

Planning Report

Including:

Statement of Consistency

Response to LRD Opinion

Proposed Large Scale Residential Development (LRD) at Boreen
Bradach, Kinnegad, Co. Westmeath

Contents

Introduction	3
<i>Development statistics</i>	5
<i>Site Description and Context</i>	5
<i>Planning History</i>	25
<i>Rationale</i>	26
<i>Statement of Response to S247 Comments by Westmeath County Council</i>	37
<i>Statement of Response to Westmeath County Council Opinion</i>	41
<i>Statement of Consistency (Planning Policy Review)</i>	50
<i>Conclusion</i>	99

Introduction

McGill Planning Limited, 9 Pembroke Street Upper, Dublin 2 is instructed by the applicant JH Kinnie Limited, Unit 4/5 Glenroyal Business Centre, Maynooth, Co. Kildare, W23 KO32, to submit this Large-Scale Residential Development LRD application under Section 32D of the Planning and Development (Amendment)(Large-scale Residential Development) Act, 2021. The details of the application are set out below.

The proposed development will comprise a residential scheme of 129 no. houses along with childcare facility (c.261.3 sq.m). The development will include 2 no. 1-bed houses, 11 no. 2-bed houses, 97 no. 3-bed houses and 19 no. 4-bed houses, ranging in height from one to two storey and including detached, semi-detached and terraced units.

Provision of vehicular, pedestrian/cyclist access from the L-5014 (Boreen Bradach Road) and associated upgrades to the local road.

All associated site development works, including 263 no. car parking spaces (including 30 no. EV spaces), 330 no. cycle parking spaces. Provision of public and private open spaces, landscaping, boundary treatments, waste management areas, and services provision (including 2 no. ESB substations). All associated works required to enable this development including connection to the Uisce Eireann network.



Figure 1: Approximate Site Location. Please note the red line is shown for indicative purposes only. Please refer to the architect's drawings for an accurate red line boundary.

JH Kinnie Limited, has employed a Design Team for this site to deliver the highest quality development in a timely manner and in line with the Development Plan of Westmeath County Council.

Company Name	Documents Prepared
McGill Planning Ltd	Application Form (Form 19)
	Planning Report
	Social and Community Infrastructure Audit including Schools Capacity Audit
MCORM Architects	Architectural Drawing Pack
	Architectural and Urban Design Statement
	Schedule of Accommodation
	Housing Quality Assessment
	Part V Accommodation Schedule
	Building Life-Cycle Report
	Schedule of Accommodation Summary
Landmark Design & Consultancy Landscape Architecture	Landscape Drawing Pack
	Landscape Design Rationale
ORS (Civil and Infrastructure)	Civil and Infrastructure Drawing Pack
	DMURS Compliance Report
	Mobility Management Plan
	Road Safety Audit
	Traffic and Transport Assessment
ORS (Environmental)	AA Screening Report
	Construction Environmental Management Plan (CEMP)
	Ecological Impact Assessment (EclA) Report
	EIA Screening Report
	Invasive Species Survey Report
	Noise Impact Assessment (Amplitude Acoustics)
	Operational Waste Management Plan (OWMP)
	Resource & Waste Management Plan (RWMP)
	Site-Specific Flood Risk Assessment (SSFRA)
John Morris Arboricultural Consultancy (arborist)	Arboricultural Report
	Tree Constraints Plan
	Tree Impact & Protection
	Tree Schedule
IAC Archaeology	Archaeological Assessment
MandE Mechanical and Electrical	Public Lighting Report
	EV Ducting Site Plan Drawing
	MV Diversion Drawing (for Information only)
	Public Lighting Drawing
	Climate Action Energy Statement
Digital Dimensions	Verified Photomontages & Computer-generated imagery (CGIs)

Please note, that while every effort has been made to ensure consistency throughout the application, inconsistencies may arise due to human error. As such the drawings and documentation created by MCORM Architecture are the principal documents for the design and layout of the development.

Development statistics

Development Statistics	
Site Area	Gross Site Area 4.28ha Net Site Area 3.77 ha
Floor Area	15,267.8m ² (Gross Internal Area including creche)
Density	34.18 dph (net)
Plot Ratio	0.4 (net area)
Total no. of units	129
Site Coverage	23.37% (net area)
Height	1-2 Storeys
Open Space	
Public Open Space	c.4,910 sqm or 13%
Public facilities	
Creche Facility	c.261.3sqm Approx 47 no. child places
Creche Play Area	c.170sqm
Residential Development	
Dwelling Mix	129 no. residential units as follows: <ul style="list-style-type: none"> - 2 no. 1 bed units (2%) - 11 no. 2 bed units (9%) - 97 no. 3 bed units (75%) - 19 no. 4 bed units (14%)
Dual or more Aspects	100%
Part V	26 no. units (20%)
Parking	
Carparking	263 total no spaces. <ul style="list-style-type: none"> - 7 no. spaces for creche (3 staff & 4 set down including 1 universal space) - 256 no. for houses and visitors (on curtilage - 1 per house + 1 visitor) (1 Bed = 1 space each)
Cycle parking	330 total no spaces. <ul style="list-style-type: none"> - Residential 258no. spaces - Visitor: 64no. spaces - Crèche 8no. spaces
EV Charging Spaces	Total no. 30 spaces EV
Access	
Vehicular Access	Boreen Bradach (L-5014)

Site Description and Context

The subject site is located within Kinnegad, Co. Westmeath. It is an irregular shaped, relatively flat site with a gentle slope towards the south. It is enclosed by field hedgerows, and with two running through the site. It is also bordered on three sides by existing built development with the town. Only the northwest of the site fronts onto adjoining green fields.

It is located southwest of Bun Daire social housing development and northeast of St Etchen's National School, a Eurospar, and St Etchen's Court residential estate and to the rear of commercial uses fronting onto the Main Street (R148) and the Church of the Assumption RC Church. The site is bounded by Boreen Bradach Road to the east which provides vehicular access to the site.



Figure 2: Approximate Site Location. Please note the red line is shown for indicative purposes only. Please refer to the architect's drawings for an accurate red line boundary

The site is located adjacent the town centre and short distance (<200m) from Main Street. In terms of existing character, the lands to the east and north east of the site are primarily residential, Riverside Lawns to the east, Kingsbury development to the south east and more recently the housing development to the north east Bun Daire. Being estates developed at different periods over the past 30 years, there is no prevailing residential design character, but with most dwellings being own door, and primarily consisting of a two-storey construction. Commercial and community uses are predominantly to the south within the town centre, including Eurospar, public houses, restaurants, take aways and places of worship located along the Main Street.

The site is approximately a 20-minute drive from Mullingar (M4/N4), a 45-minute drive from Athlone (M6) and a 60-minute drive from Dublin City Centre via the M4 taking the Junction 10 exit. Kinnegad

has benefitted from a significant increase in population in recent decades. In 2022, the population of the town was 3,064 rising by 11.6% from 2,745 in 2016. The town has a younger population than the county average, with only 7% of the population of Kinnegad over 65 compared to the county average of 19.7%.

There are good public transport services that operate in the surrounding area with Bus Eireann services 115 providing transport to Dublin and Mullingar. The Citylink 763 service provides connections to Dublin Airport and Galway City. There is also an intercity train station (Sligo to Dublin service) at Enfield, 15 minutes' drive to the east. Suburban train services into Dublin City Centre are also available at Maynooth, 30 minutes' drive to the east.

The site does not contain any protected structures or buildings of architectural merit as per the National Inventory of Architectural Heritage. The nearest protected structure is RC Church (RPS No. 027-101) located directly south of the subject site. We note the presence of early medieval burial ground located north of the subject site on agricultural lands.

The site is not located within or adjoining an Architectural Conservation Area or Zone of Archaeological Potential. There are no Tree Preservation Orders on the site and no protected views from adjoining roads across the site. The site is not located within a flood risk zone.

Accessibility

The image below highlights Kinnegad's accessibility to key services including education and childcare, retail, and healthcare, centred around the subject site. Using a 500m and 1km buffer (as the crow flies), as well as isochrones indicating 5, 10, and 15-minute walking times, it is evident that the town offers a good level of service proximity. Educational and childcare facilities (marked in purple) are distributed well within a 15-minute walk from the site, ensuring convenient access for families. Retail services (orange markers) are also clustered within walking distance, particularly near the central area of Kinnegad. Healthcare facilities (blue markers) are predominantly located closer to the subject site, providing accessible options for medical needs. Overall, Kinnegad is well-served by essential amenities within reasonable walking distances, promoting an accessible and sustainable living environment.



Figure 3: Essential Services within a 5, 10, 15 minute walking distance of the subject site

Transportation

Bus Routes, Road Networks & Public Transport

Road Networks

Kinnegad benefits significantly from its strategic location near the M4 and M6 motorways, which provide excellent connectivity to key urban centres and regions. The M4 motorway offers direct access to Dublin to the east (approximately a 60-minute drive from Dublin City Centre via the M4 taking the Junction 10 exit), making it a prime location for commuters and those requiring frequent access to the capital city. To the west, the M6 facilitates easy travel to major cities such as Galway (Galway is located c. 1 hour 30 minutes west of the site via the M6), connecting Kinnegad to economic, educational, and cultural hubs. This proximity to two major motorways enhances the town's accessibility for business, logistics, and leisure, making it an attractive location for residents and businesses alike. Additionally, the motorways allow for efficient travel to surrounding towns and amenities such as Mullingar, Athlone, Enfield and Tullamore, further integrating Kinnegad into the broader regional and national network.

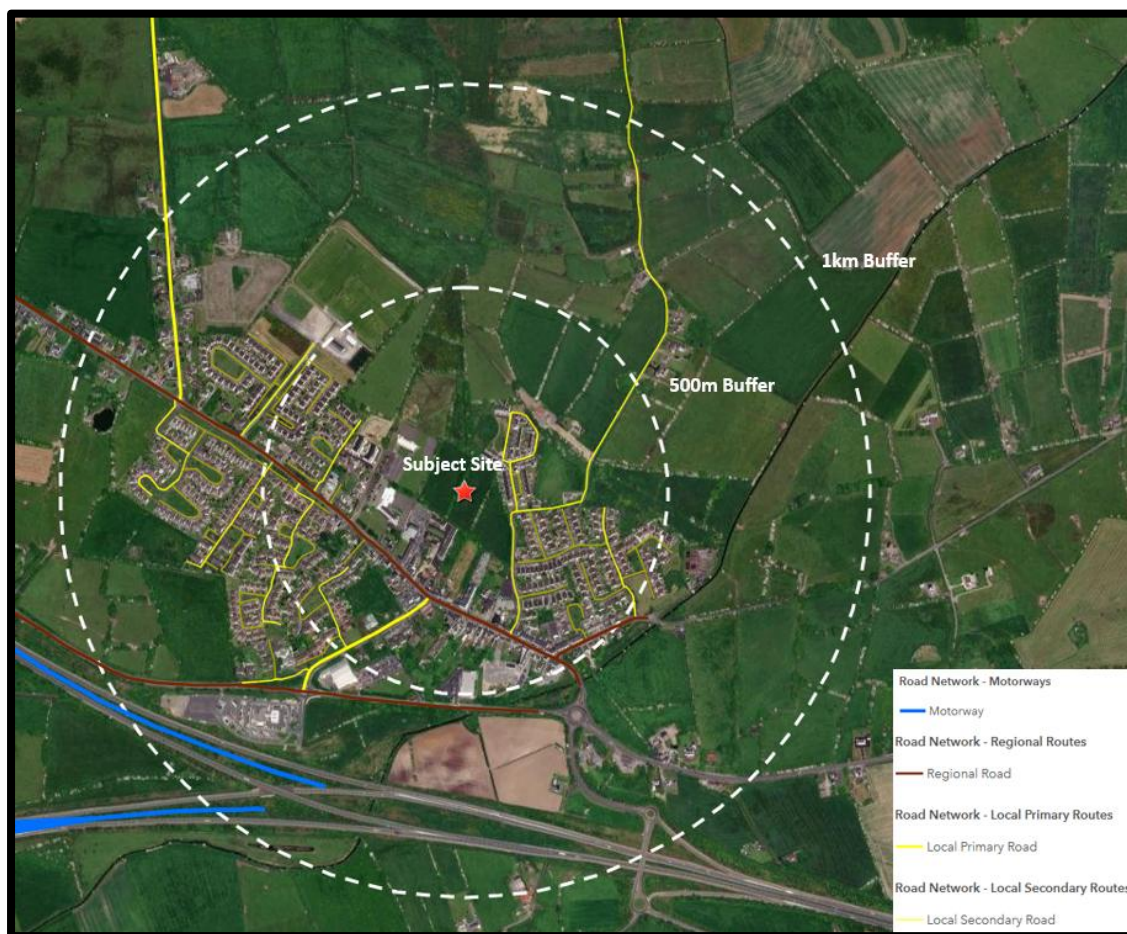


Figure 4: Illustration of Existing Road Network in Kinnegad

Bus Services

Bus stops (ID 135451, 135441) on Main Street within a 5-minute walk are served by a total of 5 no. bus routes, operated by Bus Éireann, City Link, and Kearns Transport, which primarily connect Kinnegad to Dublin/Galway and large towns such as Mullingar and Athlone. The most frequent service is the 115 bus route, which operates c.22 buses daily running each way between Dublin and Mullingar. During peak hours there is a bus every 12 minutes (5 an hour) and can therefore be considered a good service at peak times for a town the size of Kinnegad.

Table 1 sets out the routes and frequency of the buses below.

Bus Route	Operator	Locations	Frequency
115	Bus Éireann	Dublin - Mullingar	22 buses daily
763	City Link	Galway City, Coach Station (Fairgreen Rd) - Dublin Airport	8 buses daily
845	Kearns Transport	Birr - Dubin	9 buses daily
847	Kearns Transport	Portumna - Dublin	2 buses daily
UM02	Kearns Transport	Birr -Maynooth	2 buses daily

Table 1: Bus Route destinations and frequency

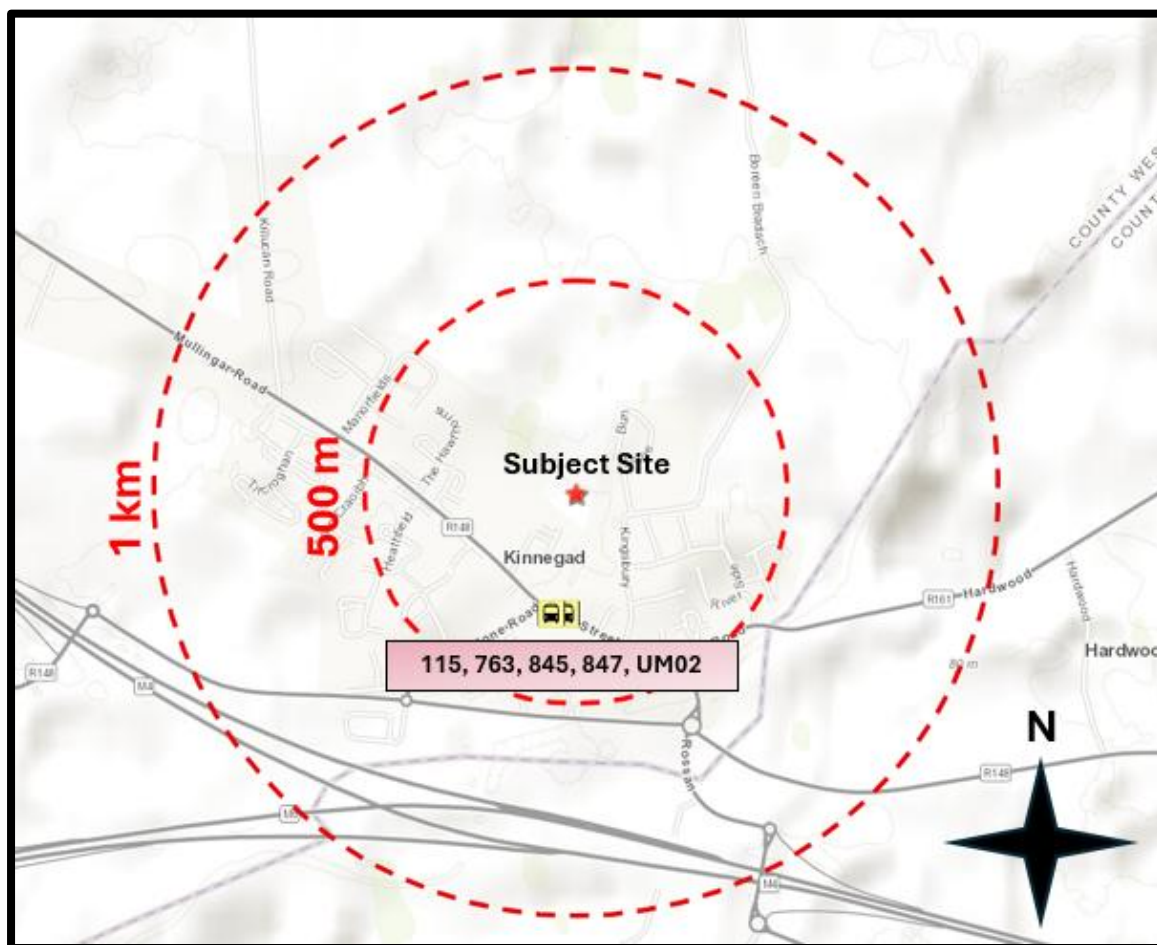


Figure 5: Location of Bus Stops on Main Street within a 500m buffer distance of the subject site

