



Fig 18.- Church Ruin Adjacent To Site



Fig 19.- Church Of The Assumption



Fig 21.- An Boreen Bradach walking trail

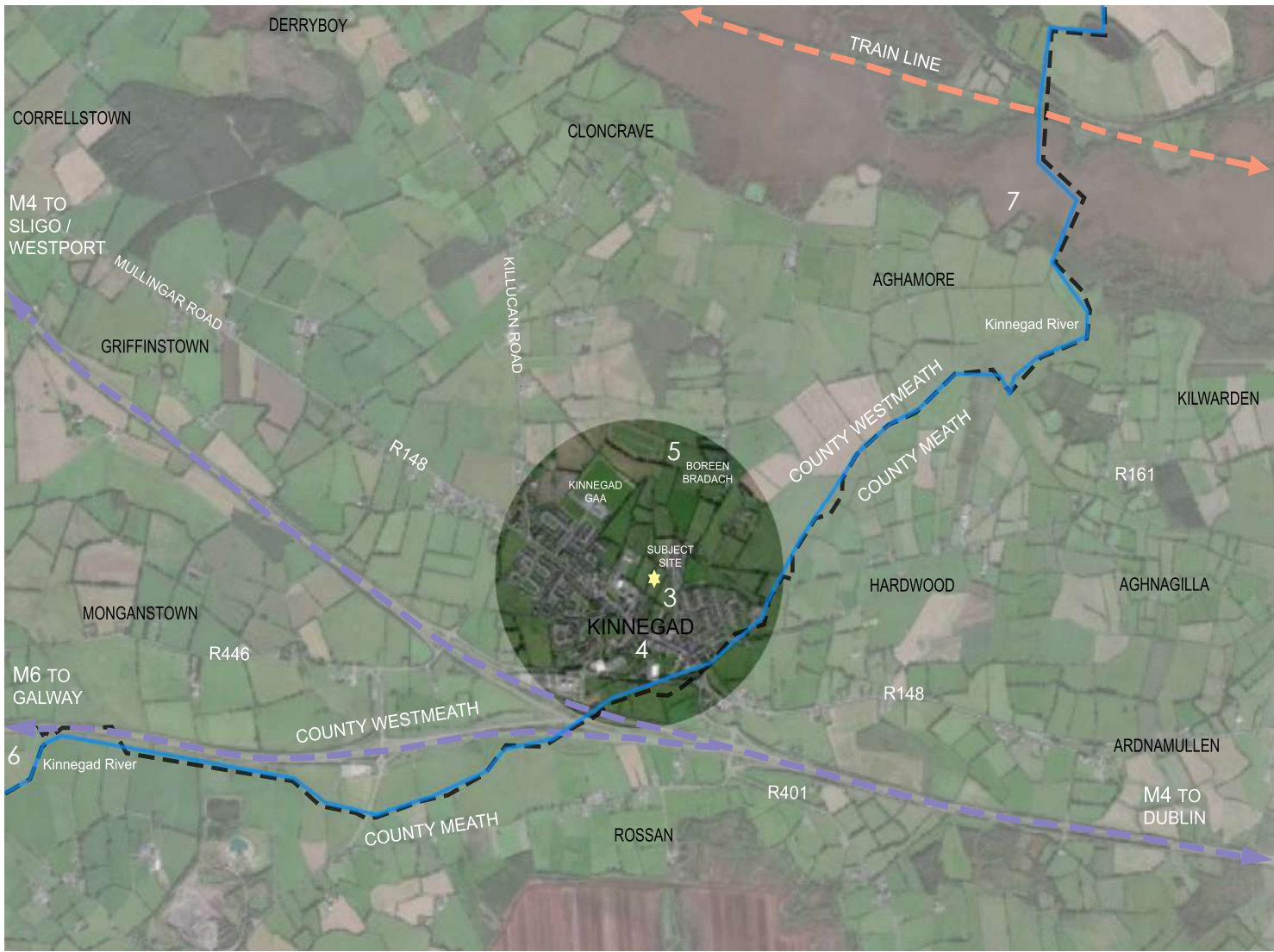


Fig 20.- Extract Map From “ Google Maps” 2024 Showing Connectivity To Wider Transport Network



Fig 22.- Rattin Castle



Fig 23.- Mount Hevey Bog

3.1.2 PLANNING HISTORY

We note that a detailed analysis of the planning history and context is set out in the Planning Documents prepared by MCG Planning Consultants. Summarized below are the key planning steps and dates in which meetings were held with W.M.C.C.:

LRD-AS.247 pre-planning consultation meeting was held with Westmeath County Council on the 21st August 2024. A Stage 2 LRD meeting was held with Westmeath County Council on the 17th December 2024. The design strategy for the site has remained broadly consistent over the pre-planning process but we note the urban design solution has evolved to reflect the feedback from the Local Authority.





