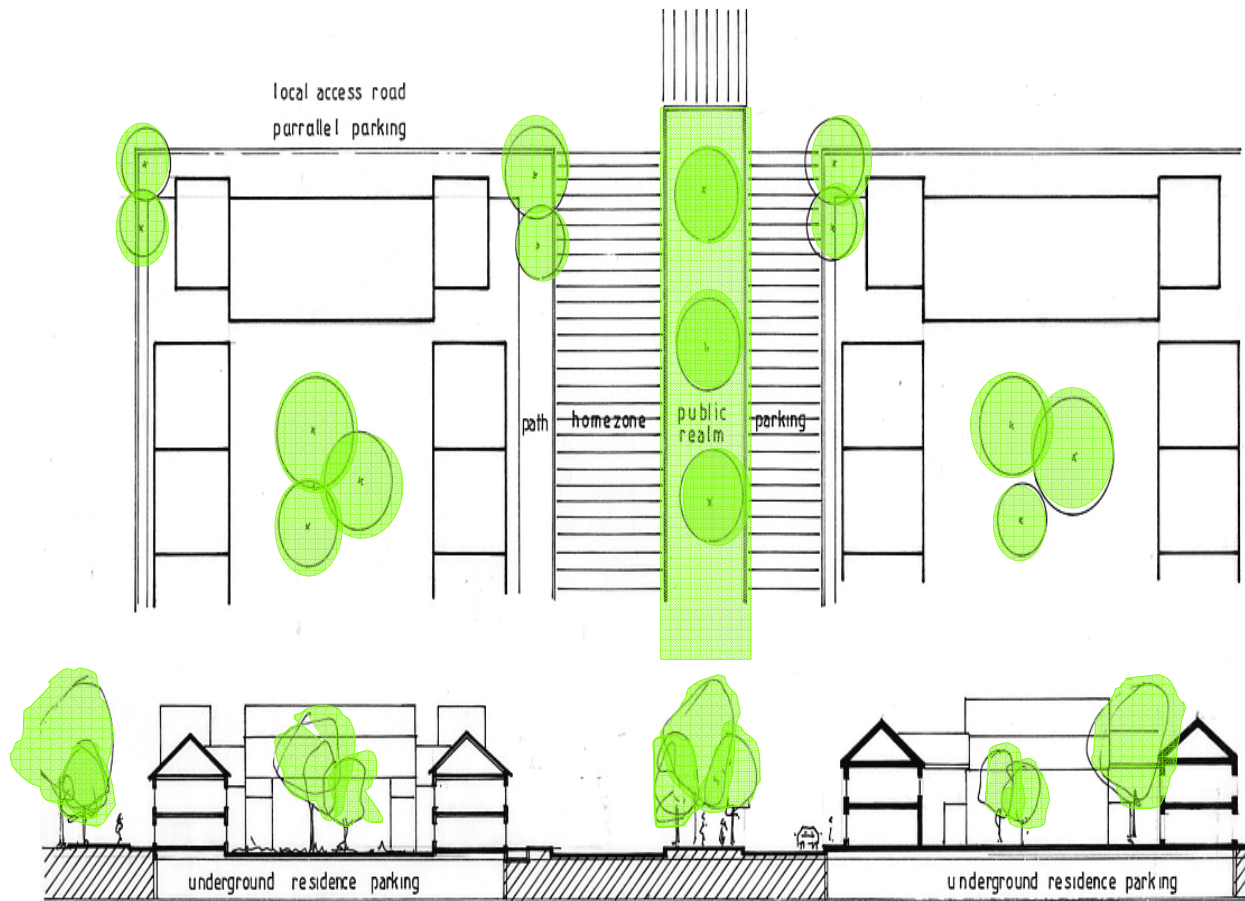
Bearna is located adjacent to Galway Bay and has the potential for a public coastal promenade. Such a distinctive edge represents a unique opportunity in its potential to provide an amenity to the village, a high quality civic space and vibrant public use. A key aspect to any such proposal is the need to provide distinctive public buildings.