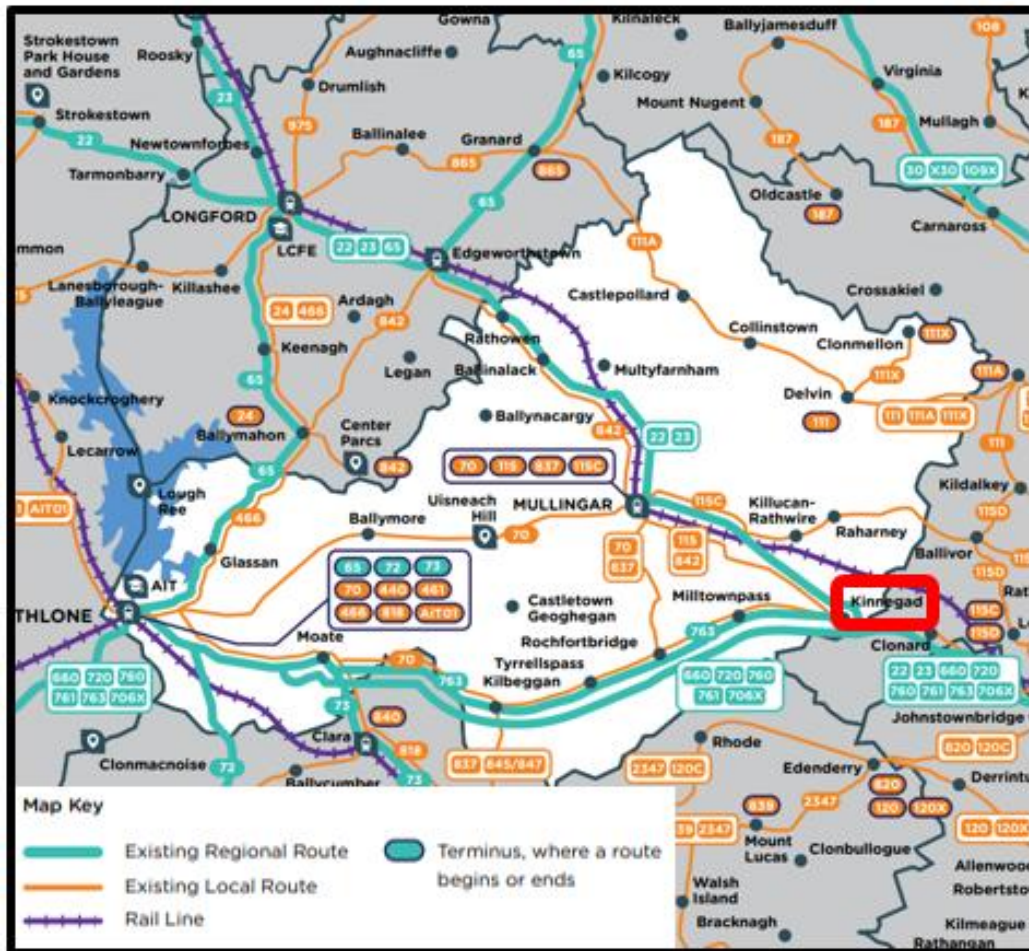


Figure 6: Westmeath Public Transport Network 2021

Cycle Infrastructure

The Westmeath CC proposed CycleConnects Network will consist of an urban cycle network for Athlone and Mullingar, with interurban connectors between the towns of Moate, Kinnegad, Kilbeggan and Castlepollard etc. These then extend into adjoining counties forming a comprehensive and connecting cycle network nationally. The selection of inter-urban routes was influenced by the location of schools/sports grounds on various parallel routes. This interurban route will run north of the M4 Motorway and south of the subject site. Once developed this route will form an easily accessible cycle network for future residents of the proposed development to engage with.

For Kinnegad, CycleConnects proposes an Inter-Urban route that aims to link the town with nearby areas and enhance local access to cycling infrastructure, shown in Figure 7. Specifically, this route would:

- Run along Main Street and connect with adjacent towns to encourage regional accessibility.
- Improve connections to local amenities such as schools, retail areas, and workplaces within Kinnegad.
- Potentially connect with larger cycling corridors across County Westmeath to support inter-town cycling.

The CycleConnects proposal is under review for Kinnegad, so the exact path details, such as specific road segments or dedicated lanes, are still in the planning stages.

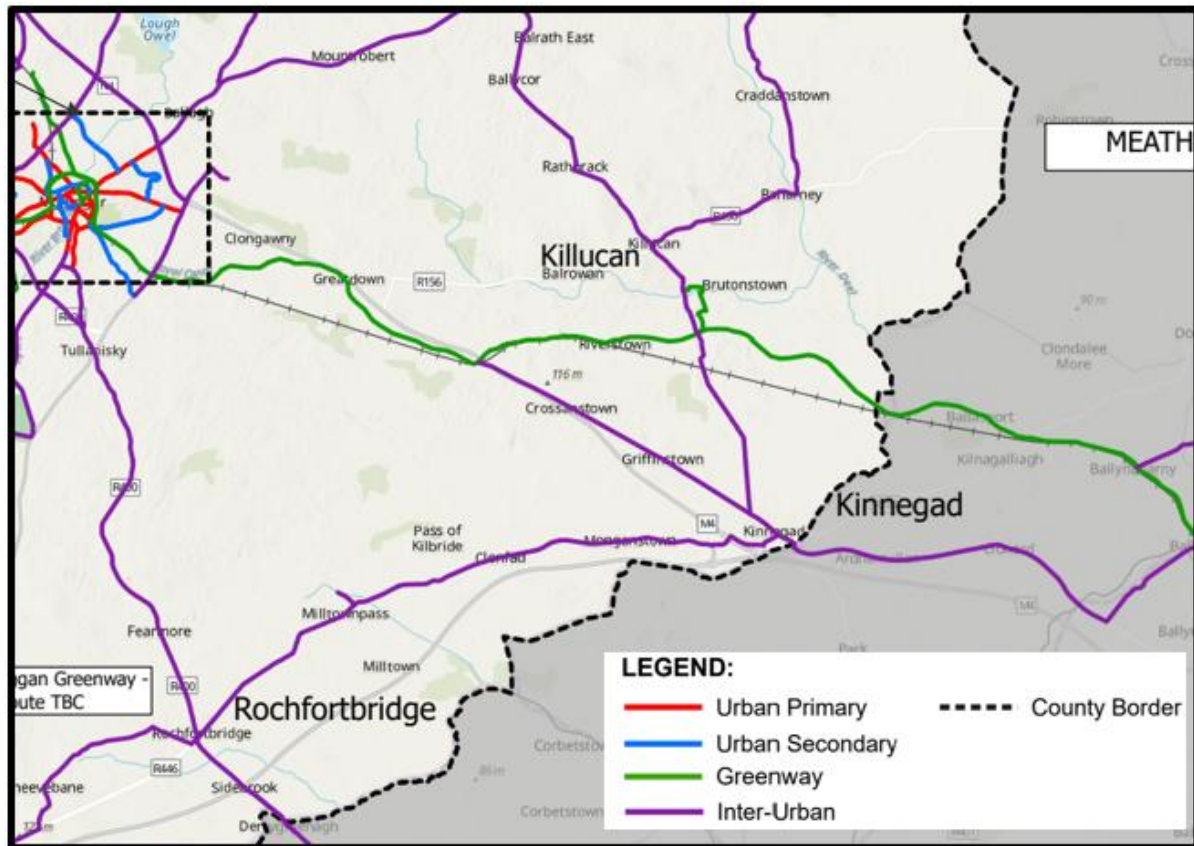


Figure 7: Proposed County Cycle Network Westmeath County Area

Social Infrastructure Overview

This Social Infrastructure Audit assesses a range of services and facilities that would be expected in a community, conducive to enabling a high-quality standard of living for the existing and future residents. This audit will address key themes that constitute community facilities as outlined below.

The themes will be analysed with regard to their context within the defined study area, with several varying buffer radii from the subject site. All of the facilities are identified as being either within 1 km or c. 2km from the site. This area is generated by a 1km/2km “as the crow flies” buffer zone. Due to the existing urban layout, the walking/cycling distances to some facilities is slightly further than 1km/2km. The tables below list the facilities within 1km and 2km as the crow flies and also provide an approximate walking/cycle route distance.

Kinnegad serves as the retail centre for a larger rural catchment area and possesses a range of services, social and community facilities, including a Garda Station, Post Office, Bank, Credit Union, Primary Care Centre and health services, Creches and Churches, retail shops, public houses and a hotel within the town. St Etchen’s Primary School is the sole school located within the town centre, with almost 600 pupils. There are also several active sporting and recreation clubs and facilities in the town. In recent years, the provision of a playground together with public realm improvement works in the

vicinity of the church has increased both the amenity value of town and visually enhanced the existing streetscape.

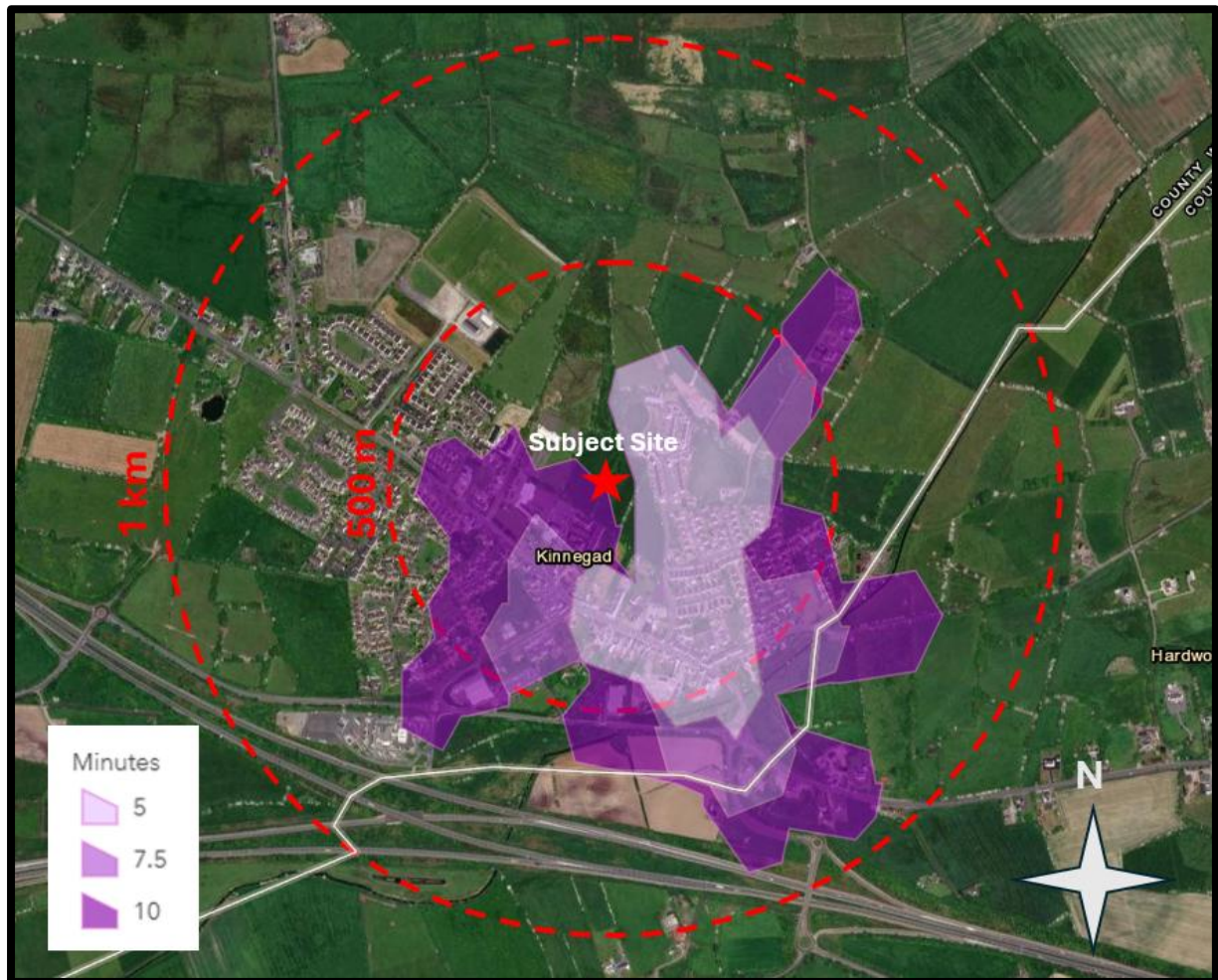


Figure 8: Walking Times from Subject Site

Recent Part 8 Developments within the Kinnegad

In recent years Westmeath County Council has been successful in securing €7.6M in Rural Regeneration and Development Funding to deliver the Kinnegad Regeneration Project. This project is funded under Project Ireland 2040. Westmeath County Council working in partnership with the Longford Westmeath Education & Training Board (LWETB) and local voluntary and community groups has developed an ambitious and realistic strategic plan for the town of Kinnegad that is premised on strengthening the town's local economy and community.

This is a multi-faceted regeneration project for the core area of Kinnegad, including a Community Library, Education and Training Centre and Town Park and Community Facilities. Three schemes have recently secured planning permission via Part 8, two of which have already commenced works Community Library and Education & Training Centre and the Town Park scheme.

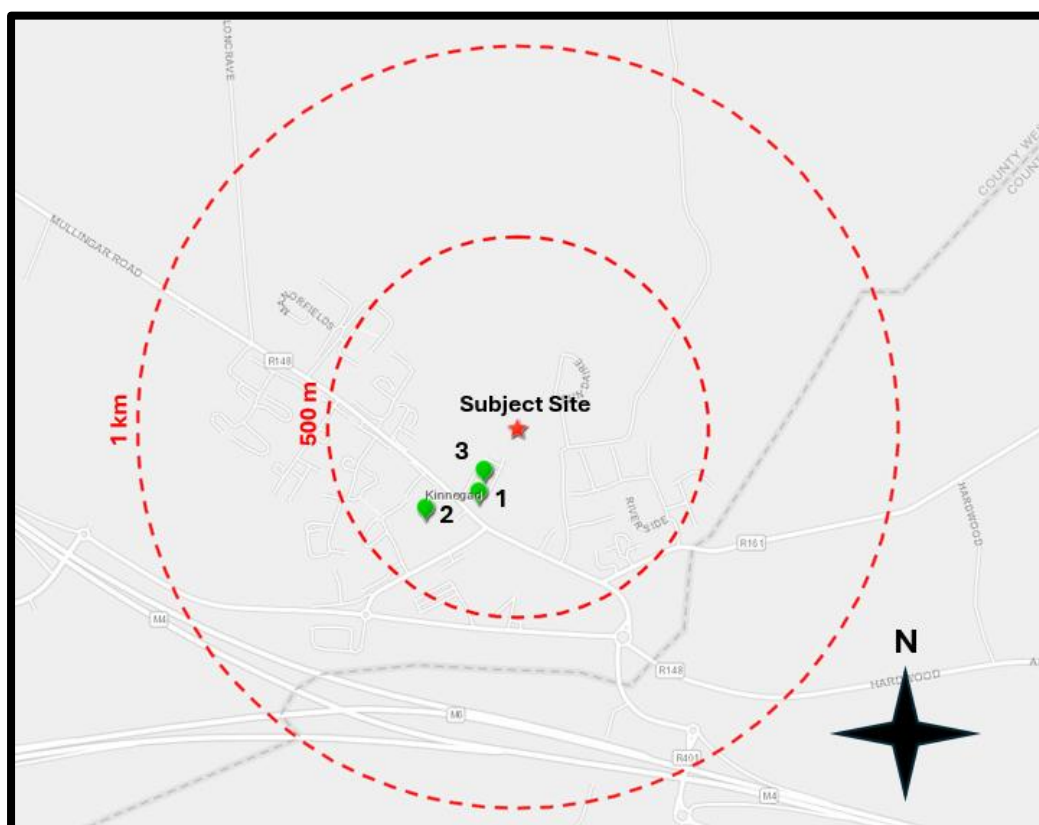


Figure 9: Recent Developments (Part 8) within Kinnegad

No. on Map	Recent Developments (Part 8)	Location	Distance
1.	Kinnegad Community Library and Education & Training Centre	Main Street, Kinnegad	c.210m
2.	Town Park and Community Facilities	Athlone Street/Mullingar Road, Kinnegad	c.320m
3.	Co-Working Hub and Enterprise Centre	St Etchens Court, Kinnegad	c.180m

Table 2: Recent Developments (Part 8) within Kinnegad

Kinnegad Community Library and Education & Training Centre

Permission was granted in December 2020 by Westmeath County Council through Part 8, for the development of a new Kinnegad Community Library and Education and Training Centre at the former National School, Main Street, Kinnegad.