Fig 24.- Site Analysis, Constraints &amp; Strategy Diagram



### 3.2 SITE ANALYSIS, CONSTRAINTS AND DESIGN STRATEGY

The subject site forms a large parcel of land designated for development as part of the Westmeath County Development Plan and will serve as a significant driver in delivery of some key objectives within Kinnegad.

The site offers key pedestrian links to the Boreen Bradach to the east and for potential pedestrian routes through back to the main street in Kinnegad. Currently along the eastern boundary there is an existing hedgerow with no public footpath to allow for connections/permeability to the estate to the north. This allows for the potential of creating a street-scape along the Boreen Bradach and the introduction of a public footpath improving permeability along this access road.

Further north of this we have the residential scheme of Bun Daire, where we have housing cells that back onto our subject site, this will need to be addressed in a sensitive matter to ensure there is no overlooking and no negative impact on the existing residents. We also have additional lands to the north which is zoned community/educational which may need to be accessed in the future, this will need to be considered to avoid these parcel of lands becoming landlocked.

To the west we have we have St. Etchen's National School which offers the potential of creating east west permeability through the site for the proposed scheme and the existing residential schemes adjacent to the site to create a potential future link into the school to avoid all pedestrian traffic needing to move through the main street of Kinnegad.

To the south we have commercial and residential schemes which also provides the possibility of creating future links to the amenities and local restaurants and shops. We have overhead cables on the southern boundary also which will need to be addressed to allow deal with the boundary backing onto these developments.

Within the site we have a number of hedgerows and trees of which allows for the possibility of retaining a portion of these and working them into our potential open space locations.

Following Stage I & Stage II Meetings with the council, we would see the key urban design considerations informing this portion of the study area are as follows and has informed our design:

- Create a strong frontage along the Boreen Bradach link road
- Create strong pedestrian links between Boreen Bradach and the proposed development through the location of public open spaces and possible linkages allowing for pedestrian permeability throughout the site and reinforcing the connectivity the subject site can offer
- Provision of a creche facility and consideration around its position and parking.
- Consider the materials and finishes in existing surrounding developments to maintain or improve the level of design previously established.
- Active frontage and passive surveillance to all open spaces and green links.