A new street

Coastal promenade

4.0 Street Typologies - public - private



4.0.1. Buildings forming the street edge and private open space - resulting in a distinctive spatial experience

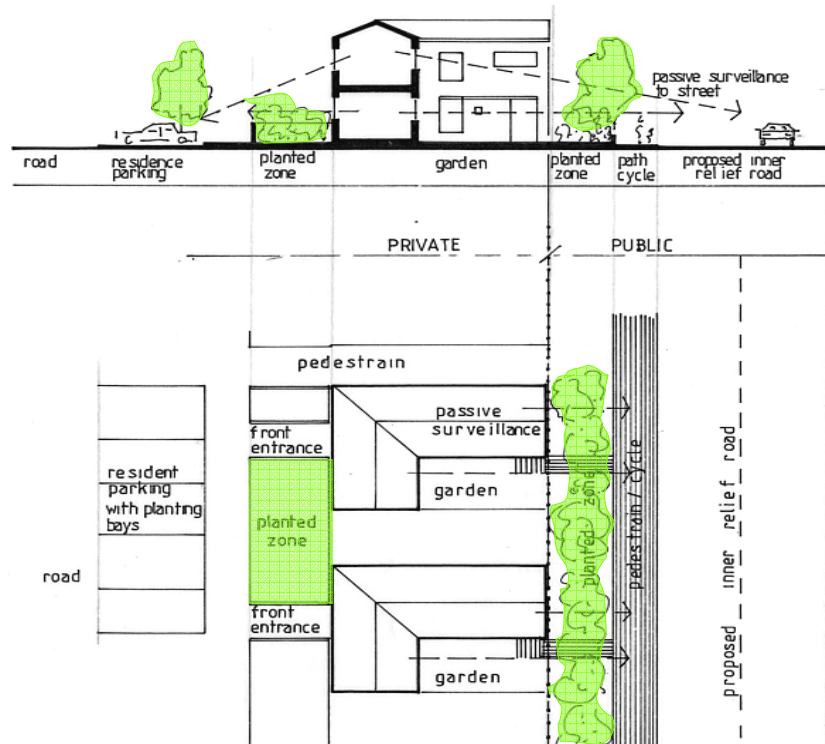
Life between buildings -

To be able to move about easily and confidently, to be able to linger in a village and buildings, to be able to take pleasure in spaces, buildings and village life, and to be able to meet and get together with other people - informally or in more organised fashion—these are fundamental to a good village and buildings projects.

The importance of these requirements cannot be overestimated. They are modest demands that aim for a better and more useful framework for everyday activities. On the other hand, a good physical framework for life between buildings and for community activities is, in all circumstances, a valuable, independent quality and perhaps a beginning.

The residential area, the village, and the public spaces—from the community centre to the main square—form a possible physical framework for satisfying a number of these requirements.

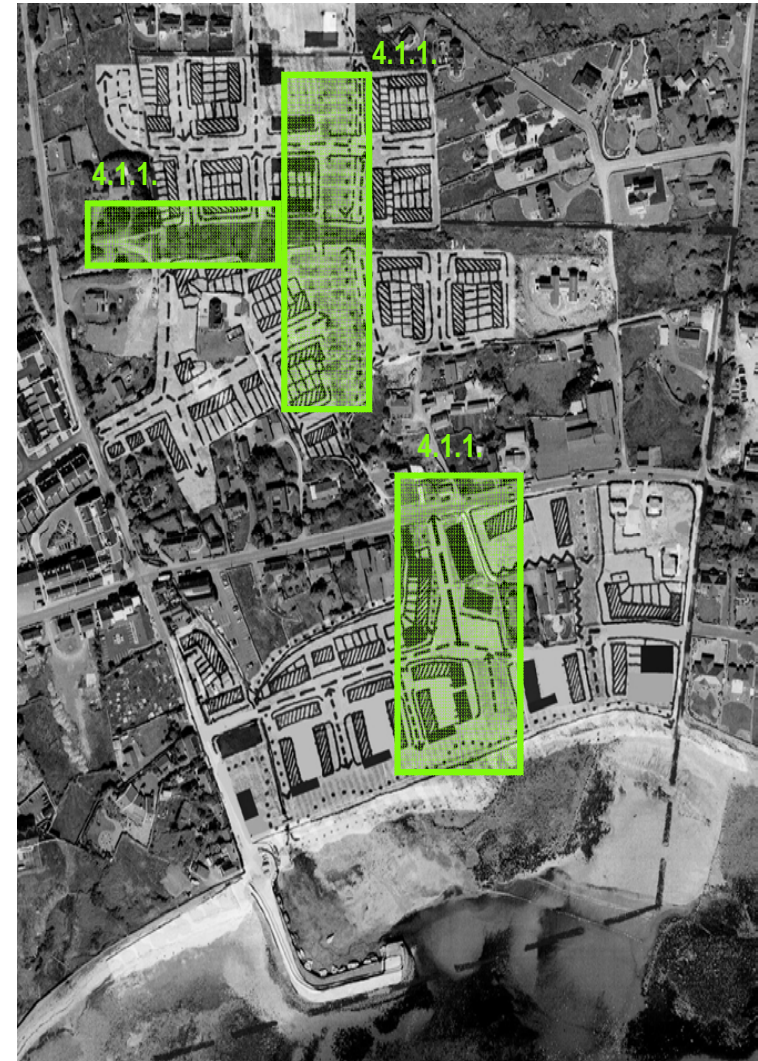
4.1 Street Typologies - public and private space