The New Library and Educational Training Centre will provide much needed educational and social facilities in Kinnegad and provide a civic presence on Main Street. It creates an identifiable welcoming landmark addressing the public realm with a contemporary intervention. In summary the scheme will;

1. Deliver a modern Open Library facility and Education and Training facility, including multi-functional spaces to serve the needs of community groups, will address the unsustainable deficient socio-economic facilities, required to serve the community and groups, displaced due to the closure of the original premises in 2017.

2. Deliver a bespoke Town Park with community facilities to meet the needs for the wider community, young and old.
3. Enhance the town environment through positive placemaking and public realm interventions to assist in the socio-economic development of the area.
4. Restore a sense of identity and civic pride to Kinnegad and regain the attractiveness of Kinnegad as place to visit, work, study and live

This development will address the deficient social infrastructure and encourage economic growth in the town. The campus will provide a Community Library, Education & Training Centre and a shared space to facilitate the provision of other public services.



Figure 10: Artistic impression of proposed development. Source: Westmeath County Council

Town Park and Community Facilities

Permission was granted in May 2023 by Westmeath County Council through Part 8, for the redevelopment of the site of the former community hall and surrounding lands to provide a new town park incorporating skate park, children's play areas, adult exercise areas, walkways and street furniture.

The provision of a purpose-built town park is to cater for the recreational and amenity needs of the local community. The park itself will provide a variety of outdoor spaces including play area, walking tracks, rest areas, outdoor exercise and sensory equipment, landscaping and enhanced biodiversity. The park will be designed to ensure universal access to meet the needs of everyone and will provide green links to the centre of Kinnegad, improving connectivity.



The proposed regenerative development on zoned lands will provide a flagship development which is premised on strengthening the town's local economy and community. The conservation, restoration and adaption (including extensions) to the Old Master's House in providing a Co Working and Enterprise Centre, including site development works, landscaping and ancillary site works.



Figure 12: Artistic impression of proposed development. Source: Westmeath County Council

Retail Services

Kinnegad was the fastest growing of the main centres in the County over the period 2002 – 2011. This reflects its strategic location on the border of the GDA and at the nationally important interchange of the M4/N4 (Dublin – Sligo) and M6 (Dublin – Galway) motorways. The combination of population growth and location has attracted retail and commercial investment into the town. To date, this is wholly to locations outside the Main Street focus of Kinnegad Town Centre. This reflects the limited potential for any significant new retail floorspace in the heart of the town centre. There are, however, two significant backland development opportunity sites which, with the provision of direct physical links to Main Street, provide the potential for consolidation of the retail offer of the town centre. Both are located to the south east of the Athlone Road and north of the R446.

There is a need to encourage investment in new retail and commercial space within the heart of the town centre. Underpinning this is the necessity to consolidate activities within the town centre as currently these are dispersed in the St Etchen's and Eastway schemes and the Tesco store. As part of this, the scope and potential for Kinnegad to host a Farmers' Market requires to be examined as part of a wider Markets Strategy for the County.

The subject site is easily accessible to a range of retail and entertainment services in the surrounding area. Surrounding areas include for neighbourhood centre and larger supermarkets such as Aldi and Tesco.

Neighbourhood Centre			
No. on Map	Retail/Shopping Centre	Location	Distance
1.	St Etchens Court	Etchens Court, Kinnegad	c.150m
Convenience Store/Supermarket/Petrol Filling Station			

No. on Map	Convenience Stores	Location	Distance
2.	EuroSpar	Etchens Court, Kinnegad	c.150m
3.	Euro World	Etchens Court, Kinnegad	c.160m
4.	Emo Oil – Weston Fuels	Mullingar Road, Kinnegad	c.300m
5.	Aldi	Dublin Road, Kinnegad	c.465m
6.	Tesco Superstore	Athlone Road, Kinnegad	c.530m
7.	Circle K	R148, Rossan, Kinnegad	c.740m

Table 3: Retail Facilities within 1km of subject site

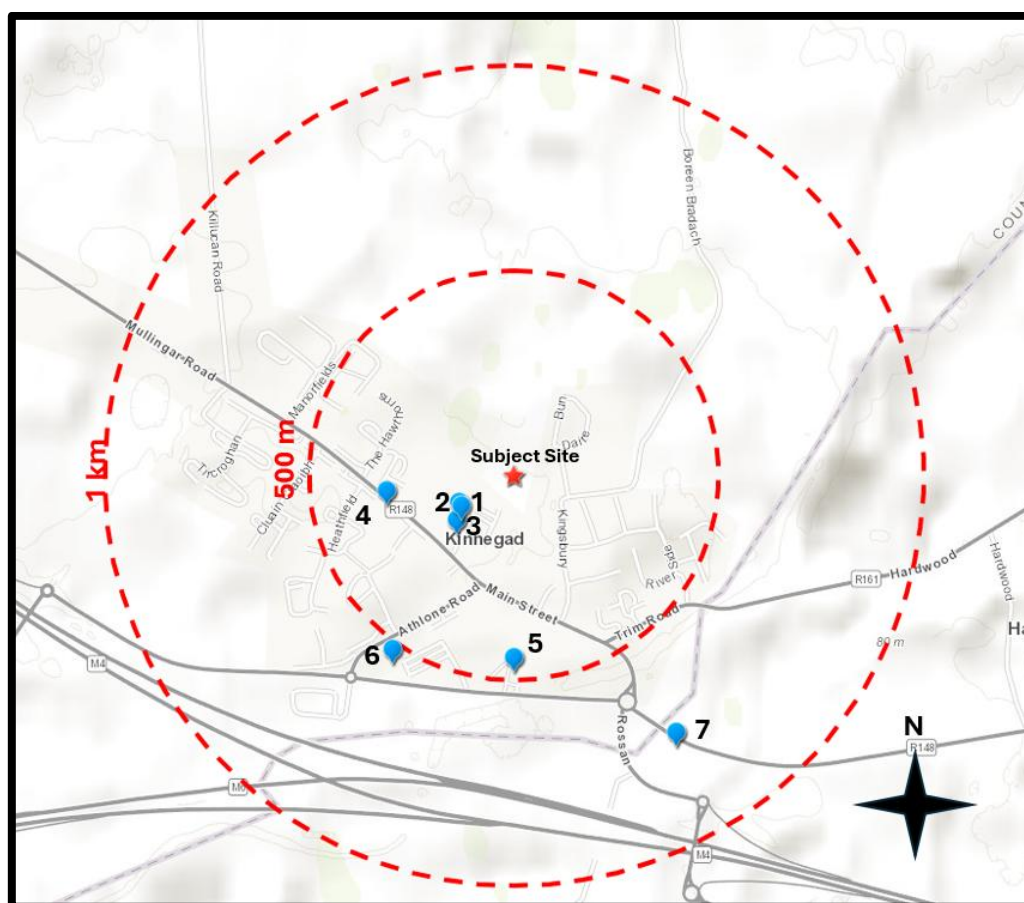


Figure 13: Retail Facilities within 1km of subject site

Health Services

There are numerous General Practitioners, Pharmacies and other health care services available within a 1km distance of the subject site.

No. on Map	Health Facility	Location	Distance
4.	Kinnegad Primary Care Centre	Main Street, Kinnegad	c.390m
5.	Kinnegad Dental	Main Street, Kinnegad	C.400m
6.	Haven Pharmacy	Main Street, Kinnegad	c.400m
7.	The Clinic (General Practice)	Main Street, Kinnegad	c.400m

8.	Ultra Sound Care	Primary Care Centre, Main Street, Kinnegad	c.420m
9.	Kinnegad Family Practice	Mullingar Road, Kinnegad	c.210m
10.	CarePlus Pharmacy	St Etchen's Court	c.200m

Table 4: Existing Health Facilities within a 1km distance of the subject site

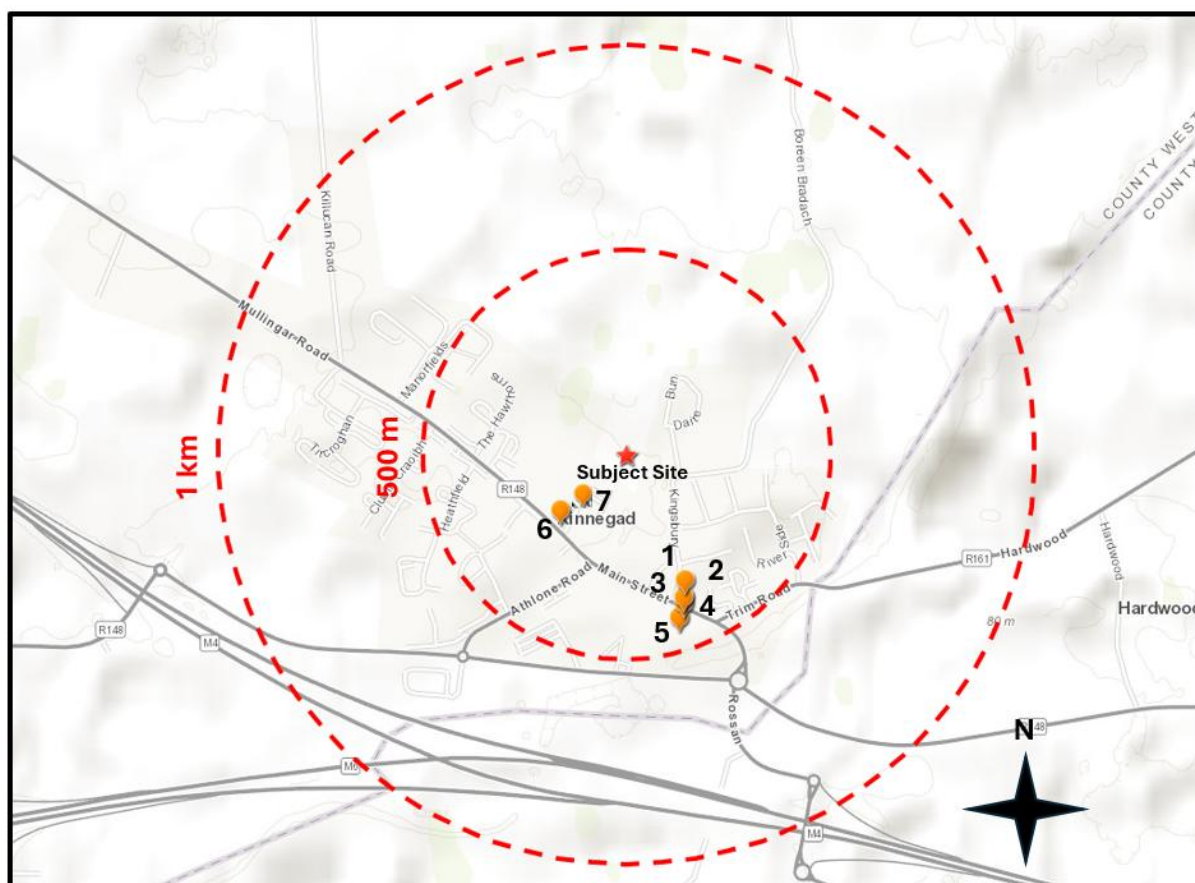


Figure 14; Existing Health Facilities within a 1km distance of the subject site

Education & Childcare Facilities.

Education and training have a key role to play in all three dimensions of 'sustainable development' - environmental, economic and social. It is widely recognised as a key component of a competitive economy and a vibrant society.

Schools

McGill Planning Carried out desktop research of the schools in the area was carried out using the available information from The Department of Education and other mapping sources. A 7.5km catchment area was chosen on the basis for examining the schools in relation to the subject site.

Within this catchment area there are seven primary schools and one post-primary school. The locations of these schools are shown in figure below and in the following tables. The Department of Education provides enrolment information for all primary and post primary schools in the country. The 2023/2024 enrolment figures for the schools within 1km of the subject site.

These education facilities 2023/2024 enrolment figures for each education facility are displayed in the table below.

No. on map	Primary School	Enrolment (23/24)	
		Boys	Girls
1.	St Etchens National School	255	188
2.	St Finian's National School	22	17
3.	Castlejordan Central National School	43	43
4.	St Josephs National School	146	145
5.	Coralstown Primary School	28	32
6.	Killyon National School	39	39
7.	Raharney National School	32	43
	Post Primary School		
8.	Columba College	184	122

Table 5: Schools within 7.5km buffer of subject site

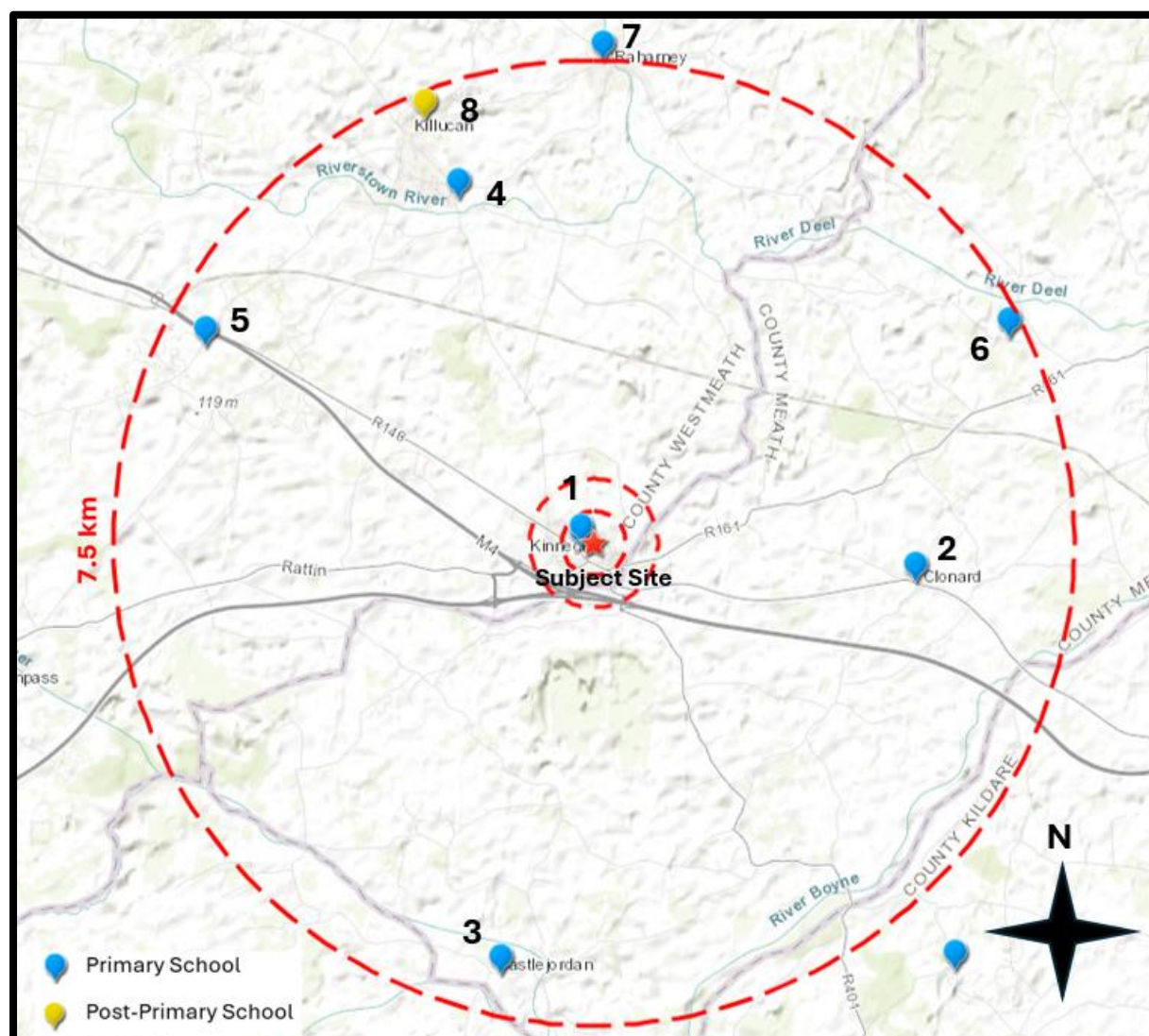


Figure 15: Schools within 7.5km buffer of subject site

It is acknowledged that only one post primary school falls within the 7.5km buffer, this study opted to include post primary schools in nearby Mullingar/Longwood/Rochfortbridge/Edenderry/Enfield which can all be reached within c. 20mins via bus/car.