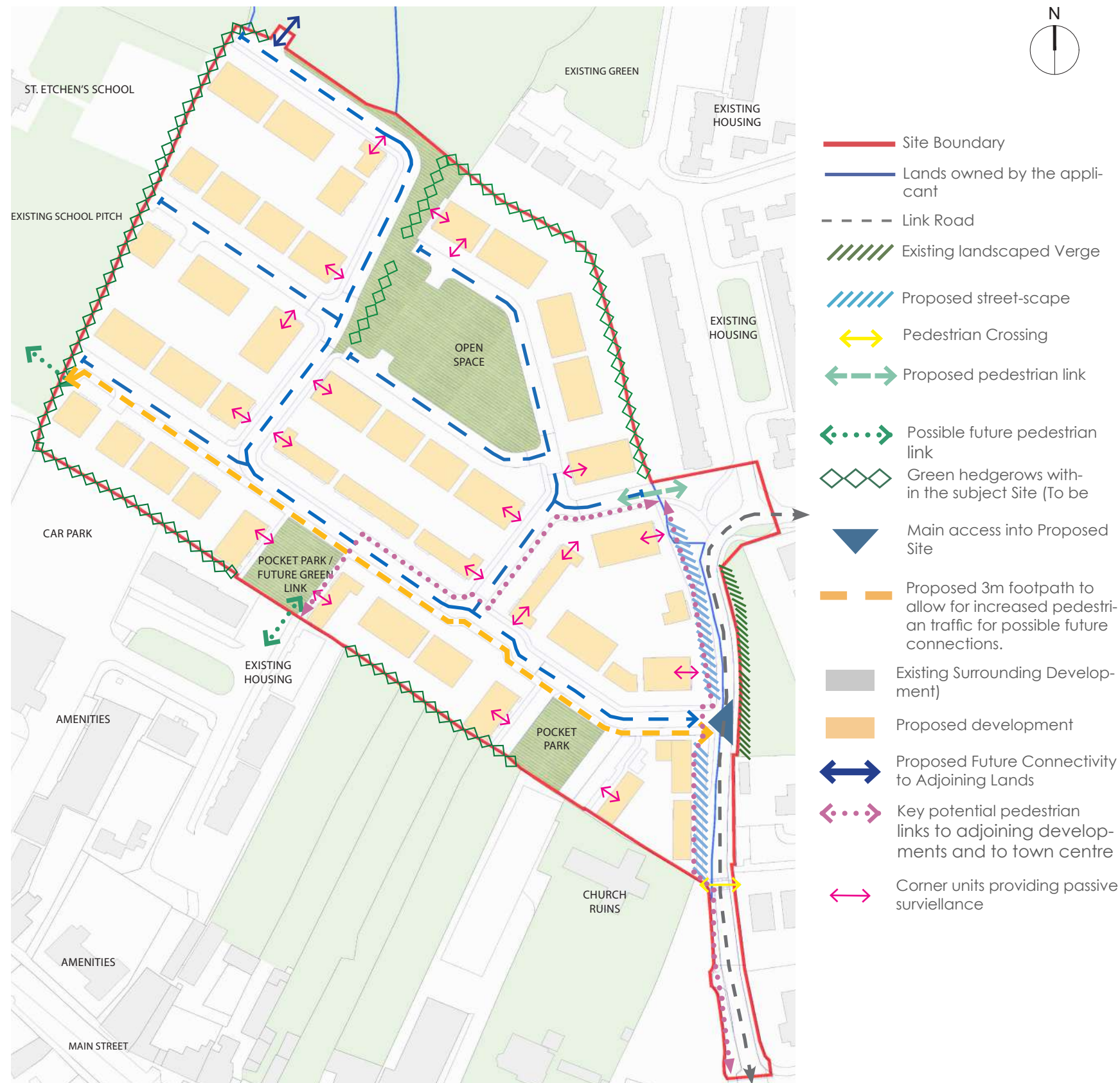


Fig 25.- Site Layout, Amenity &amp; Permeability Diagram

### 3.3 LAYOUT, ASPECT AND AMENITY

The design approach for the scheme forming part of this application has been prepared as a direct response to the existing context, physical characteristics of the land, site constraints and feedback from the Section 247 & Stage II meetings. It is considered that the lands provide an opportunity to deliver a high quality housing development which will respect the amenity of existing residential neighborhoods and which will enhance the existing amenities, through the provision of a strong pedestrian links and diverse public open spaces.

A total of 129 no. Residential units are proposed: 2 no. 1-beds, 11 no. 2-beds, 97 no. 3-beds & 19 no. 4-beds. The proposed development consists of 8 housing cells / clusters surrounding open spaces:

The layout which emerged from the design development process in response to the site constraints have created the opportunity to develop a fluid layout in terms of footprint of the housing clusters. The housing cell arrangement is designed to create public open spaces which interact with the units but also with the adjoining developments by creating pedestrian links and future potential links. The orientation of cell 1 and 8 are such to create a street frontage long the Boreen Bradach link road in contrast to the development to the east to improve the street-scape.

The proposal endeavors to enhance the interaction with current context to the East by providing a new footpath which will link into the exiting footpaths to the north and south of the subject site, and provide possible future connectivity to the West & South. In all instances the amenity of existing residents is respected by providing separation distances which are proportionate to the compact settlement guidelines proposed and orientating the units to eliminate any direct overlooking.

A single vehicular access is proposed from the Boreen Bradach link road. A new section of public footpath and pedestrian crossing connecting back into the exiting public footpath infrastructure is proposed along with a 3m footpath along the main access road within the scheme to allow for increased permeability through the site from the adjoining developments for a possible future connection to the school located west of the subject site..

The internal access road is designed to promote more social / intimate home-zones branching off to reduce traffic throughout the scheme. These set down and universal parking associated with the creche is proposed to be located within the subject site to avoid traffic congestion on the main link road.

The main open space is of different character and exposure, providing an appropriate space to serve various purposes, from offering recreational opportunities to enhancing the visual appeal, promoting environmental sustainability.

Two smaller open spaces / green link are proposed also to ensure spaces are easily reachable for all residents, including those with disabilities. Possible future link to the amenities to the south between cell 2 & 3 is proposed at this location to connect into the existing footpath infrastructure that runs directly up the boundary of the adjoining estate.