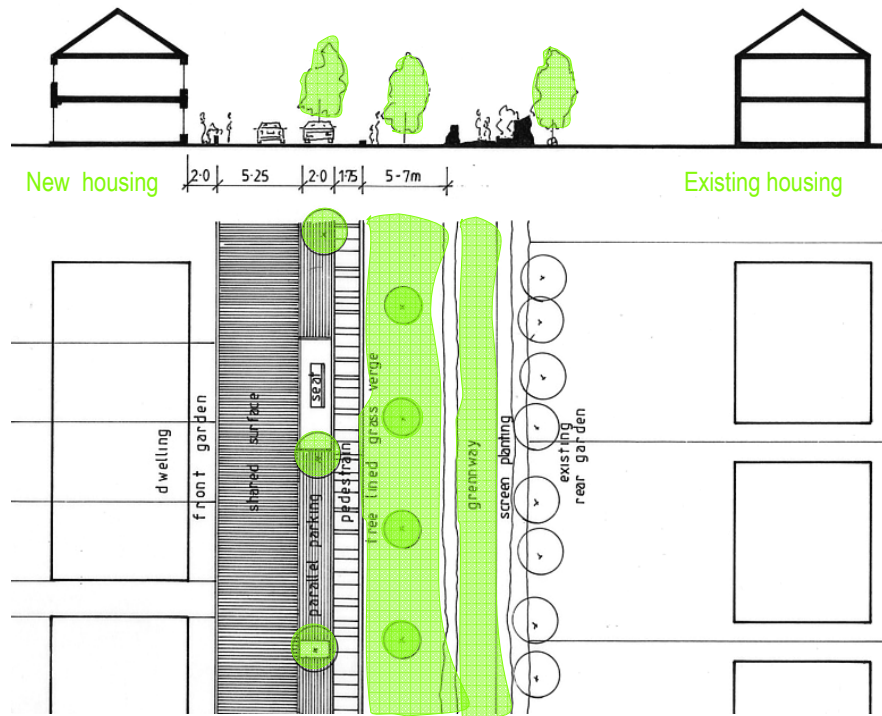
4.1.1. plan of new street - indicative only

Public and private space

Design which explores building typology will offer unique opportunities in providing individuals with a sense of privacy while enhancing the quality of the public realm with their distinctive designs. It is important to consider orientation and the effects of building enclosure, privacy and the need for a quality public realm. Successful schemes will enhance the streetscape by avoiding generic and monotonous design and contribute to the notion of memorable places which is key in the concept of place-making.