Post Primary School	Enrolment (23/24)		
	Boys	Girls	Total
Enfield Community College	215	197	412
St Mary's, Edenderry	494	506	1000
Oaklands Community College, Edenderry	444	387	831
Coláiste Clavin, longwood	280	199	479
St Joseph's, Rochfortbridge	536	513	1049
Mullingar Community College	222	141	363
Colaiste Mhuire, Mullingar	841	-	841
Loreto College, Mullingar	-	841	841
St Finian's College, Mullingar	412	437	849

Table 6: Post Primary School

Based on the assessment of the primary school capacity in the 1km catchment, an estimated total capacity of 162 no. spaces available, while if extended to 7.5km catchment there is an estimated total capacity of 196 no. spaces available.

It is noted, post-primary schools have generally experienced growth, based on the assessment of the post primary school capacity within 7.5km and the proposed catchment area, an estimated total capacity of 51 no. spaces available.

Therefore, it is considered that there will be sufficient capacity within the schools in the area to cater for the increased demand expected from the proposed development by the time of occupation and over the intervening years. It is noted enrolment levels in schools change over time and national enrolment projections estimate decreasing enrolment numbers first at primary school and 5 years later at post primary school. These national projections are carried out by the Department of Education. This is likely to be reflected in the coming years in this ED area given the reduction in population of 0–4-year-olds in the 2022 which decreased by -21.8%.

Please refer to the School Capacity Assessment chapter of the Social & Community Infrastructure Audit prepared by McGill Planning for full details.

Childcare Facilities

The provision of childcare and preschool facilities is recognised by Westmeath County Council as an essential requirement for an equitable society, a thriving economy and sustainable communities and is a critical part of the County's infrastructure. Childcare is essential to enable parents to participate in the workforce and to obtain an income that provides an acceptable standard of living for both them and their children.

The timely provision of childcare and education facilities is vital to ensuring the needs of communities are met. Pobal, the government agency, maintains an up-to-date map of registered childcare facilities within Ireland, enabling more objective analysis of gaps in provision and the targeting of areas where facilities may be needed in the future. We have undertaken an analysis of existing facilities in the local area as detailed below using this data from Pobal

No. on map	Existing Childcare Facilities within 1km of Subject Site	Location	Distance	Capacity
Childcare Facilities				
1	Kinnegad Montessori School and Crèche	24 Riverside, Kinnegad	c.1.1m	50
2	Magic Steps	37 Manorfield, Kinnegad,	c.1.1m	45
3	Cairdeas Childcare	Cairdeas Community Childcare Centre, Killucan Road,		100

Table 7; Existing Childcare Facilities within 1km of Subject Site

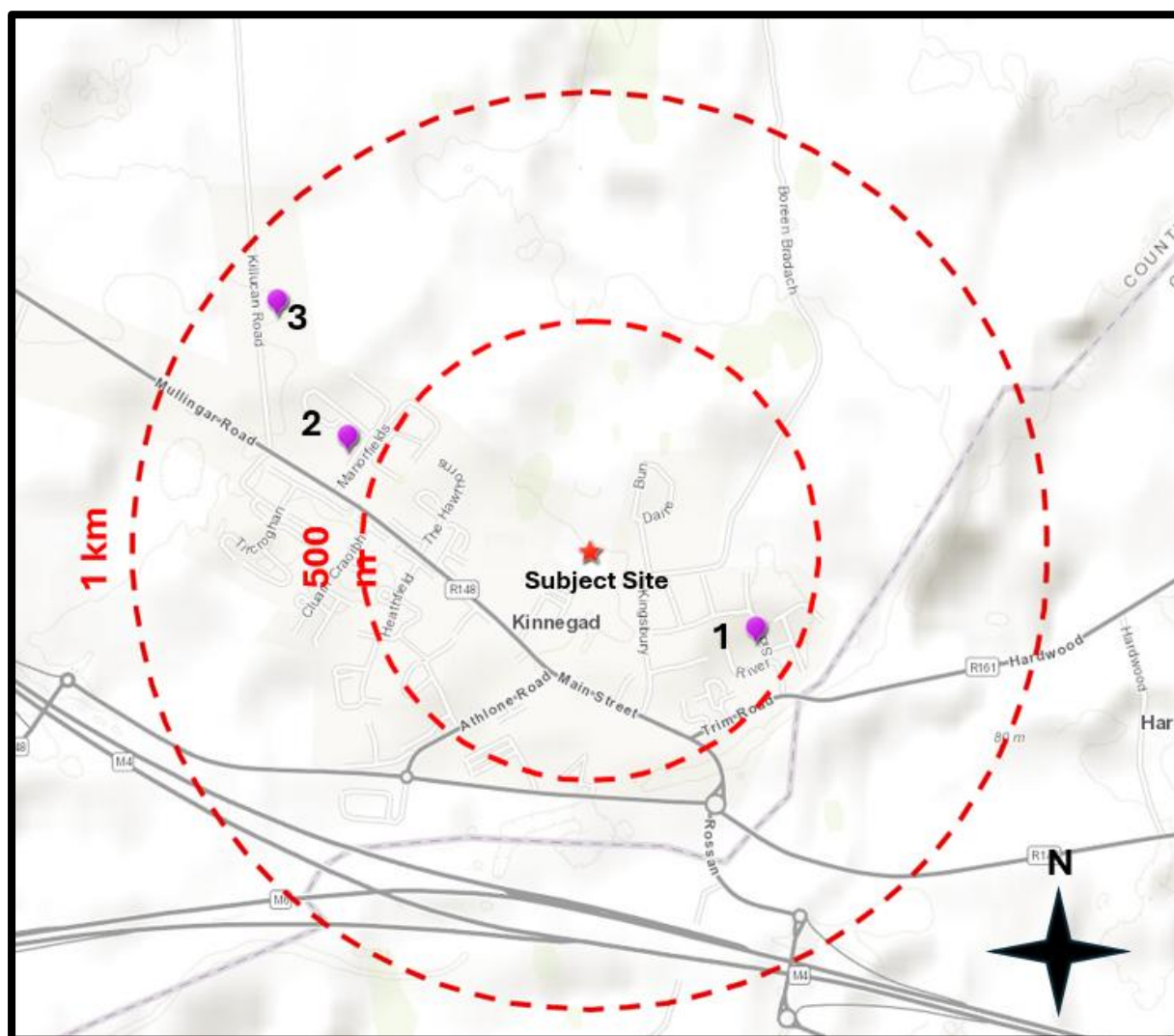


Figure 16: Existing Childcare Facilities within 1km of Subject Site

Demand for Childcare Places Likely to be Generated by Proposed Scheme

The proposed application consists of the following:

Proposed Development Unit Mix		
Type of unit	Amount provided	Percentage
1-Bed House	2	2%

2-Bed House	11	9%
3-Bed House	97	75%
4-Bed House	19	14%
Total	129	100%

Table 8: Unit Breakdown for proposed development

Based on an average household size of 2.74 (2022 CSO Census) then the estimated population of the overall development would be c.355 persons. Based on the 2022 Census figures for the area then the population estimate for the 0-4 age cohort (pre-school at 5.8% of total population for the 2 electoral divisions within 1km of the subject site) equates to c.21 children for the entire development.

It is noted that the 2023 Apartment Guidelines recommends, one bed units should be excluded when calculating childcare demand in new developments. Excluding the 1-bed unit leaves 127 units. The estimated 0-4 age cohort (5.8%) population for these future family households excluding 1 no. bed units would still equate to c.21 children (on the basis of a 2.75 average household size).

However, not all 0-4-year-olds are likely to require private childcare given that some will be cared for by parents, guardians, relatives and/or childminders.

	2001 Guidelines	2023 Apartment Guidelines
	All Units	Without 1 Units
Calculation based on 2001 Guidelines		
No. of units	129	127
2001 Guidelines (20 no. spaces/75 no. units)	35	34
Refined estimate based on population analysis as advised in the 2023 Apartment Guidelines (2.74 per household, assuming a higher household ratio)		
Total Population generated	355	350
Population 0-4 (5.8% of Pop)	21	21

Table 9: Calculations for the number of childcare spaces required for the proposed development

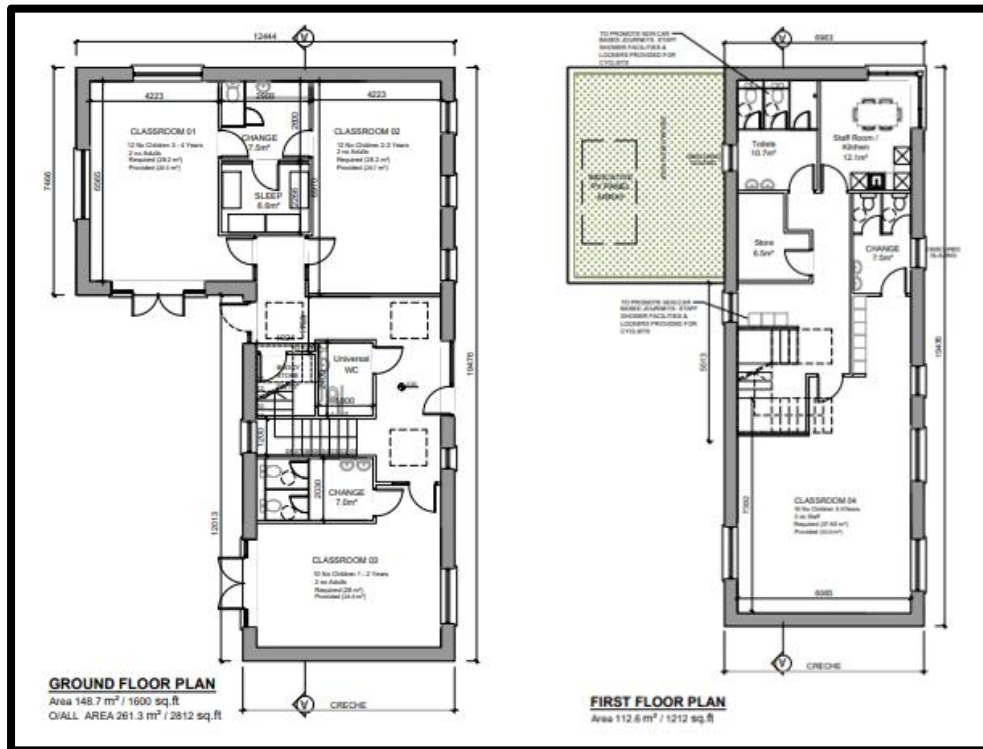


Figure 17: Proposed Creche Facility

Notwithstanding the above a creche is proposed as part of the development to provide for 47 childcare spaces, which will accommodate the full development and also provide capacity for the wider area. On this basis the sizing of the creche is considered appropriate for the development. This will have a positive effect on population and human health as the proposed creche will accommodate for the 47 no. childcare spaces required which is more than the need generated by the development.

In conclusion given the fact that there are only 3 no. childcare facilities in operation within 1km of the application site, the design team has incorporated a childcare facility measuring 261sqm to accommodate the future population given the facility will cater for 47 no. children.

Planning History

Subject Site

A planning history search of Westmeath County Council planning website identifies no planning history on the subject site.

Adjacent Sites

Bun Daire Site

Planning Permission was originally given for a development of 88 houses to be constructed in two phases on this and the neighbouring site. Subsequently, an ancient, unmarked graveyard was discovered on the site and work was halted on all but 11. Following archaeological investigations and in consultation with the DoEHLG it was agreed to omit from the original scheme the houses falling within the archaeological zone.

Phase 3 comprised 12 no. two storey, three-bedroom houses with completion in 2021 of the estate. The proposed development allowed for additional houses on the site in the future date.

WCC Reg. Ref:	Construction of 12 Houses at An Fhaiche (The Green) Bundaire, Boreen Bradach, Kinnegad, Co Westmeath (Phase 4)
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Description:	The proposed development will consist of the construction of 12 no. three bedroom two-storey semi-detached/terraced units. Site development works include boundary walls and fencing, roadways, footpaths, site services, attenuation, public lighting, cut and fill of ground, landscaping and the relocation of an existing boundary palisade fence and associated works.
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WCC Reg. Ref:	Part 8 – Development of 12 no. Houses at Bun Daire, Kinnegad
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Description:	The proposed development will consist of the construction of 12 no. three bedroom two-storey semi-detached/terraced units. Site development works include boundary walls and fencing, roadways, footpaths, site services, attenuation, public lighting, cut and fill of ground, landscaping and the relocation of an existing boundary palisade fence and associated works.
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Other Sites

WCC Reg. Ref:	085013
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Decision:	Granted Permission with 13 conditions
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Description:	Construction of two-storey 8 classroom building, support teaching spaces and ancillary accommodation with a total floor area of 1031 sq.m. On an overall site of c. 2.0 hectares at St. Etchen's school.
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Proposed Development

The proposed development will comprise a residential scheme of 129 no. houses along with childcare facility (c.261.3 sq.m). The development will include 2 no. 1-bed houses, 11 no. 2-bed houses, 97 no. 3-bed houses and 19 no. 4-bed houses, ranging in height from one to two storey and including detached, semi-detached and terraced units.

Provision of vehicular, pedestrian/cyclist access from the L-5014 (Boreen Bradach Road) and associated upgrades to the local road.

All associated site development works, including 263 no. car parking spaces (including 30 no. EV spaces), 330 no. cycle parking spaces. Provision of public and private open spaces, landscaping, boundary treatments, waste management areas, and services provision (including 2 no. ESB substations). All associated works required to enable this development including connection to the Uisce Eireann network.



Figure 18: Proposed Site Layout Plan (Source: MCORM Architect's, 2025)

Rationale

Kinnegad has experienced significant population growth in recent years, with the 2022 Census reporting a population of 3,064, up from 2,745 in 2016. This 11.6% increase reflects a rising demand

for housing in the area. The proposed development of 129 primarily two-storey residential units, comprising 1, 2, 3, and 4-bedroom homes, aims to address this demand by offering a diverse housing mix suitable for various family sizes and needs. This initiative aligns with the town's growth trajectory and supports the accommodation of its expanding population.

According to the Central Statistics Office (CSO), Kinnegad had the youngest average age among towns in the County with a population of at least 500 people in April 2022, with an average age of 34.1 years. This is notably younger than the national average age of 38.8 years. This youthful demographic underscores the need for this housing development which caters to young families and professionals.

Given its proximity to all of the existing community facilities, commercial and retail facilities and amenities, within 250m of the Main Street, it is considered ideally located to enable the continued growth and housing demand for Kinnegad. This site could be considered an infill development site, due to its location between the Main Street to the south and south west, and existing residential development to the north and north east. This proposed development will provide easier and more direct connections for the residents to the north and north east to the Main Street, shops and schools, resulting in a more walkable, accessible town centre.

Overall Layout & Design

A total of 129 no. dwellings are proposed consisting of 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 arrangement of housing units has been thoughtfully planned to generate public open spaces that not only engage with the individual dwellings but also connect with the surrounding developments through pedestrian pathways and potential future linkages. In particular, the orientation of Cells 1 and 8 establishes a strong street frontage along the Boreen Bradach link road, providing a distinct contrast to the adjacent development to the east i.e. a strong frontage and presentation and enhancing the overall streetscape.

Furthermore, the proposal aims to strengthen connections with the existing context to the east by introducing a new footpath that links with the established pedestrian routes to the north and south of the site. The scheme also been designed to allow for potential future connections to the west (St Etchen's School) and south (St Etchen's Court and connecting to the local shops. Throughout the design, the amenity of existing residents is respected by maintaining appropriate separation distances in line with compact settlement guidelines and by orienting the units to prevent direct overlooking.

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, further supporting future connections with adjoining developments.