We submit that the proposed development has had appropriate regard to each of these criteria and seek to create a vibrant neighborhood by applying a strong emphasis on placemaking, pedestrian connectivity and on the provision of high quality residential amenity.





Fig 26.- Proposed Site Layout Plan - Please Refer To Drawing No. 1002 - Site Layout Plan



GENERAL NOTES

THIS DRAWING TO BE READ IN CONJUNCTION WITH LANDSCAPE ARCHITECT'S DRAWINGS, CONSULTANT ENGINEER'S DRAWINGS AND SPECIFICATIONS AND LANDSCAPE ARCHITECT'S DRAWINGS AND SPECIFICATIONS.

APPLICATION SITE BOUNDARY OUTLINED IN RED  
4.279Ha - 4279m<sup>2</sup>

Map Series | Map Sheets  
1:2,500 | 2979-B  
1:2,500 | 2979-D  
1:2,500 | 2980-A  
1:2,500 | 2980-C

Reproduced under Licence No. CYAL50447856

Copyright Ordnance Survey Ireland.

Schedule of Accommodation

Creche

Houses

19 x 4 bed - two storey

97 x 3 bed - two storey

11 x 2 bed - two storey

2 x 1 bed - single storey

129 x total houses

Percentage breakdown:

19 x 4 bed = 14.72%

97 x 3 bed = 75.21%

11 x 2 bed = 8.52%

2 x 1 bed = 1.55%

Net site area = 3.774 ha = 37,743m<sup>2</sup>

Open Space

Total Public Open Space = 4910m<sup>2</sup> (13.0% of overall site area)

(Public Open Space 1) = 3499m<sup>2</sup>

(Public Open Space 2) = 789m<sup>2</sup>

(Public Open Space 3) = 622m<sup>2</sup>

Net density = 34.18 unit/ha

Fig 27.- Site Plan Legend

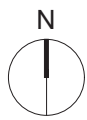


Fig 28.- Generated CGI Image Of Proposed Scheme





Fig 29.- Building Heights Diagram



### 3.4 BUILT FORM AND BUILDING HEIGHT

The strategy for the development outlined above in terms of built form and building heights are crucial components of urban design and architecture, influencing the spatial, aesthetic, and functional qualities of the built environment so to ensure that the proposed pattern of the development sits comfortably within the confines of the site.

The concentration of predominately two storey dwellings and their physical characteristics and arrangement of dwellings and spaces within the subject site, collectively shape the urban environment in context with its surrounding developments.

The housing clusters, lower building heights and unit type placement affect how people move through and interact within the subject site can create a more intimate, pedestrian-friendly environment. The height of buildings relate to the width of streets and surrounding structures to maintain visual harmony.

A low-rise built form with a uniform height fosters a cohesive character which within the context of its surroundings fits well within this subject site, levels and ridge heights of units are varied to create slight variance of elevations and visuals throughout the site.

The design concept for the western boundary of the site fronting onto the Boreen Bradach link road is designed to future strengthen the street-scape and provide further passive surveillance along Boreen Bradach.

We note that the heights proposed are broadly in line with the other local and existing development and that the proposed heights are both justifiable and appropriate for the character of the future residential and retail developments in the vicinity, particularly when considered in the context of the

- Site Boundary
- Lands owned by the applicant
- 1 Storey
- 2 Storey



Fig 30.- Context Elevation E-E - Refer To Drawing 1022 - Contextual Elevations Sheet 1 of 2





Fig 31.- Massing Model Looking North-West



Fig 32.- Massing Model Looking South-West



Fig 33.- Massing Model Looking South-East



Fig 34.- Massing Model Looking North-East



Fig 35.- Context Elevation A-A - Refer To Drawing 1022 - Contextual Elevations Sheet 1 of 2

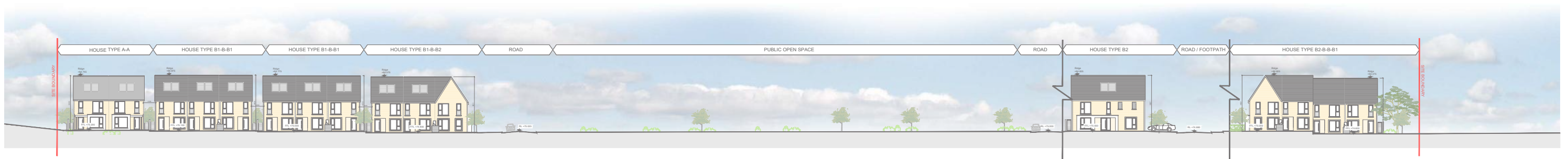


Fig 36.- Context Elevation D-D- Refer To Drawing 1023 - Contextual Elevations Sheet 2 of 2