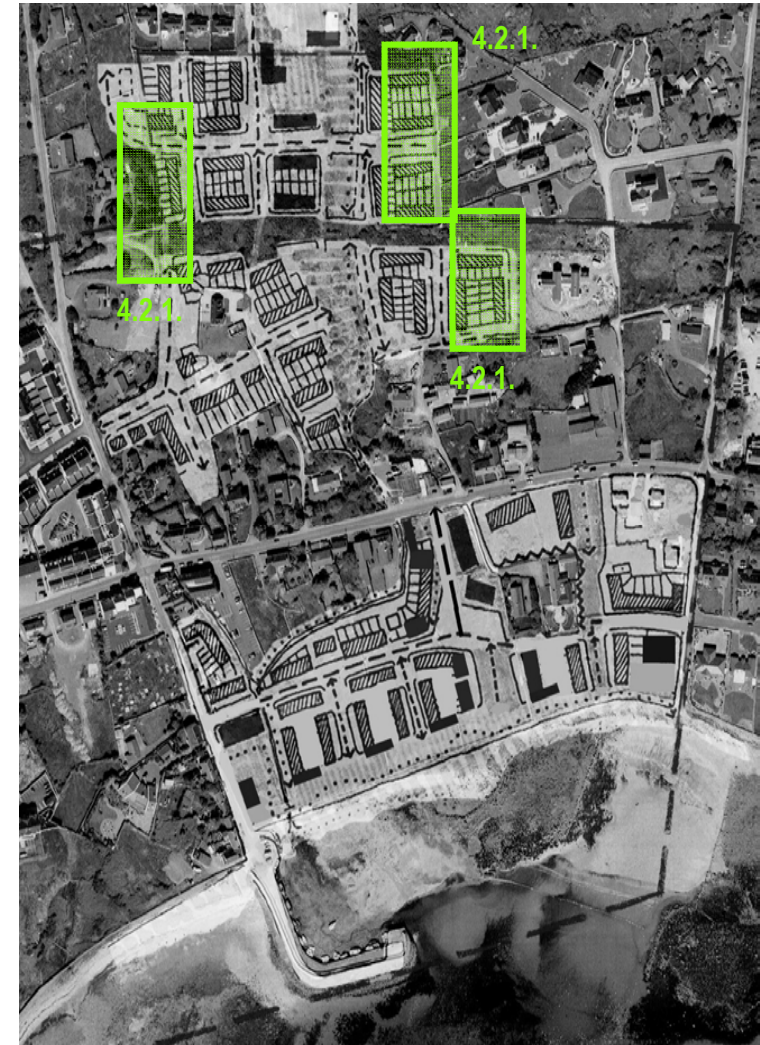
4.2 Street Typologies - front to back



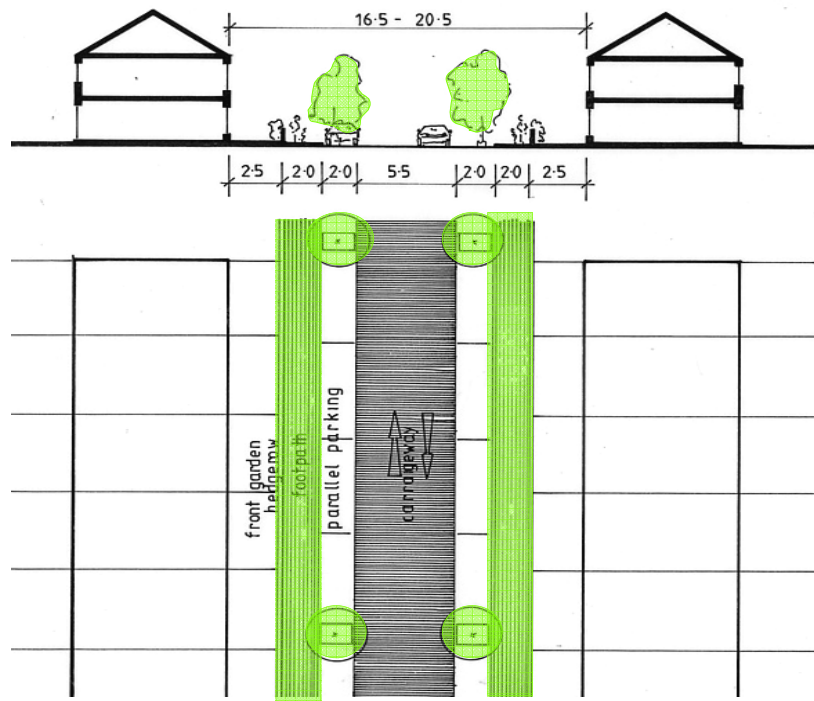
4.2.1. plan of new street - indicative only

Front to back

Such scenarios should be avoided in new layouts, but where there is no other alternatives it is important to consider issues of privacy with those of passive surveillance. Such schemes will require sensitive landscaping so as to provide a 'soft edge'. Introducing indigenous planting will enhance local amenity while maintaining privacy and will provide a natural boundary along public open spaces. Avoid high blockwork boundary walls as they create a hostile, negative and poor amenity.



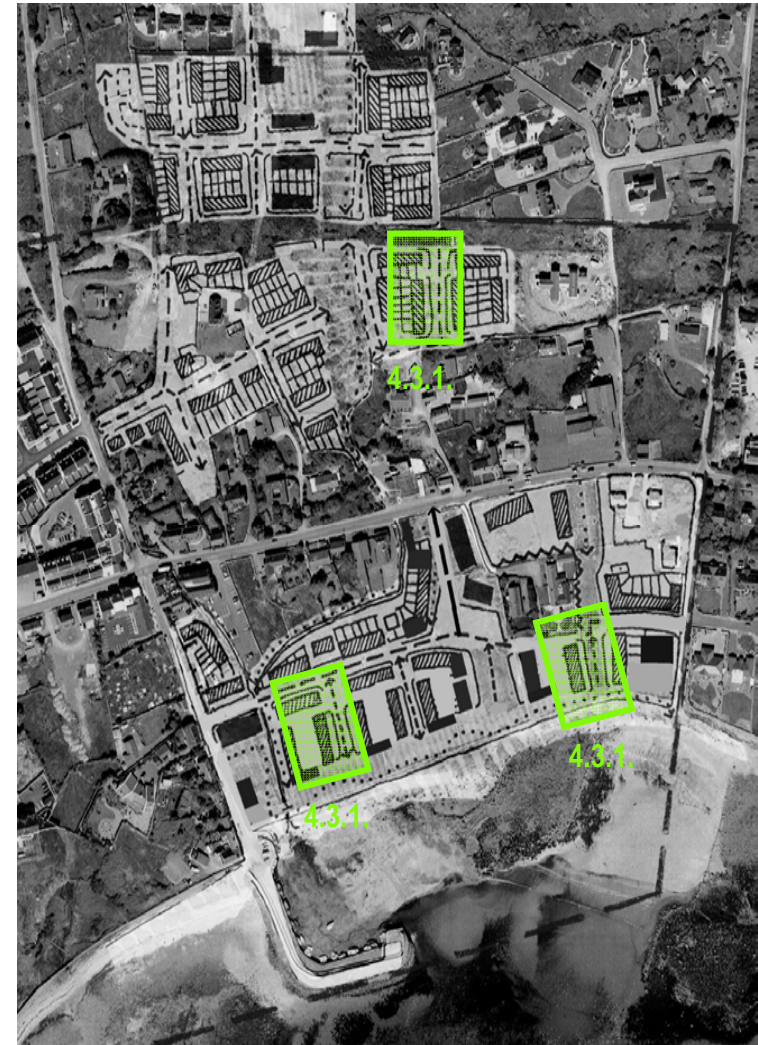
4.3 Street Typologies - local access



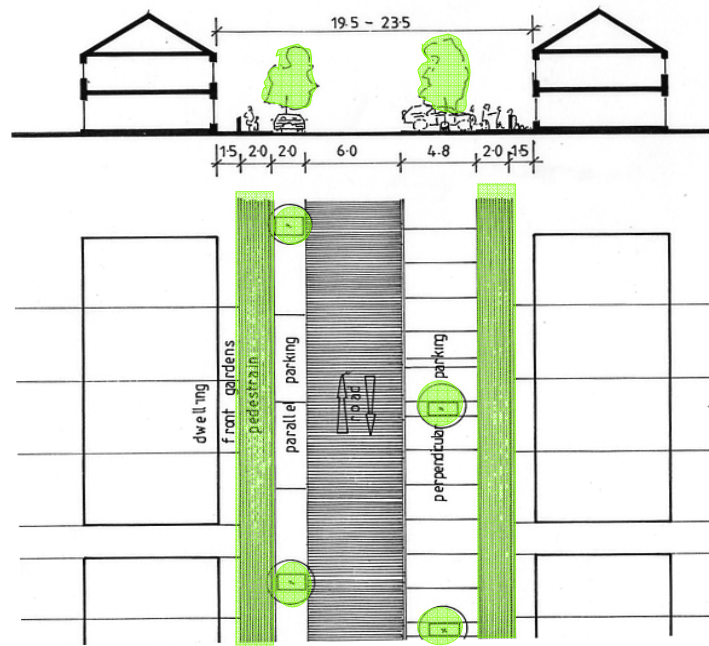
4.3.1. plan of new street - indicative only