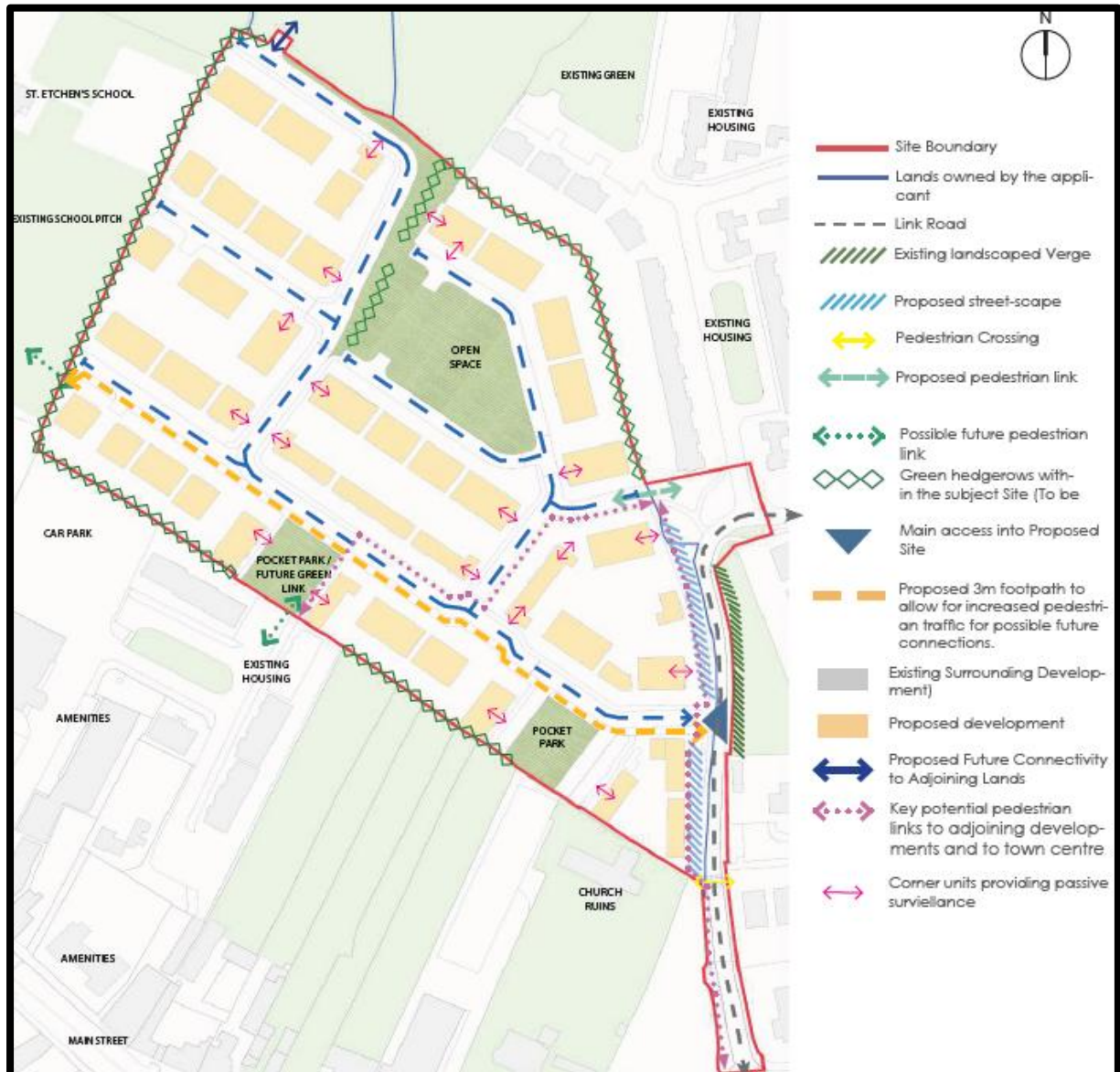


Figure 19: Site Layout, Amenity & Permeability Diagram (MCROM Architects).

The layout of the roads is in accordance with DMURS to ensure that appropriate road layouts are achieved, placing the priority on the safety of all vulnerable road users within the development. This has been delivered through a combination of raised tables, home zones and the avoidance of long, uninterrupted roads.

In terms of Daylight & Sunlight and neighbouring amenity, it is noted that the proposed development is sufficiently far away from existing neighbouring properties to avoid any issues in relation to loss of light/ overshadowing or loss of privacy. All of the units, due to the nature of the development providing dual aspect houses with good internal layouts and separation distance, will have good access to daylight and sunlight throughout the development. The design of the development includes embedded mitigation measures to ensure there will no direct overlooking of the adjacent dwellings, namely 'Bun Daire to the north and 'St Ethen's Court' to the south.

The overall layout aims to provide a development at an appropriate density, in line with the County Development Plan and the 2024 Compact Guidelines, whilst also achieving an attractive, high quality residential layout and streetscape. The layout also provides key public open spaces distributed across

the site, providing appropriate places for children and young people to play, and which are overlooked and secure.

In terms of building design, the proposal will consist of a number of varying house types, made up of predominantly two storey dwellings. The design concept for the eastern boundary of the site fronting onto the Boreen Bradach link road is designed to future strengthen the streetscape and provide further passive surveillance along Boreen Bradach. Overall, the heights and design proposed are considered to respect the existing character of the area, and that the proposed heights are both justifiable and appropriate for this development.



Figure 20: Proposed Section along Boreen Bradach

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 County 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.

Phasing

The proposed development is made up of 8 cells which is planned to be delivered in an clockwise manner within 3 phases. This will enable the delivery of services throughout the development and ensure a comprehensive development of the site.

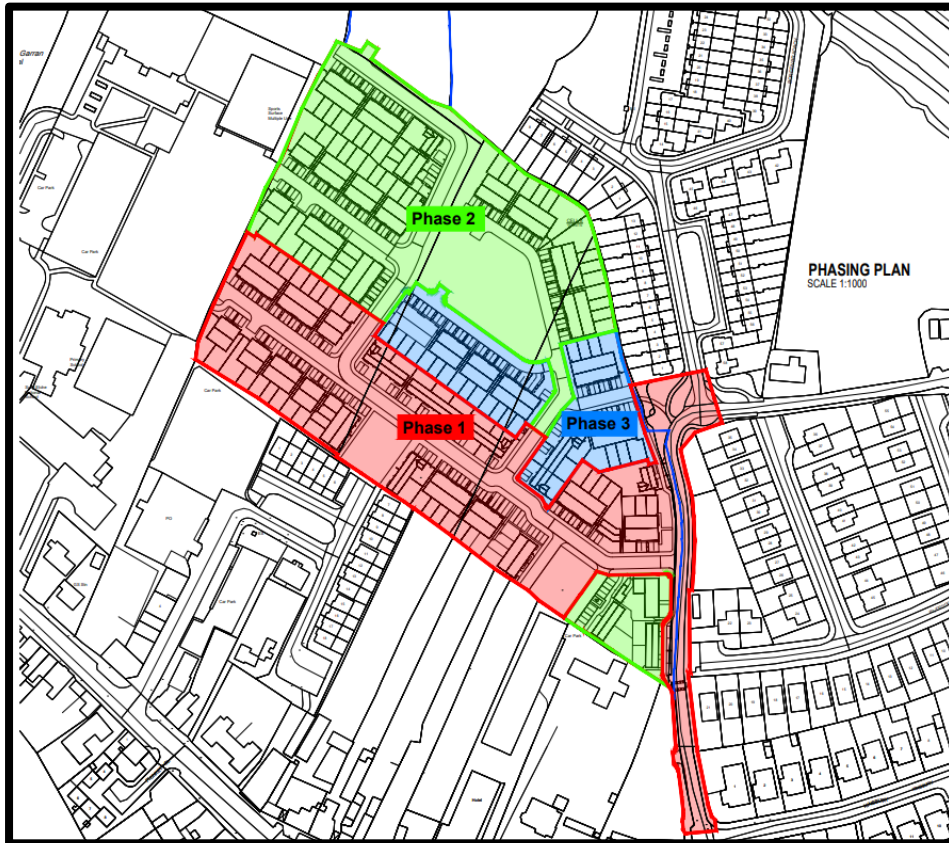


Figure 21: Overall site layout with Phasing

Phase 1 – consists of 52 units located to the southern portion of the site, together with vehicular & pedestrian infrastructure upgrades on the Boreen Bradach Road, and POS 2 and POS 3 which amounts to c. 1,412sqm of public open space. The road upgrades include a new section of footpath along the full extent of the application site with a crossing point for Vulnerable Road Users which improves permeability/connectivity from the proposed development to Main Street, Kinnegad.

Phase 2 consists of 52 units, the creche and the delivery of POS 3, sited to the centre of the site. Phase 2 will see the delivery of the the majority of the road infrastructure will be delivered which will provide access to all units within the first two phases. The remaining portion of the development will be built during phase 3 (26no. of units).

Density

The proposed development is for 129 units which represents a density of 34 units per hectare. Section 3.7 of the CDP states that *“It is important that the density of new development in towns and villages is reflective of the existing character and that growth is linked to infrastructural capacity. As such, there will be a graded reduction in residential density for Self-Sustaining Growth Towns, Self-Sustaining Towns, towns and villages that are commensurate to the existing built environment.”*

Westmeath County Development Plan identifies Kinnegad as ‘Tier 3 – Self Sustaining Growth Town’. A Self-Sustaining Growth Town is defined as a town with *“a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.”*

Westmeath CDP does not explicitly outline a density standard/range for each Tier of settlements. The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2024* outlines that for 'Small/Medium Town Edge' areas a density range of 25-40dph (net) shall be applied. The proposed density of 34 uph is therefore in line with both National and Local planning policy and is considered an appropriate density for this location given the existing low-density development of the surrounding area.

Unit Mix

The proposed unit mix is as follows:

Unit Type	No. of Units	Percentage
1 Bed House	2	2%
2 Bed House	11	9%
3 Bed House	97	75%
4 Bed House	19	14%
Total	129	100%

This mix provides for both smaller, two bed two storey houses for either people seeking to right size or starting out on the housing ladder. Larger three and four bed houses are also provided to accommodate families. This is considered an ideal location for due to its proximity to the Main Street, providing ease of access for all age groups to the existing facilities in the area. While there is predominantly two storey housing in the area this mix of two up to four bed housing is considered appropriate for the area providing a choice within the town of varying house sizes.

Residential Amenity

The proposed layout respects the standard of the existing properties within the adjoining areas. To the north-northeast there are existing houses and back gardens backing onto the site (Bun Daire). The distance between the proposed houses and these existing dwellings is generally 26m and more in places, ensuring that the privacy and amenity of all residents in this location is respected.

The new dwellings proposed along Boreen Bradach to the east have been designed to provide an attractive and high-quality new street frontage along this existing road. Due to the distances involved and the orientation of the existing properties along this road the proposed development will not impact on their amenity and the streetscape improvements will be benefit all.

To the south of the site is a mixture of residential, community and commercial uses. The majority of these uses are either a significant distance away or are gable end onto the site. The proposed units have been designed to ensure an appropriate relationship with all of these properties. It is noted however, that there is an existing terrace of two storey houses backing onto these sites from St Etchen's Court, which are located close to the boundary of the site. Cell 3 within the development provides two storey houses within c.18m of these existing properties. However, given the design and separation distances proposed, no direct overlooking is expected, fully in line with the Compact Guidelines, are located in excess of 16m from each other, ensuring the residential amenity of both the existing and the future occupants is protected. We note the units proposed adjacent to both sides of POS 2 are sited closed to the site boundary, notwithstanding these have been designed with gable onto the existing development to the south. These gable ends are solid with no window opens, therefore mitigating any direct overlooking onto existing properties.



Figure 22: Proposed CGI. Source; Digital Dimensions

Childcare Facility

The proposed development includes for the provision of a childcare facility measuring c. 261sqm and an associated outdoor play space measuring c. 170sqm. This facility will cater for approximately 47 no. children and will employ 08 no. staff members. This size of facility exceeds the requirements of the Childcare Guidelines which estimates that a development such as this would generate a demand of c. 35 childcare spaces ($(129 \text{ no units} / 75) * 20 = 34.4$).

The proposed childcare facility is located on Boreen Bradach and has a set down area to the front and a parking area to the rear. This will enable this proposed creche facility to be used not only by the future occupants of this development but also the wider area.

On this basis the sizing of the creche is considered appropriate for the development. This will have a positive effect on population and human health as the proposed creche will accommodate for the 47 no. childcare spaces required which is more than the need generated by the development.

Open Spaces and Landscaping

The proposed development includes three primary open space areas and a third smaller pocket park. The spaces in total equate to c. c. 4910 sqm or c.13% of the site. This is in accordance and exceeds the Compact Settlement Guidelines Requirements of 10% of the site or 3,962sqm. It is also noted that these areas are of high quality, useable open space which provide attractive spaces for all members of the community.

The main open space is located within the centre of the site which will form as the predominant social activity space surrounded housing cells. This public open space will provide pedestrian and

permeability to the main north-south across the subject site. The area of public open space to the centre of the site is the dominant open space and focal point of the design proposal, designed specifically to create a locus for meeting and play. A third smaller open space is provided on the main route into the site, providing a pocket park.

All of these open spaces are easily accessible to all residents and provide for both passive and active uses for persons of all abilities regardless of age or mobility. Furthermore, they are overlooked by housing, creating attractive, safe and secure areas to enjoy.

The play strategy is based on providing natural play in the landscape incorporating large open grass areas for kick-about, grassy mounds, boulders and tree planting. Into this landscape a number of play items will be positioned to provide play opportunities for all ages.

In response to the LRD Opinion the design team have opted to relocate POS 3 (now known and POS 2), to a more centralised position within the site, thereby increasing its accessibility to residential units. This area of public open space incorporates natural and equipped play for younger ages together with seating and gathering spaces. This POS is further enhanced with the provision of a possible pedestrian link to shops and school via St Etchen's Court.

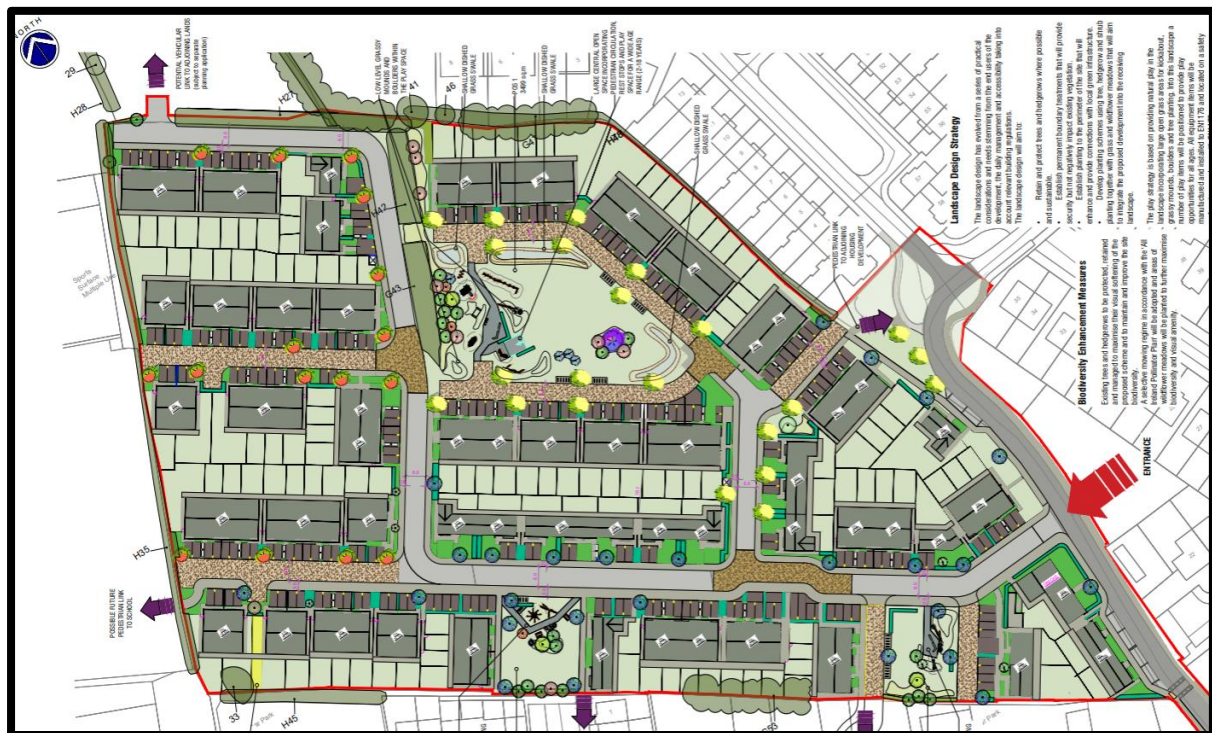


Figure 23: Proposed Landscape Masterplan

A total of 111 new trees are to be planted throughout the site, comprising a number of native and pollinating species. Proposed tree planting will improve the diversity of tree planting in the landscape. Green infrastructure and biodiversity play a major role in the public realm strategy. Native tree planting in combination with the augmentation of all existing public realm hedgerows will provide enhanced linkages or corridors for wildlife in the area.