Fig 37.- Extract From Landscape Architects Masterplan





### 3.6 MATERIALS & FINISHES

The existing context of the adjacent residential developments to the east in Riverside Lawns & Kingsbury are characterized mainly by Red Brick, with wider areas of render & dry dash. Bun Daire located to the east and north is characterized mainly by dark brick plinths, and render. This new proposed development, located south-west of Bun Daire is seen as an opportunity to create a stronger character area with key architectural features defining the subject site of development within the immediate context.

The proposal for this residential development is to provide a high-quality built edge along the main roads using high quality materials and a sensitive response along the perimeter. The refined palette together with the strategic landscape strategy gives the development a calm and elegant appearance.

As illustrated in the images, the elevations are contemporary composition and the massing of the housing cells is proportioned by the strategic use of selected brick as predominant material in the scheme, with render in a selected colour and metal canopies providing relief in the facade.

Large windows with consistent cill and head heights gives the fenestration a coherent appearance creating continuity throughout the scheme. Dark colored window frames and metal canopies create contrast with the lighter selected materials. A coherent architectural language is created across the scheme through the use of repeating elements (materials, window types, balcony treatments, etc.).

Side and rear elevations areas are finished in a light coloured render for improved daylighting and there is an extensive landscape plan for the pocket parks and green link areas incorporating areas of hard and soft landscaping and dedicated play areas located within the larger open space areas.

Footpaths and routeways around the houses to the front are paved and incidental areas of planting and landscaping enliven the ground plane with generous defensible planting zones throughout the scheme, particularly along the dual aspect units located on the corners of cells.

As with the public realm areas, the proposed dwellings will be finished to a high standard of materials suitable for the context/location of the scheme.





Fig 38.- Alternative House Type C1 - Key Plan Locations

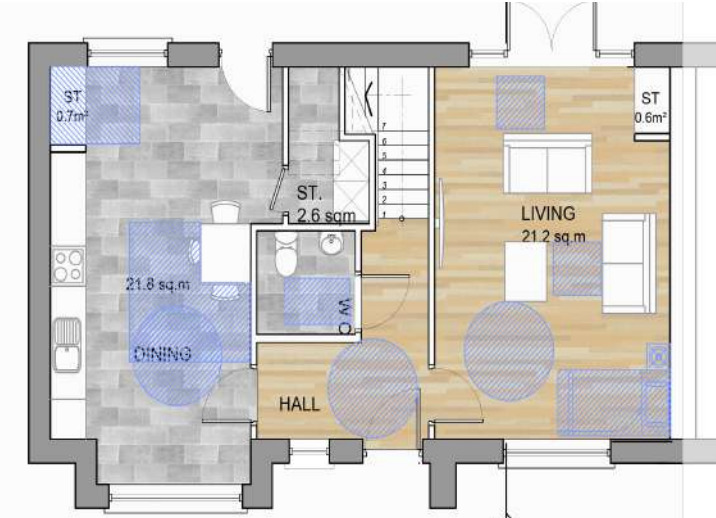
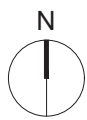


Fig 39.- Alternative House Type C1 - Ground Floor Plan



Fig 40.- Alternative House Type C1 - First Floor Plan



### 3.7 HOUSING QUALITY ASSESSMENT

The scheme has been designed with due regard to the Guidelines for Planning Authorities on Sustainable Residential Development and Compact Settlements, Quality Housing for Sustainable Communities and Westmeath Coco. Development Plan 2021-2027.

A number of dwellings have also been designed with due regard to the principles of universal design, including the 'Building for Everyone' publications. All dwelling units are Part M accessible and are provided with one parking space and one visitor space which combined will serve as universal parking. A total of 7 no Universal Design Units are proposed throughout the development.

House types C1 & C3 are proposed to cater for multiple occupancy requirements. Three Beds (5 person), units are proposed. This will allow for necessary space for homeowners. 25% of the units are dual aspect and the majority of units are sized to be 15% larger than the minimum space standards. All ground floor layouts have a minimum height of 2.5m. All upper floor layouts shall have a minimum height of 2.4m.

The units are designed with 'open plan' layouts. The open plan units allow an efficient use of space and help to maximize daylight penetration within the unit improving residential amenity.