Local access

It is important when considering a hierarchy of street types to consider the relationship between the width of the street and the height of the buildings fronting onto the street. This will create a distinct spatial enclosure and determine the quality of the residential amenity. It is equally important to consider the public realm in terms of both hard and soft landscaping. Creating textural patterns with paving defines specific territories and the use of trees and hedgerows creates a soft edge and enhances amenity.



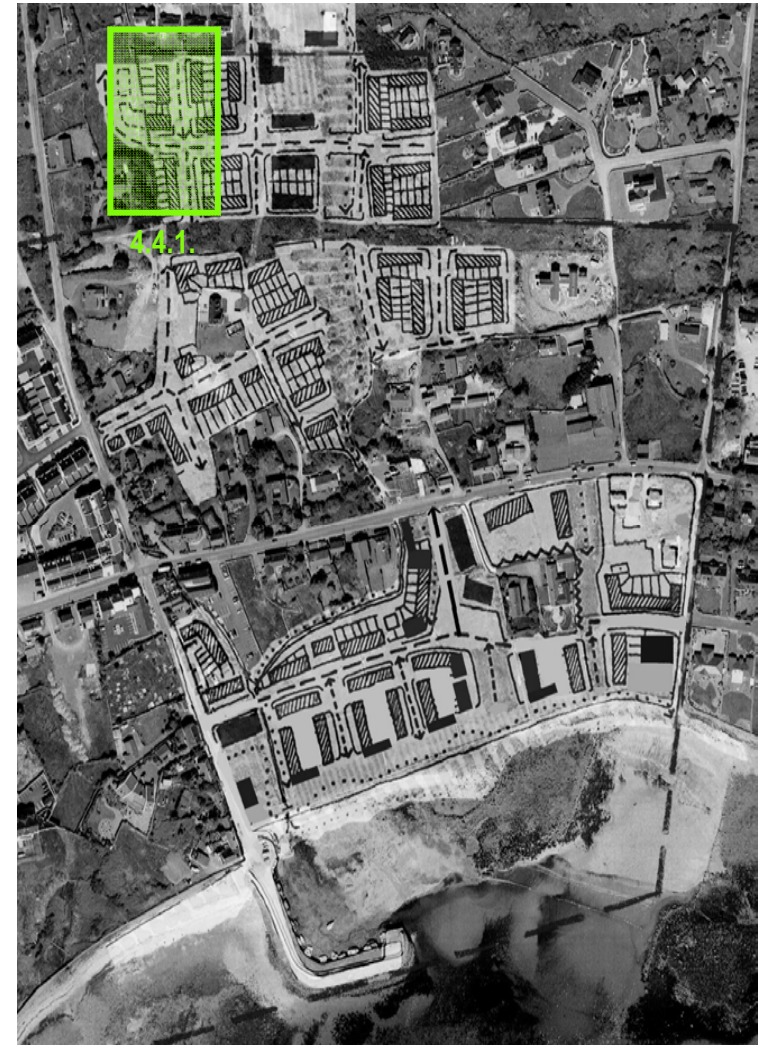
4.4 Street Typologies - local distributor type 1



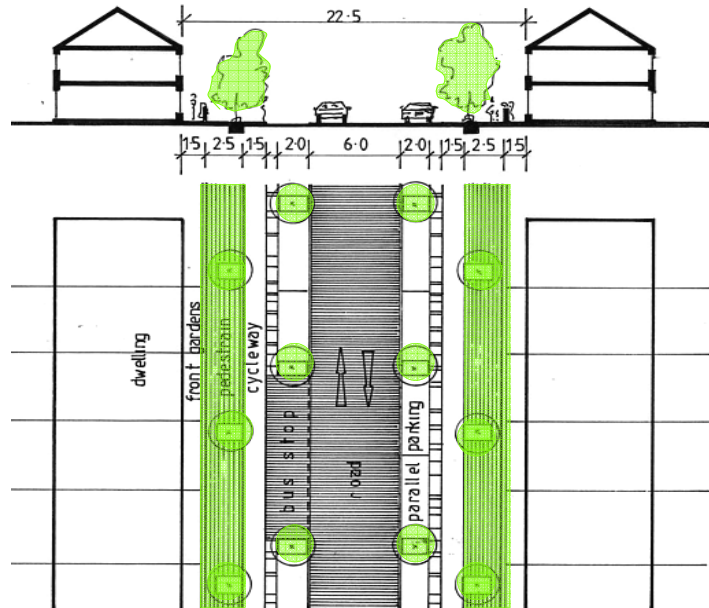
4.4.1. plan of new street - indicative only

Local Distributor Type 1

Weather people move about on foot or in cars and weather cars, when used, are parked 5, 100, or 200 metres from the front door are determining factors regarding activities and opportunities for neighbours to meet one another. The farther away from the doors the cars are parked, the more will happen in an area in question, because slow traffic means lively places. It is therefore important to balance the need for permeability with that of residential amenity by establishing a hierarchy of street typologies for both pedestrian and vehicle movement.