Figure 24: Proposed CGI. Source; Digital Dimensions

Housing Quality Assessment

A Housing Quality Audit prepared by MCORM Architect is enclosed with the application. This sets out the housing mix throughout the proposed development, the size of all the units, the quantum of private open space, storage space, living/dining/kitchen areas, bedroom areas, and dual aspect. The Housing Quality Assessment demonstrates that the proposed development meets all the requirements of the WCC Development Plan, and the more recent Sustainable and Compact Settlement Guidelines for Planning Authorities 2024, the “Compact Guidelines”.

Ecology & Appropriate Assessment

The EIA Screening Report submitted as part of this LRD application identifies 4 no. designated sites located within 5km of the subject site. These include Mount Hevey Bog SAC/pNHA, Royal Canal pNHA, River Boyne and River Blackwater SAC and River Boyne and River Blackwater SPA. The EIA Screening Report outlines that designated sites Mount Hevey Bog SAC/pNHA, River Boyne and River Blackwater SAC are screened out as no direct hydrological connection/pathways are present. There is a hydrological connection to the Royal Canal pNHA however despite this, *“it is not reasonably expected that potential contaminants arising from the proposed site could reasonably travel over 9km via surface water to reach this receptor in the presence of best practice construction methods.”*

Given the scale and nature of the proposed development the overall risk posed to the environment is considered to be low with no significant impacts anticipated following the implementation of suitable mitigation measures associated with standard construction practices and outlined in the accompanying CEMP as part of this planning application.

An Appropriate Assessment Screening has been carried out by ORS, the screening concluded that:

“It is of the opinion of the author that an AA of the proposed development is not required as it can be excluded, on the basis of objective information provided in this report, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any designated sites. Therefore, this proposed project does not need to proceed to Stage II of the Appropriate Assessment Process, i.e., a Natura Impact Statement (NIS).”

Access and Movement

The primary access will be via Boreen Bradach and will provide vehicular access as well as pedestrian and cyclist access. This route continues to the northwest of the site providing future potential access for vehicles and pedestrians, enabling this lands future development. A new pedestrian route is proposed from the northeastern corner of the site directly onto Boreen Bradach (close to the entrance of Bun Daire) improving permeability to and from the site.

It is also noted that proposed future green/ pedestrian links are also included, subject to agreement with adjoining landowners, to

- the south of the site, adjacent to cell 2, providing access to St Etchen’s Court.
- the south of the site, adjacent to cell 3 to the school site.

A DMURS Statement has been prepared by ORS Consulting Engineers and accompanies the application pack. The statement demonstrates how the design for the proposed residential development incorporates the key design principles set out within the DMURS – Connected Networks, Multi-Functional streets, pedestrian focus, multi-disciplinary approach. The statement also shows how the proposed development is consistent with the objectives set out in DMURs to create better street designs that encourage people to walk or use public transport over the private car.

Car and Cycle Parking

Car Parking

Table 6.2 of the CDP ‘Car Parking Standards’, outlines the maximum requirement of 1 space per residential dwelling and up to 1 visitor space per dwelling. The proposed residential development will consist of 129No. residential units, and a total of 256No. residential parking spaces will be provided for residents and visitors (1 for residents and 1 for visitors), corresponding to 2No. parking spaces per unit. This allocation surpasses the requirements outlined in the Westmeath County Development Plan 2021 - 2027. It is noted 1No. parking space is proposed for the single-bed housing units.

The vast majority of these car parking spaces are on curtilage, allowing for EV Parking for all home owners should they require it. There are a few houses, c. 11, that do not have on curtilage parking. This is to enable green links to the surrounding area to be created. In this instance, the car parking is located immediately adjacent to the houses. These spaces will be allocated to each house to avoid any doubt.

There are 7 no. car parking spaces proposed for the childcare facility, 3 no. spaces dedicated for staff members, 4 set down spaces including 1 universal space. This is in accordance with the car parking requirements for a creche facility.

EV Parking Provision

As per the of the 263No. total car parking spaces proposed, 30No. spaces will be equipped with active EV chargers - this includes 26No. on-curtilage spaces for houses and 4No. off-curtilage spaces, with

2No. of these at the crèche (achieving the necessary 10%). Additionally, 25No. off-curtilage spaces will have ducting installed to allow for future charger installation, while a further 208No. on-curtilage spaces will be pre-wired with cabling for future chargers, ensuring the development is prepared for increasing EV demand.

Please refer to EV ducting drawing prepared by MandE.

Cycle Parking

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 8no. spaces will be provided for creche staff to the rear of the building. As set out in the Traffic and Transport Assessment the scheme fully complies with the relevant guidelines.

Engineering Services and Flood Risk

The entire scheme incorporates Sustainable Drainage Systems (SuDS). A comprehensive SuDs plan for the proposed development has been prepared by ORS Consulting Engineers in collaboration with Landmark Design & Consultancy – please refer to Proposed Storm Water Drainage Layouts drawings by ORS which shows the detail layout for SUDs proposals. A bioretention swale will be located in three areas around the perimeter to POS #1. This bioretention swale will intercept a quantity of stormwater runoff from the internal road area and within the landscape areas. Full details of the SuDs techniques and drainage management measures proposed are given within the Engineering Assessment Report.

A Confirmation of Feasibility Letter was received from Uisce Eireann in October 2024, which outlined that a connection to the existing water supply network is feasible subject infrastructure upgrade by Uisce Eireann. A Statement of Design Acceptance was subsequently received in April 2025 (Refer to Appendix A of the Engineering Report for Irish Water Correspondences including Confirmation of Feasibility Letter and Statement of Design Acceptance). The daily demand has been calculated as 80.4m³/day.

Site-Specific Flood Risk Assessment prepared by ORS Consulting Engineers accompanies this planning application. This Flood Risk Assessment was carried out in accordance with the OPW's 'The Planning System and Flood Risk Management, Guidelines for Planning Authorities'. The report found there have been no recorded historic flooding incidents within the Site, being the closest one located ca. 1.12 Km Southeast of the Site. The Site does not overlap with an Area of Further Assessment (AFA) hence there is no specific flood modelling data for the area. However, based on information provided by the Westmeath County Development Plan, the Site can be classified as Flood Zone C, and, therefore, it is not expected that its construction will increase the area flood risk.

The report concluded *“that the development is not exposed to any flood risk, no flood modelling has indicated that the area is under any risk, so no further assessment is necessary, with the development being in due compliance with the requirements to be developed as proposed regarding flood risk assessment.”*

Part V

The proposed development includes for 20% or 26 no. Part V housing units which are distributed across the site in accordance with best practice. Please see the Part V pack provide by MCORM included with this pre-application consultation request.

Statement of Response to S247 Comments by Westmeath County Council

An S247 Pre-Planning meeting (WMCC Reference: PP6578) took place with Westmeath County Council (WMCC) on 21st August 2024 online via Teams. The following items were discussed and the response by the design team is set out below.

Westmeath County Council Comment	Applicant response
Planning and Strategic Issues	
<ul style="list-style-type: none"> - Confirms the development is a large scale residential development located Kinnegad. Kinnegad is a tier three settlement within the Westmeath County Development Plan and is categorised as a self-sustaining growth town. Such towns would contain a reasonable level of jobs and services which adequately cater for the service catchment. These towns have the potential for economic growth, accommodate increased services and employment growth where appropriate in accordance with Westmeath County Council Core Strategies. - Confirms a population growth of 20% since 2016. In order to support the population growth and development growth in Kinnegad there has recently been three Part 8's approved whereby the former National School will be developed into a Library, proposed town park and lastly a working hub/enterprise centre has been approved. - Notes active travel infrastructure developments within the local area – Boreen Bradach walkway. - Site is zoned as Consolidation – details the definition of Consolidation from the Westmeath County Development Plan – residential development can be permitted within this zone; however, it does refer to Mixed Use. Sole residential development will require justification. 	<p>Chapter 2 of the County Development Plan sets out the Core Strategy and Settlement Hierarchy for the county. Kinnegad is identified as being a level 3 self-sustaining Growth Town within the Core Region.</p> <p>Table 8 of Section 3 of the Housing Strategy outlines the Annual Population Projections for Westmeath. It is predicted that there will be a total Population Increase of 10,483 across the county between the years 2021 and 2027.</p> <p>This population growth will translate to a need for 4,983 new residential units to be built across Westmeath between 2021 and 2027. The housing strategy states in section 2.1 shows that urban areas in Westmeath (Athlone, Mullingar, Kinnegad and Moate) experienced a collective population growth of 14.2% between 2011 and 2016. Accordingly, the proposed quantum and mix of units is suitably balanced and provides a mix in line with surrounding local demand, and demand associated with developments of this scale.</p> <p>Since the initial 247 meeting, the applicant has since revised the scheme to include a crèche facility. The creche measures c. 188.5m2 and 140m2 of associated open space, which will accommodate c. 36 children which will meet the expected demand from the proposal and the wider area.</p> <p>The creche is located to the southeast of the site close to the entrance of the new development. The creche provides staff parking, cycle parking</p>

<ul style="list-style-type: none"> - Highlights that the development will be assessed against National, Regional and Local policies. - Notes the Kinnegad settlement plan which is contained in the County Development Plan. - Highlights the new Sustainable Residential Development and Compact Settlement Guidelines (published in January 2024). 	<p>and a set down area. This position is located to the south of the spine road in order to enable ease of drop off and collection.</p> <p>The provision of the creche is also considered to contribute to be achievement of the Consolidation zoning.</p> <p>Please also refer to the Statement of Consistency for a detailed response regarding National, Regional and Local Policy and Guidelines.</p>
Transport / Traffic and Road Safety	
<ul style="list-style-type: none"> - Development informed proposed needs to be fully compliant with DMURS principles. A 5.5m road width proposed on the road plans would be the minimum requirement. Proposal will require a swept path analysis throughout the estate to confirm access for refuse trucks and fire tender. Specification with respect to width of cycle and footpath routes can be included in cross sections <p>Advises to include the following reports and plans:</p> <ul style="list-style-type: none"> • Mobility plan • Traffic calming plan • Road safety audit • Flood risk assessment, (notes issue with basement around church grounds – advises to investigate) • Traffic impact assessment at the junction at the main street to determine if that requires a signalised junction in the future • TTA report • Show SUDs element with positive outlet • Shared surface materials – coloured asphalt preferred • Traffic Calming throughout the estate noted DMURS – tabletop preferred • EV charging and ducting layout for future public facilities • Car parking plan – one per unit plus 30% approach as per the Table 16.2 of the County Development Plan – estimated 	<p>Please see the Traffic and Transport Assessment and Mobility Management Plan and associated transport drawings by ORS. This has addressed these items set out below.</p>

<p>to be in the region of 176 spaces required for development.</p> <ul style="list-style-type: none"> • Public lighting plans to comply with regional standard • Permeable paving preferred to stay in private area. 	
Active Travel	
<ul style="list-style-type: none"> - Advises to include plans identifying Home Zones, shared space signage and tighter entries, he also notes there are no current plans for segregated infrastructure in Kinnegad at the moment. - Route 3 entry – require 3m footpaths – any routes that have high level traffic would require 3m footpath / shared space. 	<p>Noted. The site will provide 5 to 5.5-metre-wide internal roads connecting all extents of the site with 2 to 3-metre-wide footpaths running along one or both sides of the carriageway. Additionally, several vehicular turning bays are placed throughout the site to enhance turning manoeuvres. Pedestrian access points will be strategically positioned, allowing ease of movement for residents while promoting walkability with the possible future provision of direct links to nearby shops and schools. There will be a number of pedestrian crossings located at strategic positions which will enhance pedestrian safety within the development, as shown in Figure 2.5 of the Traffic and Transport Assessment prepared by ORS. Traffic calming measures in the form of raised tables.</p>
Design & Layout	
<ul style="list-style-type: none"> - Expressed concern about layout/design – Site plans currently laid out more like a grid type ridged layout, lacking a sense of place – soft character areas would be required in future designs. Recommended a higher quality innovative design for the site. - In relation to the location of public open space throughout the site – lacks hierarchy of open space that should serve all of the development. - Implementing a higher degree streetscape aspect onto Boreen Bradach would be preferred rather than the green space - Each unit should have a high-quality boundary treatment and include dual aspect on every corner – possible to include three/ two and half story units as an end of row (bookend units) - A high-quality playground should be designed for the site. - Advised applicant to refer to Appendix C Sustainable Residential Development 	<p>The proposed design and layout has been amended in line with these comments.</p> <p>The location of public open space has been re-distributed to reflect this feedback creating a hierarchy of three open spaces. The primary open space is in the heart of the development and as such is the largest. To the south west of the site there is a public open space, adjoining the EuroSpar and the School to the west and south west, enabling potential connections in the future. These two parks include a children's playground as well as kick about space. There is also a smaller pocket park towards the east of the development creating an attractive smaller park for passive enjoyment of residents at that location.</p> <p>There are also houses and a creche fronting onto Boreen Bradach creating an attractive new streetscape which will make the start of the Boreen Bradach local walking route much more pleasant and safer.</p>

<p>and Compact Settlement Guidelines (published in January 2024).</p> <ul style="list-style-type: none"> - Recommends including the Ecological assessments and supplementary hedgerow assessment into plan. 	<p>All houses located on the corners turn the corners. Please see the drawings by MCORM. All units are dual aspect.</p> <p>All of the development is fully compliant with the Sustainable Residential Development and Compact Settlement Guidelines.</p> <p>An Ecological Assessment is submitted with this pre-application Opinion Request.</p>
Bin Storage	
<ul style="list-style-type: none"> - Recommends that storage areas at the front of units are of high quality (brick or block) and needs to provide for the R3 refuse. 	<p>Noted. For the majority of houses this is within the curtilage of the house and has been designed appropriately.</p> <p>For the mid-terrace units, it is proposed that bin stores in the form of sheltered enclosures which will be located to the front of the terrace blocks. For full details please refer to drawing titled 'Typical Bin/Bike Store' by MCORM which details design and locations.</p> <p>All bins will comply with BS EN 840 2012 in order to ensure that the collection vehicles can service the bins, and all bins will have a fitted lid to prevent waste escaping from bins and generating litter. The waste storage area will be adequately ventilated so as to minimise odours and potential nuisance from vermin and flies.</p> <p>Please refer to the Operational Waste Management Plan prepared by ORS for full details.</p>
Part V	
<ul style="list-style-type: none"> - Notes the 10/20% requirement depending on when the lands were purchased. Also advises that the part V units are to be peppered throughout the site. 	<p>Noted. Please see the Part V pack submitted with this pre-application consultation request. It provides for 20% Part V that are peppered throughout the site.</p>
Environment	
<ul style="list-style-type: none"> - It is noted that Internal water courses within and bounding the site which link with the river Boyne and river Blackwater SAC. - There is a requirement for nature-based surface water solutions should be incorporated as part of the design solution for the site. 	<p>Noted. This preapplication consultation request is accompanied with ;</p> <ul style="list-style-type: none"> • AA Screening report • EIAR screening report • Flood Risk Assessment • Noise Impact Assessment Memo (the full application will be accompanied with a full report). • Ecological Biodiversity Report (EcIA)

<ul style="list-style-type: none"> - Environment have noted the following plans & reports to be included in any future application: • AA Screening report • EIAR screening report • Flood risk assessment • Noise Impact Assessment – site is located within the TII roundabout for noise mapping data. The development would need to compare the background level noise, traffic noise and carry out an assessment for various mitigation measures too • Ecological Biodiversity Report • Construction Environmental Management Plan • Construction and Demolition Resource Waste Management Plan • Operational Waste Management Plan • Public lighting design drawings to assess any ecological impacts • SUDs proposal and drainage design engineering services report. - Advises that drainage and sewage connections would require pre-consultation with Uisce Eireann 	<ul style="list-style-type: none"> • Construction Environmental Management Plan • Construction and Demolition Resource and Waste Management Plan • Operational Waste Management Plan • Public Lighting Plan • Engineering Services Report and associated Civil Engineering drawing. • Confirmation of Feasibility
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Statement of Response to Westmeath County Council Opinion

A Section 32C preplanning consultation meeting with Westmeath County Council took place on the 17th December 2024 via Microsoft Teams. Following on from this, Westmeath County Council issued an Opinion under Section 32D. This opinion advised that the *'it is of the opinion that the documentation submitted with the consultation request under section 32B of the Act constitutes a reasonable basis on which to make an application for permission for the proposed LRD'*.