Storage is provided within each of the units as indicated on the drawings. Minimum storage areas of 6 sq.m for three bed units are proposed. These areas consist of a mixture of dedicated utility/storerooms and open shelving.

Each dwelling has a rear garden area accessed from the main living space & kitchen. The minimum areas provided are 50sq.m for all three bed dwellings.

The dwellings are generally designed in an efficient plan format balancing the ratio between floor area and external wall which allows for an efficient and sustainable layout while also creating an efficient thermal envelope.

The dwellings will be constructed to building regulation standards delivering a high level of energy efficiency use in line with Part L's near zero energy target.

PROJECT: RESIDENTIAL DEVELOPMENT - KINNEGAD																
HOUSING QUALITY ASSESSMENT																
SUMMARY RESIDENTIAL - 2025.03.19																
UNIT TYPE	DESCRIPTION	QUANTITY	GIA sq.m	HEIGHT	No Beds	BEDSPACES	Agg. LIVING sq.m	BED 1 sq.m	BED 2 sq.m	BED 3 sq.m	BED 4 sq.m	AGG. BED sq.m	ASPECT (Single, Dual, Triple)	STORAGE	PRIVATE AMMENITY SPACES sq.m	TOTAL UNIT SQ.M
HOUSES																
A	4-bed Semi-detached	11	133.30	2-storey	4	6	46.50	13.00	10.20	8.60	11.50	43.30	triple	3.9 + attic	min 60sq.m	1466.3
A1	4-bed Semi-detached	1	133.30	2-storey	4	6	52.40	13.00	10.20	8.60	11.50	43.30	triple	4.0 + attic	min 60sq.m	133.3
B	3-bed Mid-terrace	43	115.30	2-storey	3	5	38.50	14.90	12.00	7.20	-	34.10	dual	4.7 + attic	min 50sq.m	4957.9
B1	3-bed End of terrace / Semi-D	37	115.30	2-storey	3	5	38.40	14.90	12.00	7.20	-	34.10	dual	3.8 + attic	min 50sq.m	4266.1
B2	3-bed End of terrace	7	117.60	2-storey	3	5	45.30	14.90	12.00	7.20	-	34.10	dual	3.8 + attic	min 50sq.m	823.2
C	3-bed Mid-terrace	2	118.20	2-storey	3	5	42.60	13.60	7.30	12.50	-	33.40	dual	4.8 + attic	min 50sq.m	236.4
C1	3-bed End of terrace / Semi-D	4	127.40	2-storey	3	5	42.60	13.10	7.30	12.50	-	32.90	dual	5.1 + attic	min 50sq.m	509.6
C2	3-bed Semi-detached	1	127.40	2-storey	3	5	42.60	13.10	7.20	11.90	-	32.20	dual	5.1 + attic	min 50sq.m	127.4
C3	3-bed Semi-detached	2	128.60	2-storey	3	5	50.00	14.80	7.30	14.10	-	36.20	dual	4.0 + attic	min 50sq.m	257.2
D	4-bed Semi-D/End of terrace	3	143.20	2-storey	4	7	55.90	13.70	7.30	11.70	11.80	44.50	triple	4.7 + attic	min 60sq.m	429.6
D1	4-bed Detached	2	142.90	2-storey	4	7	55.90	13.70	7.30	11.70	11.80	44.50	triple	4.7 + attic	min 60sq.m	285.8
D2	4-bed Semi-detached	2	155.30	2-storey	4	7	62.10	14.20	7.90	13.40	13.00	48.50	triple	5.3 + attic	min 60sq.m	310.6
E	2-bed Mid terrace	5	85.50	2-storey	2	4	32.30	13.90	11.60	-	-	25.50	dual	4.4 + attic	min 40sq.m	427.5
E1	2-bed End of terrace	4	89.40	2-storey	2	4	33.80	14.50	12.20	-	-	26.70	dual	4.8 + attic	min 40sq.m	357.6
E2	2-bed End of terrace	2	89.40	2-storey	2	4	34.40	14.50	12.20	-	-	26.70	dual	4.8 + attic	min 40sq.m	178.8
F	3-bed Detached	1	123.80	2-storey	3	5	43.80	13.90	13.40	8.40	-	35.70	dual	4.6 + attic	min 60sq.m	123.8
G	1-bed semi-detached	2	57.70	1-storey	1	2	26.10	15.90	-	-	-	15.90	dual	2.3 + attic	min 60sq.m	115.4
Total		129														15006.5