4.5 Street Typologies - local distributor type 2



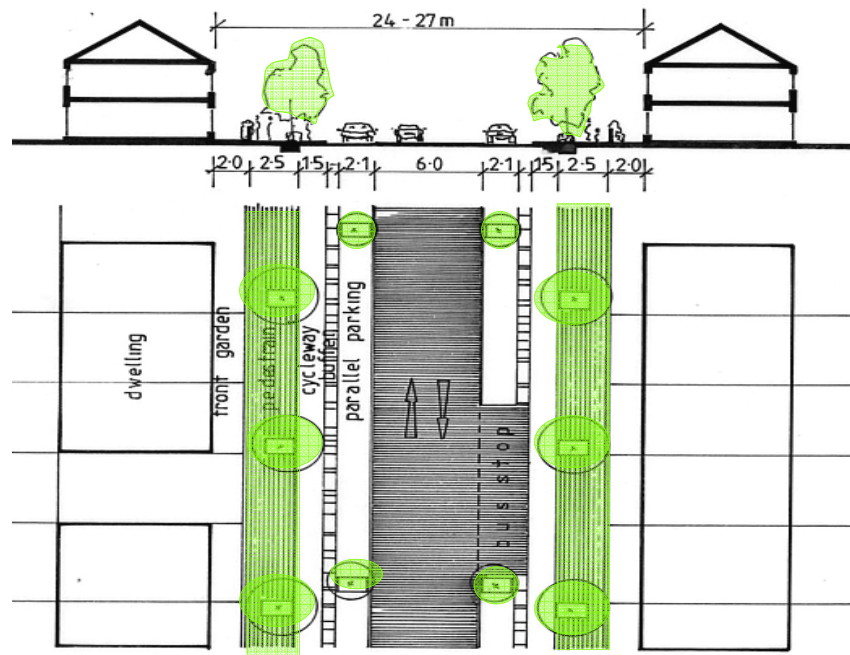
4.5.1. plan of new street - indicative only

Local Distributor Type 2

Whether people move about on foot or in cars and whether cars, when used, are parked 5, 100, or 200 metres from the front door are determining factors regarding activities and opportunities for neighbours to meet one another. The farther away from the doors the cars are parked, the more will happen in an area in question, because slow traffic means lively places. It is therefore important to balance the need for permeability with that of residential amenity by establishing a hierarchy of street typologies for both pedestrian and vehicle movement.



4.6 Street Typologies - local distributor type 3 A NEW VILLAGE STREET



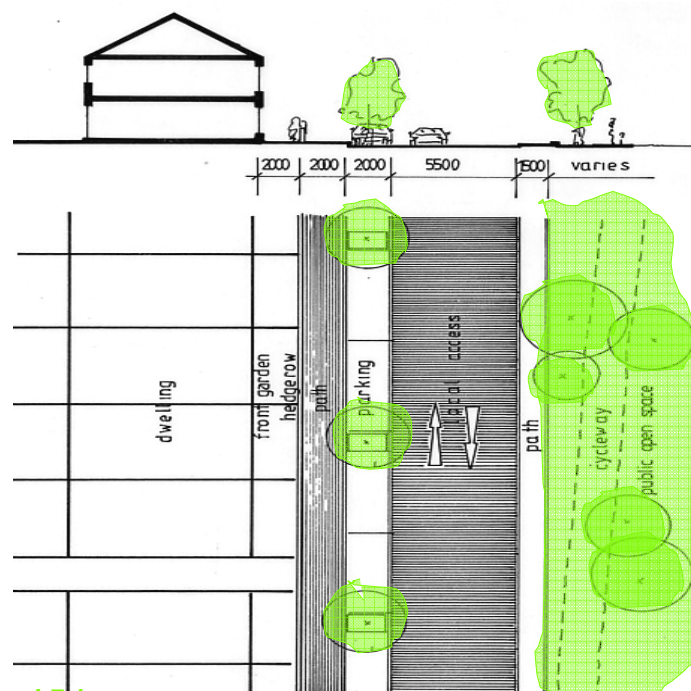
4.6.1. plan of new street - indicative only

Local Distributor Type 3

Weather people move about on foot or in cars and weather cars, when used, are parked 5, 100, or 200 metres from the front door are determining factors regarding activities and opportunities for neighbours to meet one another. The farther away from the doors the cars are parked, the more will happen in an area in question, because slow traffic means lively places. It is therefore important to balance the need for permeability with that of residential amenity by establishing a hierarchy of street typologies for both pedestrian and vehicle movement.