This Stage 2 information has been assessed against Section 32D(2) of the Planning and Development Act 2000, as amended, no issues are raised in respect of the documents submitted.

In accordance with Article 16(A) of the Planning and Development Regulations 2001, as amended, in addition to the requirements as specified in Articles 20A, 22 and 23, the following information should be submitted with any LRD application for permission'.

LRD Opinion Item	
1. Planning and Strategic Issues	Response

<p>The applicant is requested to submit the following with any future application:</p> <p>(a) A phasing plan for the development which demonstrates how the residential development, childcare facility, associated works (including public open space provision) and required road infrastructure will be provided in a timely and orderly manner. Each phase should demonstrate the ability to act independently to the remaining phases in terms of open space, amenity provision, access (vehicular/pedestrian/cycle) etc.</p>	<p>The proposed development is made up of 8 cells which is planned to be delivered in a clockwise manner within 3 phases. This will enable the delivery of services throughout the development and ensure a comprehensive development of the site.</p> <p>Phase 1 – Consists of 52 units located to the southern portion of the site, together with vehicular & pedestrian infrastructure upgrades on the Boreen Bradach Road, and delivery of Public Open Space (POS) 2 and POS 3 which amounts to c. 1,412sqm of public open space. The road upgrades include a new section of footpath along the full extent of the application site with a crossing point for vulnerable road users which improves permeability/connectivity from the proposed development to Main Street, Kinnegad.</p> <p>Phase 2 - Consists of 52 units, the creche and the delivery of POS 3, sited to the centre of the site. Phase 2 will see the delivery of the the majority of the road infrastructure will be delivered which will provide access to all units within the first two phases.</p> <p>The remaining portion of the development will be built during Phase 3 (26no. of units).</p> <p>Please refer to drawing titled 'Phasing Plan' for a full detail retailing phasing strategy.</p>
<p>(b) Statement of Consistency which demonstrates that the proposed site location and proposed development is fully consistent with the relevant policies pertaining to the site as set out under the Westmeath County Development Plan 2021-2027 and the relevant S.28 Guidelines.</p>	<p>Noted. The proposed development will provide an appropriate form of high-quality residential development on this zoned 'consolidation' site as set out in Development Plan 2021-2027. The mix of units will meet the changing need of the population of Kinnegad by providing a range of housing types ranging from 1 bed to 4 bed.</p> <p>The planning policy review (Statement of Consistency) included in this planning report demonstrates that the proposed development complies with relevant national, regional and local planning policies and guidelines and that it will provide for an effective and efficient use of this zoned site.</p>
2. Social Infrastructure Provision	Response
<p>The applicant is advised to:</p> <p>(a) Submit revised architectural design proposals for the creche which should have</p>	<p>Noted. Through the design stages of this LRD application, three design options were designed</p>

<p>regard to its prominent location along Boreen Bradach.</p>	<p>and carefully considered (see Fig 3, Fig 4 & Fig 5 of the Architects Design Statement).</p>
<p>(b) Submit revised site layout proposals for the creche site which address the configuration of the site to provide for on-site staff car parking and set down areas within the site.</p>	<p>Option 1 as illustrated within fig 3, was located towards the centre of the site, north of the main spine road.</p> <p>Option 2 as illustrated within fig 4, was located at the southern corner of the site fronting onto Boreen Bradach Road.</p> <p>Option 3 as illustrated within fig 5, was located slightly further north of option 2, and presented frontage onto both the main spine road (close to the entrance and Boreen Bradach Road).</p> <p>Following review with the design team together with feedback from Westmeath CoCo, the crèche is proposed in the southeast section of the site (option 3), near the residential entrance on Boreen Bradach Road. This location is strategically sited, adjacent to the main entrance, ensures visibility from the road, and avoids the congestion risks of Options 1 and 2.</p> <p>It also offers a safer setting, with fewer unsupervised units near open spaces, and improved child safety with direct access from the set-down area. Additionally, the crèche is now adjacent to open play areas, along with its own private outdoor space.</p>
<p>(c) Demonstrate that the proposed childcare facility is in accordance with the Childcare Facilities Guidelines for Planning Authorities (2001) and take cognizance of Appendix 3 of the Childcare Facility Guidelines for Planning Authorities, 2001.</p>	<p>The proposed development includes 129 no. one, two, three and four bed units. Based on the requirement for 20 no. childcare spaces for every 75 no. dwellings, the proposal would require c. 35 no. childcare spaces (129 no. units/75*20 no. spaces).</p> <p>Notwithstanding the above, a creche is proposed as part of the development to provide for 47 childcare spaces, which will accommodate the full development and also provide capacity for the wider area. On this basis the sizing of the creche is considered appropriate for the development. This will have a positive effect on population and human health given the proposed creche will accommodate for the 47 no. childcare spaces required which is more than the need generated by the development.</p>

	<p>It is noted there are only 3 no. childcare facilities in operation within 1km of the application site, the design team has incorporated a childcare facility measuring 261sqm to accommodate the future population given the facility will cater for 47 no. children.</p> <p>The creche is located to the southeast of the site close to the entrance of the new development. The creche provides staff parking, cycle parking and a set down area. This position is located to the south of the spine road in order to enable ease of drop off and collection.</p>
(d) Provide a Social and Community Infrastructure Audit.	Please refer to the Social and Community Infrastructure Audit prepared by McGill Planning that accompanies this planning application.
(e) Submit a School Capacity Assessment as part of any future planning application.	<p>Please refer to the School Capacity Assessment within the Social and Community Infrastructure Audit prepared by McGill Planning that accompanies this planning application.</p> <p>Based on the assessment of the primary school capacity in the 1km catchment, an estimated total capacity of 162 no. spaces available, while if extended to 7.5km catchment there is an estimated total capacity of 196 no. spaces available.</p> <p>Based on the assessment of the post primary school capacity within 7.5km and the proposed catchment area, an estimated total capacity of 51 no. spaces available.</p> <p>Coláiste Clavin, Longwood, saw the highest increase in uptake with a 29.11% rise, followed by Columbia College, with 25.4%. Mullingar Community College and St Mary's, Edenderry also experienced notable growth, at 20.6% and 14.2%, respectively. St Finian's College had a moderate increase of 4.3%, while Colaiste Mhuire grew by 9.8%. Loreto College (-1.3%) was the only secondary school to see a slight decline, dropping from 852 to 841 students.</p> <p>We note that the CDP acknowledges the enrolment figures within Kinnegad,</p> <p><i>"St. Etchens Primary School occupies a central and considerable landbank along the Mullingar Road. The plan supports the consolidation of future educational facilities at this location."</i></p>

	<p><i>Given current enrolment levels, it is anticipated that a need may arise for a Secondary School to serve the town. Lands have been suitably zoned in this regard."</i></p> <p>Whilst there are currently no extant permissions to build a post primary school in Kinnegad, as acknowledged within the CPD, the Plan supports the consolidation of future educational facilities at this location. Given the above, it is considered that there would be sufficient capacity within the schools in the area to cater for the increased school place demand expected from the current proposed development in the short term.</p> <p>The proposed additional population which will be delivered as a result of this development will enable these schools to maintain their pupil numbers and continue to be viable.</p>
3. Part V Requirements	Response
Full details of proposed Part V compliance including costings and methodology to accompany any application, when submitted. The proposal to provide 20% of overall units for Part V, social residential units should be pepper potted throughout the site to ensure social inclusion within the scheme.	Noted. The proposed development includes for 20% or 26 no. Part V housing units which are distributed across the site in accordance with best practice. Please see the Part V pack provide by MCORM included with this LRD application.
4. Transport / Traffic and Road Safety	Response
The applicant is requested to submit the following in association with any future application. (a) Roads	Please refer to GA drawings prepared by ORS which have radii and sightlines illustrated on them. Refer to drawing 241139-ORS-ZZ-00- DR-TR-700 for details.
(i) Radii and sightlines at the entrance onto local secondary road L 5014 and sightlines at all junctions within the proposed development to be DMURS compliant. DMURS compliance certificate to be submitted.	A DMURS Compliance Report is submitted with this LRD application.
(ii) A minimum road width of 6.0m for main access road through the site and 5.50m width for other roads. Dimensions of all roads widths to be documented on drawings.	A minimum road width of 6.0m is provided for the main access road through the development and 5.50m for all other roads. Refer to drawing 241139-ORS-ZZ-00-DR-TR-700 for details.
(iii) Provision of a 3m shared footpath within the proposed development linking the L 5014 (Boreen Bradach Road) to St Etchen's school.	A 3m wide shared footpath is provided along southern side of the main access road and links Boreen Bradach to St Etchen's school.
(iv) A swept path analysis for service vehicles and fire tenders throughout the scheme for the full internal road network together with	Please refer to drawing titled 'Autotrack Analysis - Fire Tender' & 'Autotrack Analysis - Refuse Truck' prepared by ORS.

a swept path analysis for vehicles manoeuvring in the Home zone areas.	
(v) Stage 1 & 2 Road Safety Audit in accordance with TII GE-STY-01024, with respect to the final design of the proposed road layout (to incorporate the new road junction onto the Boreen Bradach Road).	A Stage 1 & 2 Road Safety Audit has been undertaken as part of this planning application and is included in this submission.
(vi) Provision of a hammerhead/ turning areas adjacent to house number 89 and house number 127, next to the site boundary.	Turning areas have been provided to cul de sac roads. Please refer to traffic drawings prepared by ORS.
(vii) Infrastructure consisting of footpath, surface water and public lighting to be provided along the L-5014 linking the proposed development to the main street in Kinnegad.	As agreed, (discussions between ORS and Westmeath Municipal District and Transportation Section) a portion of new public footpath is to be installed on the western side of Boreen Bradach. Refer to drawing 241139-ORS-ZZ-00-DR-TR-701 for details. Additional road gullies have been installed to cater for surface water runoff along Boreen Bradach for this new section of footpath and ramp.
(viii) A tabletop to be provided at the junction of the L-5014 and the R148 road, designed in consultation with Westmeath County Council.	Noted. A speed survey has been carried along the main road within Kinnegad town (R148) to ascertain if a tabletop is required at the junction of L5014 / R148. Based on the speed survey results, traffic volume analysis, and assessment against DMURS, ORS do not recommend the installation of a tabletop ramp at the junction between Main Street (R148) and Boreen Bradach (L-5014). Please refer to Section 7 and Appendix J of the Engineering Planning Report prepared by ORS for assessment of speed survey results.
(ix) Design details for home zones, footpaths within the development and shared space signage. Any routes that have high level traffic would require 3m footpath / shared space.	Road signage for the various areas have been detailed on drawing 241139-ORS-ZZ-00-DR-TR-700 along with design details for home zones and footpath areas. A 3m wide footpath/shared surface has been provided along the main access road for any potential high level traffic volumes.
(x) A Traffic and Transport Assessment from the development site along the L 5014 (Boreen Bradach Road) to the main street (R148) of the town.	Noted. Please refer to the TTA which addresses this Opinion Item.
(xi) A Mobility Management plan including the mobility around the creche area, to the school and shopping centre.	Noted. Please refer to chapter 5 of the Mobility Management Plan prepared by ORS for full details regarding mobility around the creche area, to the school and shopping centre.
(xii) Specification for roads and footpath.	Specification for roads and footpath are attached to this report in Appendix K of the Engineering Planning Report prepared by ORS.

(xiii) A public lighting design plan designed by a competent lighting design in compliance with the Midland Counties Public Lighting Specification.	A public lighting plan and report prepared by MandE Mechanical and Electrical accompanies this LRD application.
(b) Parking:	
(i) breakdown of proposed car parking provision for each residential unit. Spaces of appropriate dimensions to be provided at 1 space per residential unit and 1 visitor parking space per 3 no. residential units as per Westmeath County Development Plan 2021-2024 save for where a justification has been provided for up to a maximum of 2 no. spaces per unit as set out under the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities.	Noted. The proposed residential development will consist of 129No. residential units, and a total of 256No. residential parking spaces will be provided for residents and visitors (1 for residents and 1 for visitors), corresponding to c. 2No. parking spaces per unit. This allocation surpasses the requirements outlined in the Westmeath County Development Plan 2021 - 2027. As discussed below, the quantum of parking is appropriate to the sites location and accessibility as per Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities.
(ii) Proposals to ensure that EV charging proposals in accordance with Section 16.4.1 Car Parking Standards of the WCDP, i.e. 100% of car parking is to be ducted/EV enabled and a minimum of 10% of the car parking provisions to have facilities for the charging of EV cars.	Noted. As per the of the 263No. total car parking spaces proposed, 30No. spaces will be equipped with active EV chargers - this includes 26No. on-curtilage spaces for houses and 4No. off-curtilage spaces, with 2No. of these at the crèche (achieving the necessary 10%). Additionally, 25No. off-curtilage spaces will have ducting installed to allow for future charger installation, while a further 208No. on-curtilage spaces will be pre-wired with cabling for future chargers, ensuring the development is prepared for increasing EV demand. Please refer to EV ducting drawing prepared by MandE.
5. Service Infrastructure	Response
The applicant is advised to submit the following details in any planning application: (a) Surface Water i. Positive drainage to the storm water network serving the Boreen Brádach road area. ii. Surface water calculations which include for all private permeable areas, to ensure there is sufficient capacity where maintenance of private permeable areas. iii. Nature based surface water solutions to be incorporated into the scheme design such as rain gardens or shallow swales etc.	Positive drainage is incorporated into the stormwater drainage design for the existing Boreen Bradach road. Refer to drawing 241139-ORS-ZZ-00-DR-TR-701. Calculations have been included in Appendix E of the Engineering Planning Report prepared by ORS, showing the required depth of build up, to store the 1:100 year event. A swale has been incorporated into the drainage design to POS 1. Refer to drawing 241139-ORS-ZZ-00-DR-CE-400 and 241139-ORS-ZZZZ-DR-CE-423 for details.
(b) Water/Wastewater	A Confirmation of Feasibility Letter was received from Uisce Eireann in October 2024, which

<p>Agreement(s) with Uisce Eireann in respect of water and wastewater connections. A statement of design acceptance from Uisce Eireann along with details of proposed connection routes to the existing water and wastewater networks.</p>	<p>outlined that a connection to the existing water supply network is feasible without infrastructure upgrade by Uisce Eireann. A Statement of Design Acceptance was subsequently received in May 2025 (Refer to Appendix A of the Engineering Report for Irish Water Correspondences including Confirmation of Feasibility Letter and Statement of Design Acceptance).</p>
6. Design and Layout	Response
<p>Design proposal should provide for the following:</p> <ul style="list-style-type: none"> i. Relocation of Open Space no. 3 to a more central location thereby increasing its accessibility to residential units. 	<p>Noted. In response to the LRD Opinion the design team have opted to relocate POS 3 (now known as POS 2), to a more centralised position within the site, thereby increasing its accessibility to residential units. This area of public open space incorporates natural and equipped play for younger ages together with seating and gathering spaces. This POS is further enhanced with the provision of a possible pedestrian link to shops and school via St Etchen's Court.</p> <p>Please refer to Landscape Design Rationale for full details regarding open space provisions.</p>
<ul style="list-style-type: none"> ii. Revised access proposals for residential units 123-126 fronting onto Boreen Bradach, with preference for rear car parking to eliminate reversing onto the public roadway. 	<p>Along the eastern boundary by Boreen Bradach Road, vehicular and pedestrian routes have been redesigned to eliminate reversing onto the public road. House no.129 now replaces houses no.123-126, with two parallel parking spaces proposed. The footpath connecting to Bun Daire estate has been realigned to integrate seamlessly with existing infrastructure, extending to the cul-de-sac boundary to ensure pedestrian access. Proposed ground levels have been designed to match existing levels along Boreen Bradach Road, enabling smooth connections.</p>
<ul style="list-style-type: none"> iii. Contextual elevation/ photomontage of development as viewed from Boreen Bradach 	<p>Noted. A series of contextual sections have been prepared to clearly illustrate the interface between the proposed residential development and the existing residential developments & the Boreen Bradach Road. We refer you to the contextual site sections included in MCORM pack (24009- 1010-1011) which indicates existing road levels, proposed finished floor levels and relationship with existing development.</p> <p>In addition, a series of verified photomontages have been produced by Digital Dimensions, illustrating how the site will look from 6 vantage points including Boreen Bradach, St Etchen's</p>