Fig 41.- Housing Quality Assessment



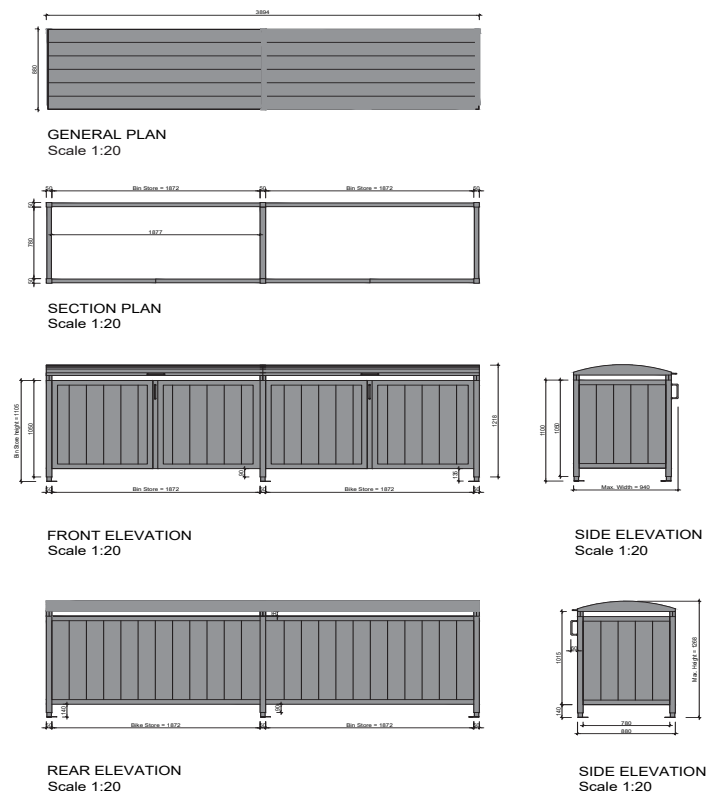


Fig 42.- Typical Insert for Brick Bin/Bike Store Enclosures



Fig 43.- Typical Bin-Bike Stores &amp; Cycle Visitor Parking

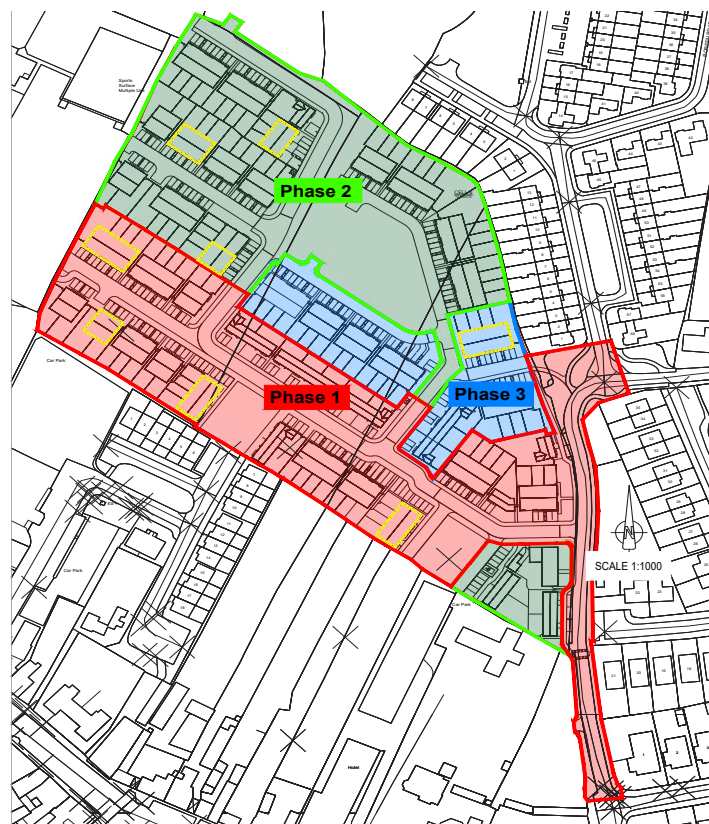


Fig 44.- Part V Unit Locations &amp; Schedule

## Unit type and Location Key

## Part V Units Outlined

**Phase 1 - 14 Part V Units Provided:**  
 8 x 2 Bed (House Types E1-E-E2) - Unit No.'s 5, 6, 7, 8, 18, 19, 20, 21  
 4 x 3 Bed (House Types B1-B-B1) - Unit No.'s 37, 38, 39, 40  
 2 x 4 Bed (House Types A) - Unit No.'s 27, 28