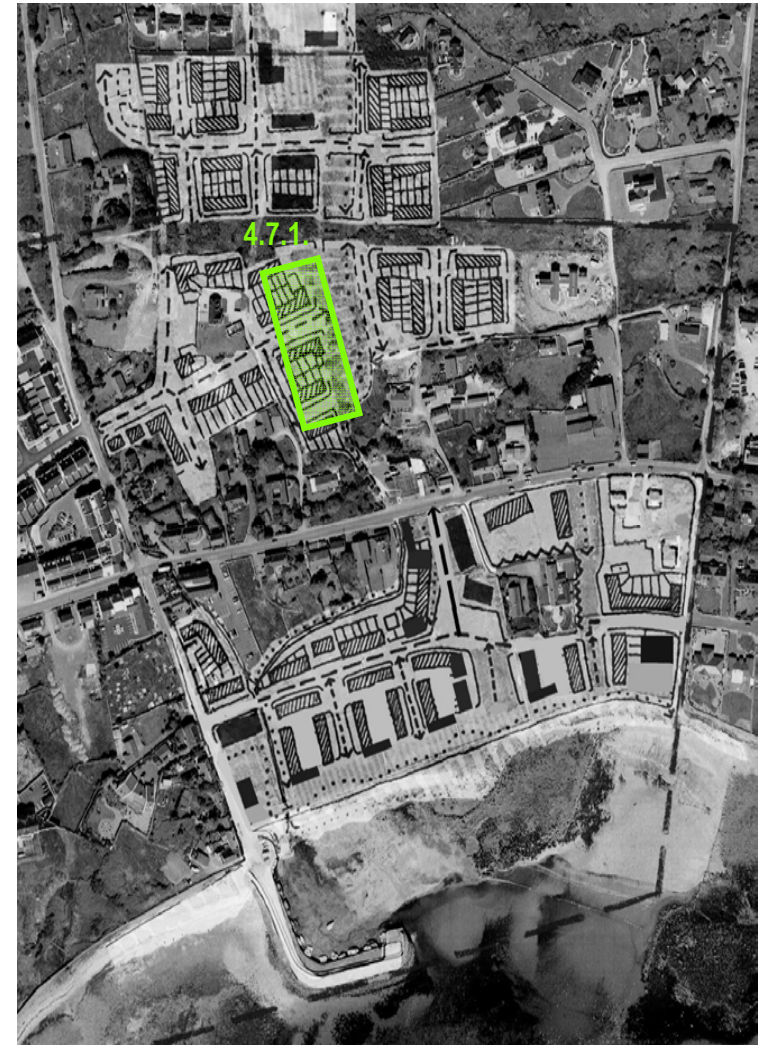
4.7 Street Typologies - local distributor type 4



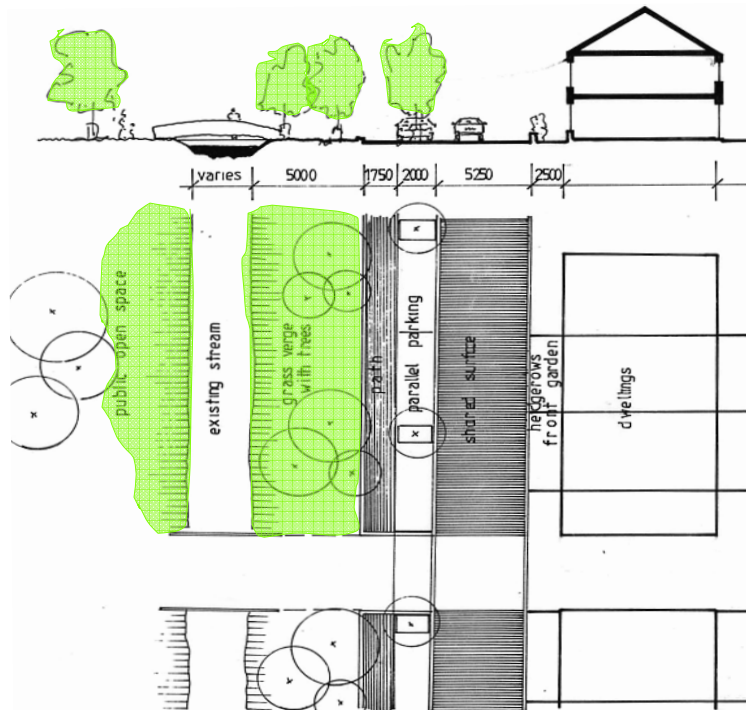
4.7.1. plan of new street - indicative only

Local Distributor Type 4

Whether people move about on foot or in cars and whether cars, when used, are parked 5, 100, or 200 metres from the front door are determining factors regarding activities and opportunities for neighbours to meet one another. The farther away from the doors the cars are parked, the more will happen in an area in question, because slow traffic means lively places. It is therefore important to balance the need for permeability with that of residential amenity by establishing a hierarchy of street typologies for both pedestrian and vehicle movement.