**Phase 2 - 8 Part V Units Provided**  
 3 x 2 Bed (House Types E1-E-E1) - Unit No.'s 70, 71, 72  
 5 x 3 Bed (House Types B1-B & B1-B-B1) - Unit No.'s 47, 48 & 57, 58, 59

**Phase 3 - 4 Part V Units Provided**  
 4 x 3 Bed (House Types B2-B-B1) - Unit No.'s 89, 90, 91, 92

## 3.8 CAR &amp; BICYCLE PARKING

A total of 263 no. parking spaces are proposed on site of which 256 no. parking spaces are located on-curtilage or off street for all dwellings. The overall figure includes: 4 spaces allocated for creches set down including 1 Universal space, and 3 staff parking spaces. All dwellings will be provided with EV charging units. This provides a ratio of 2 parking spaces per dwelling in contrast to the requirement of 1 space as set out in the development plan. As such no visitor parking is proposed as visitor parking can be provided on-curtilage of each dwelling.

A total of 330 bicycle parking spaces are proposed in the scheme. 2 no. spaces per dwelling will be provided in secure bike storage facilities for residents of the terraced units to the front. A further 64 no. spaces being provided on surface for visitor parking located throughout the scheme in close proximity to the open spaces while 8 spaces will be provided for creche staff to the rear of the building.

For the residents, a ratio of 2 per dwelling as a minimum is provided as outlined in the guidelines for Planning Authorities, Sustainable and Compact Settlements SPPR4 - Cycle Parking and Storage. A ratio of 1 per 2 dwellings is applied to the visitor parking.

## 3.9 BIN STORAGE &amp; PLANT

It is proposed that all dwellings will be served by bin stores to the rear of dwellings with side access and to the front of the mid-terraced units. All bin stores will accommodate three bin storage outlined in the Westmeath County Development Plan 2021-2027.

The waste collection scheme associated with the creche shall be managed, by the operators agents. Plant-rooms associated with the creche will be located on the ground floor.

## 3.10 DRAINAGE

Please refer to the drawings and documents provided by ORS Building Consultants for more information on the Drainage and SuDs proposal for the development.

## 3.11 MANAGEMENT COMPANY

It is proposed that the entire development will remain under the management of an OMC.

## 3.12 PART V

A total of 129 units are proposed in the development which would result in a Part V obligation of 26 units. In the event of a planning permission grant, the developers shall liaise with the local authority's housing department to agree the details and the preferred location for these units. Please refer to the Part V section which outlines this provision in MCG Planning Report.

Please refer to MCORM drawings-KIN-PH01-XX-00-DR-MCORM-AR-1003-1004 for locations proposed.





Fig 45.- Generated CGI Image Of Proposed Scheme



Fig 46.- Generated CGI Image Of Proposed Scheme

### 3. CONCLUSION

In developing the design proposal for Kinnegad, MCORM Architecture and Urban Design and the multi-disciplinary design team have endeavored to apply best practice urban design to the distinct characteristics of the subject site.

We respectfully submit that the scheme presented will positively respond to its context and carefully integrate within the town of Kinnegad. The proposal, if granted, will complete the Consolidation Zoned lands, which we anticipate will create a vibrant and inclusive community in the area. Our design seeks to respect the existing characteristics of the area whilst also providing the benchmark for future developments in Kinnegad. The proposal fully complies with all relevant standards and in many instances exceeds them. The design solution for the development will provide a distinctive scheme within the broader urban context.

This layout has been designed with careful consideration of the existing site topography and to retain most of the existing natural features. We have taken this as an opportunity to preserve the continuity of hedgerows and tree lines where feasible within a development of unique character and view to its setting, in addition to providing a number of future potential pedestrian links to the proximate main street of Kinnegad and surrounding existing developments.

The design of the housing clusters together with the proposed composition will result in a strong architectural rhythm along the main access road with particular regard to the Boreen Bradach link road. We are proposing high quality/low maintenance materials for the facade ensuring that the dwellings age well with strong consideration of life-cycle performance.

The additional amenities proposed within the new built environment proposed in this submission will result in an inclusive and diverse neighborhood and will present an overall aesthetic architectural style of high quality and durability with a strong sense of place whilst delivering a variety of livable streetscapes and high quality usable landscaped open spaces.

In summary we submit that the proposed scheme will constitute a sustainable residential development which delivers a high quality design solution on the subject land.