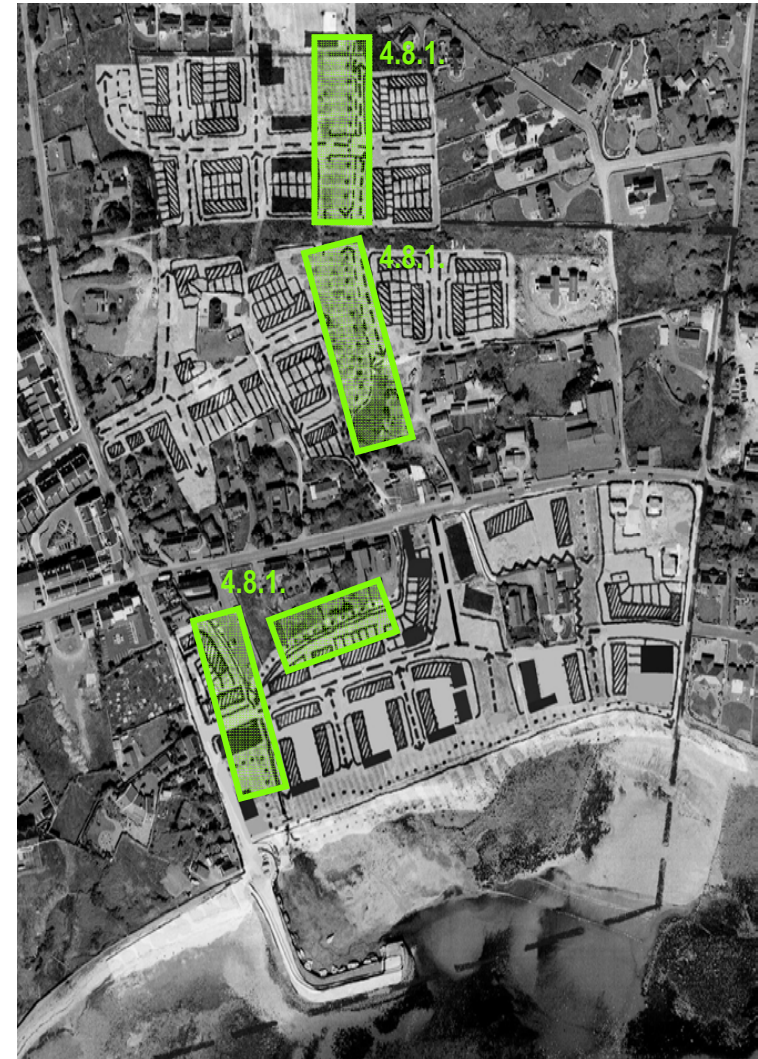
4.8 Street Typologies - fronting a linear park



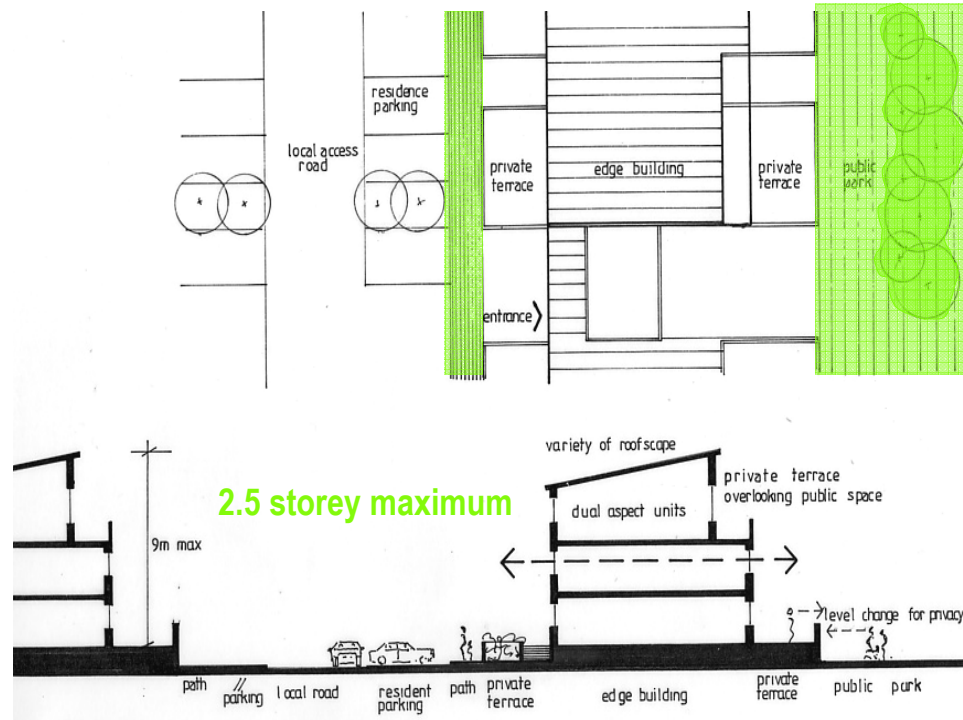
4.8.1. plan of new street - indicative only

Fronting a Linear Park

When considering the front aspect of residential units it is important to design a soft landscape strategy. This will provide a consistent boundary edge treatment and unify the network of open spaces. It is vital to create inviting spaces along a linear park for local residents and the public in general. Another consideration is the integration of discrete parking and areas to provide refuse collection. Planting native deciduous trees encourages an important micro-climate and the possibility of a shaded retreat on a summer day.



4.9 Street Typologies - dual aspect



4.9.1. plan of new street - indicative only

Dual aspect

Where buildings have a relationship to both a streetscape and public realm, it is important to consider the dual aspect of such buildings. Buildings which relate to both sides provide a vital 'eyes on the street' which discourages anti-social behaviour. Dual aspect layouts provide the inhabitants with a dynamic interior with light from two sources while the public realm benefits from passive surveillance.