	Court, Spar carpark to the south, Bun Daire Development and Borren Bradach Road east of the site. Please refer to the pack prepared by Digital Dimensions for full visuals.
iv. Revised boundary treatment plan to be superimposed onto landscape plan delineating high quality boundary treatment to front and side of all dwellings.	<p>Noted. 1200mm high railing and hedgerow planting is proposed to the front of the dwellings which clearly delineates boundaries between adjoining houses while also the use of native plant species for hedgerows and screening provides a softer approach compared to solid boundaries.</p> <p>High quality materials (brick) have been proposed to be used on all street facing boundary walls throughout the development to provide a high-level finish to all public areas. Please refer to the Boundary Treatment Plan by Landmark Design for full details.</p>
v. Provision of a defensive space around the curtilage of all residential units to be defined with appropriate boundary treatment.	Noted. Please refer to fig 14 of the Architects Design Statement which illustrates the interface between the house, the road and the rear garden. A combination of high-quality soft Landscape design with permeable paving parking bays, bin store and ESB gossip walls with clear boundaries have been provided ensuring a quality residential development.
vi. Revised bin enclosures to reflect a higher quality finish i.e. brick in lieu of stainless steel proposals.	Noted. Please refer to Drawing '2200 typical bin/cycle store' whereby bin stores have been designed using high quality materials, including brick walls.
7. EIA and AA	Response
An EIAR Screening Report and Appropriate Assessment Screening Report with Natura Impact Statement, if required, to accompany any future planning application.	<p>Noted. The proposed development is below the thresholds of Schedule 5 of the Planning and Development Regulations. Notwithstanding, an updated EIAR Screening Report prepared by ORS accompanies this LRD application.</p> <p>An Appropriate Assessment Screening Report prepared by ORS accompanies this LRD application.</p>
8. Other Matters	Response
Applicant to submit details in respect of the following:	
i. All survey reports as noted in the Ecological impact Assessment such as the Bat Survey, Invasive Species, etc.	<p>Noted. The LRD application is submitted with:</p> <ul style="list-style-type: none"> • AA Screening Report • Construction Environmental Management Plan (CEMP) • Ecological Impact Assessment (EcIA) Report • EIA Screening Report • Invasive Species Survey Report

	<ul style="list-style-type: none"> Noise Impact Assessment (Amplitude Acoustics) Arboricultural Report
ii. A Construction and Environmental Management Plan (CEMP) to include a full tabled list of mitigation measures. Mitigation measures identified in the Ecological Impact Assessment, Invasive Species Report and any other reports submitted with any future application should be included in the CEMP.	Please refer section 4.7 of the CEMP prepared by ORS which includes a full tabled list of mitigation measures.
iii. A Noise Impact Assessment Report which assess the existing noise impact (mainly traffic) on the proposed residential development. Reference should be made to the Westmeath County Council Noise Action Plan 2024-2028 and the World Health Organisation Guidelines.	<p>A Noise Impact Assessment prepared by Amplitude Acoustics. The report concluded:</p> <p><i>“Based on the results of the assessment the proposed development is predicted to comply with the relevant requirements of the Westmeath Noise Action Plan 2024 – 2028, WHO guidance and ProPG, subject to implementing the design guidance outlined within this report.”</i></p> <p>Please refer to this report for full details.</p>
iv. A Construction and Demolition Resource Waste Management Plan for the proposed development.	<p>Noted. The LRD application is accompanied with:</p> <ul style="list-style-type: none"> Operational Waste Management Plan (OWMP) Resource & Waste Management Plan (RWMP) Site-Specific Flood Risk Assessment (SSFRA)
v. An Operational Waste Management Plan for the proposed development .	
vi. A Site-Specific Flood Risk Assessment.	
vii. An updated Ecological report which considers all boundaries, trees and hedgerows located on site.	Noted. Please refer to Arboricultural Report prepared by John Morris Arboricultural Consultancy and the ecology pack prepared by ORS.
Applicant is invited to refer to internal reports by the Environment Section; Active Travel Department, District Engineer and Chief Fire Officer as set out under Appendix 3 of this report.	Noted. Please refer to page 4 of the Engineering Planning Report prepared by ORS for full details in response to the Chief Fire Officer.

Statement of Consistency (Planning Policy Review)

This section provides an overview of national, regional and local planning policy which are relevant to this development.

National and Regional Planning Policy

The key national and regional policies and guidelines (including Section 28 Guidelines) relevant to the proposed development are as follows:

- *Ireland 2040 Our Plan - National Planning Framework (2018);*
- *Regional Spatial and Economic Strategy 2019- 2031;*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;*
- *Guidelines For Planning Authorities on Sustainable Residential Development In Urban Areas, 2009*
- *Rebuilding Ireland – Action Plan For Housing And Homelessness 2016*
- *Housing for All – A New Housing Plan for Ireland*
- *Quality Housing for Sustainable Communities (2007);*
- *Design Manual for Urban Roads and Streets (2013);*
- *Guidelines for Planning Authorities on Childcare Facilities (2001);*
- *Smarter Travel – A New Transport Policy for Ireland (2009-2020);*
- *Climate Action 2019*
- *The Planning System and Flood Risk Management (2009).*

Project Ireland 2040 Our Plan - National Planning Framework (2018)

The National Planning Framework (NPF) is the Government's plan to cater for the extra one million people that is anticipated to be living in Ireland within the next 20 years. The Eastern and Midland Region (including Dublin) will, by 2040, be a Region of around 2.85 million people, at least half a million more than today.

The NPF Strategy includes the following planning aims to guide the delivery of this growth:

- Targeting a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas.
- Making better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport.

Overall, the NPF seeks to avoid continued, untrammelled urban sprawl of our cities into greenfield areas. Compact Urban Growth is the NPF mantra, *"making better use of under-utilised land and buildings, ... with higher housing and jobs densities, better serviced by existing facilities and public transport."*

This approach not only makes better use of serviced zoned land, but it can also have a *"transformational difference"* to urban locations bringing new life and footfall to areas and contributing to the viability of services, shops and public transport, increasing the housing supply, and enabling more people *"to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less"* (section 2.6).

The NPF enables a flexible approach to planning policies and standards requiring developments to be *"focusing on design led and performance-based outcomes, rather than specifying absolute requirements in all cases... planning standards should be flexibly applied in response to well-designed development proposals that can achieve urban infill and brownfield development objectives in settlements of all sizes."*

The NPF also states that that *"to avoid urban sprawl and the pressure that it puts on both the environment and infrastructure demands, increased residential densities are required in our urban*

areas". Key National Policy Objectives (NPOs) outlined in the NPF which are directly relevant to this site and development proposal are set out below:

National Policy Objective	Evaluation of Consistency
National Policy Objective 3a <i>Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements</i>	This proposal is for the delivery of new homes within the built-up settlement boundary, between the existing properties along the Main Street and existing residential estates to the north and east.
National Policy Objective 4 <i>Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.</i>	The proposed development will create a high-quality, attractive, and liveable place for residents. The proposal includes varied open spaces which will contribute to the high quality of life for residents.
National Policy Objective 6 <i>Regeneration and rejuvenate cities, towns and villages of all types of scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.</i>	The proposed development provides a creche and 129 no. residential units which will positively contribute towards increased population and employment activity in the surrounding area.
National Policy Objective 11 <i>In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.</i>	The proposal is located within Kinnegad's development boundary. The site is an accessible location and is connected with public transport services. A bus stop with good quality bus services, with transport links to Dublin, is located within a short walking distance from the site.
National Policy Objective 27 <i>Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.</i>	Walking and cycling are prioritised with new pedestrian links running through the scheme. There is only one vehicular access into the development and a high-quality public realm.
National Policy Objective 32 <i>To target the delivery of 550,000 additional households to 2040</i>	This proposal will provide 129 no. residential units in this sustainable location within Kinnegad, County Westmeath.
National Policy Objective 33 <i>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</i>	The proposed scale of development is considered appropriate for this location.
National Policy Objective 34 <i>Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time</i>	All of the residential dwellings will be fully adaptable.

National Policy Objective 35

Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.

The proposed residential development will increase the residential density of this area providing an attractive development on what can be considered an infill/consolidation site between existing areas of built development.

EVALUATION OF CONSISTENCY

The proposed development seeks to deliver a large-scale quantum of residential development at a site that is located within an urban setting and in walking distance of a multitude of services, good public transport and local amenities. The proposed residential development is considered in line with the Governments guidance for compact city development and ensures sustainable development in this well serviced urban area.

The proposed development will provide for a high-quality residential scheme through the design and the materials and finishes proposed. The proposed development will be a multifamily residential scheme comprising 129 residential dwellings, with a mixture and variation of design and size. The proposed design will provide an effective and efficient use of this site located close to public transport provisions.

Development of these lands is considered to be fully in accordance with the recommendations of the NPF.

Regional Spatial and Economic Strategy 2019-2031

Under the Local Government Reform Act 2014 the Regional Planning Framework has been revised with the previous Regional Authorities/Assemblies (ten in total) now replaced with three Regional Assemblies. The Regional Authorities for the Greater Dublin Area – The Dublin Region and the Mid-East Region - have been replaced by the Eastern and Midland Regional Assembly.

The Regional Spatial and Economic Strategy was adopted on the 28th June 2019 and is a strategic plan and investment framework to shape the future development of the eastern regional to 2031. It covers nine counties, Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow, and Dublin.

The vision for the region is to “*create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.*”

The RSES will support the implementation of Project Ireland 2040 – the National Planning Framework (NPF) and National Development Plan (NDP). It addresses employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development and climate change. The vision for the RSES is to create a sustainable and competitive region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.

The RSES also sets out 16 Regional Spatial Objectives which align with the 3 key principles of the RSES and have been development to ensure that positive strategic environmental outcomes occur. Ten of which, the most relevant to this site, are set out below.

1. Sustainable Settlement Patterns

Better manage the sustainable and compact growth of Dublin as a city of international scale and develop Athlone, Dundalk, Drogheda and a number of key complementary growth settlements of sufficient scale to be drivers of regional growth. (NSO 1, 7, 10)

2. Compact Growth and Urban Regeneration

Promote the regeneration of our cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and employment choice for the Region's citizens. (NSO 1)

9. Support the Transition to Low Carbon and Clean Energy

Pursue climate mitigation in line with global and national targets and harness the potential for a more distributed renewables-focussed energy system to support the transition to a low carbon economy by 2050. (NSO 8, 9)

10. Enhanced Green Infrastructure

Identify, protect and enhance Green Infrastructure and ecosystem services in the Region and promote the sustainable management of strategic natural assets such as our coastlines, farmlands, peatlands, uplands woodlands and wetlands. (NSO 8, 9)

11. Biodiversity and Natural Heritage

Promote co-ordinated spatial planning to conserve and enhance the biodiversity of our protected habitats and species including landscape and heritage protection. (NSO 7, 8)

4. Healthy Communities

Protect and enhance the quality of our built and natural environment to support active lifestyles including walking and cycling, ensure clean air and water for all and quality healthcare and services that support human health. (NSO 10)

5. Creative Places

Enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration. (NSO 5, 7)

6. Integrated Transport and Land Use

Promote best use of Transport Infrastructure, existing and planned, and promote sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. (NSO 2, 6, 8,9)

7. Sustainable Management of Water, Waste and other Environmental Resources

Conserve and enhance our water resources to ensure clean water supply, adequate waste water treatment and greater resource efficiency to realise the benefits of the circular economy. (NSO 8, 9)

8. Build Climate Resilience

Ensure the long-term management of flood risk and build resilience to increased risks of extreme weather events, changes in sea level and patterns of coastal erosion to protect property, critical infrastructure and food security in the Region.(NSO 8, 9)

Evaluation Of Consistency

The subject development seeks to provide for residential development on a key urban greenfield site and to increase densities and consolidation in this urban location. The proposed development therefore is compliant with the overall policies and objectives of the RSES in this regard.

Kinnegad has access to good quality public transport including frequent bus services providing links to Dublin. It has excellent potential to promote sustainable mobility and achieve the vision of 'walkable' communities.

It will also add to the facilities in the area by providing new public open space, pedestrian/cycle links and a new creche facility. The additional population created will also drive demand for additional services.

Urban Design Manual – A Best Practice Guide, 2009

The Urban Design Manual is the accompanying document to the Sustainable Residential Development in Urban Areas document which provides policy guidance for the creation of successful neighbourhoods having regard to the 12-point criteria. The proposal complies with the following design criteria:

1. Context –How does the development respond to its surroundings?

	EVALUATION OF CONSISTENCY
<i>The development seems to have evolved naturally as part of its surroundings.</i>	The proposed development respects the varying nature of the surrounding boundaries and responds accordingly. It is primarily a two storey development in keeping with the nature of existing housing within the surrounding area. However, the density of the area is increased in line with the Compact Guidelines. This is achieved through the use of the standards set out in the Compact Guidelines and National planning policy. This ensures that the site makes the best use of zoned land.
<i>Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.</i>	
<i>Form, architecture and landscaping have been informed by the development's place and time.</i>	
<i>The development positively contributes to the character and identity of the neighbourhood.</i>	The site is of an appropriate size and design to facilitate the scale and layout proposed.
<i>Appropriate responses are made to the nature of specific boundary conditions.</i>	The current proposal is a residential development that is modern not just in terms of design and density but also in terms of promoting an attractive living environment with significant and safe open spaces for future residents.
2. Connections – How well connected is the new development	
	EVALUATION OF CONSISTENCY
<i>There are attractive routes in and out for pedestrians and cyclists.</i>	The proposal aims to strengthen connections with the existing context to the east by introducing a new footpath that links with the established pedestrian routes to the north and south of the site. The scheme also been designed to allow for potential future connections to the west (St Etchen's School) and south (St Etchen's Court) and connecting to the local shops. This enables safe routes to and from the Main Street, not only for future occupants of this development, but also for the wider community.
<i>The development is located in or close to a mixed-use centre.</i>	The proposed development is located immediately to the north of the existing commercial properties along the Main Street, including retail, pubs, restaurants and schools. It is there considered to be well connected to a mixed use centre. We note the recent Part 8 schemes under construction located a short distance from the subject site.
<i>The development's layout makes it easy for a bus to serve the scheme.</i>	The site has good connections to existing public transport which run along the Main Street.

<i>The layout links to existing movement routes and the places people will want to get to.</i>	The layout provides dedicated and safe pedestrian/cyclist permeability that connects with the surrounding streets and services and facilities.
<i>Appropriate density, dependent on location, helps support efficient public transport.</i>	The density accords with national guidelines which promote higher density development in established residential areas close to high quality public transport and local services.
3. Inclusivity – How easily can people use and access the development?	
	EVALUATION OF CONSISTENCY
<i>New homes meet the aspirations of a range of people and households.</i>	The proposed houses range in size from smaller one bed houses to larger four bed properties. This variety provides choice to a range of people and households.
<i>Design and layout enable easy access by all.</i>	All of the properties are in accordance with Part M.
<i>There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</i>	There are three areas of public open space and a creche proposed within this development, catering for the needs to the future community which will live here. In addition, due to its proximity to the Main Street, it has ease of access to a wide range of existing facilities within Kinnegad.
<i>Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</i>	This will be achieved.
<i>New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</i>	The layout presents attractive urban edges to the open spaces proposed that will be supervised and overlooked.
4. Variety – How does the development promote a good mix of activities?	
	EVALUATION OF CONSISTENCY
<i>Activities generated by the development contribute to the quality of life in its locality.</i>	The proposal will provide for an improved housing mix within the wider area and will increase population creating additional demand and viability for educational, sports and retail services all of which are provided close to the development.
<i>Uses that attract the most people are in the most accessible places.</i>	The creche and public open spaces are all easily accessible to residents and the public and are overlooked.
<i>Neighbouring uses and activities are compatible with each other.</i>	This proposed development is on zoned land where residential is permitted in principle. The uses to the north, east is also residential. To the south and south west are a mix of uses including existing residential,

	education and commercial, all of which are compatible to the use of this site as residential.
<i>Housing types and tenure add to the choice available in the area.</i>	The proposed house sizes and tenures will provide further choice within the area.
<i>Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.</i>	The proposed development includes a creche and public open spaces which will enhance the wide range of facilities already in the area.
5. Efficiency - How does the development make appropriate use of resources, including land?	
	EVALUATION OF CONSISTENCY
<i>The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</i>	The proposal achieves the optimum density on site having regard to the standards of national and local policy as well as existing services and transport options.
<i>Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</i>	The landscape proposals will enhance the existing biodiversity within the area and creates attractive spaces for the community to enjoy.
<i>Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</i>	All of the properties and public open space will have good daylight and sunlight due to their location and orientation.
<i>Appropriate recycling facilities are provided.</i>	All of the houses will have appropriate bins and recycling facilities within their curtilage.
6. Distinctiveness - How do the proposals create a sense of place?	
	EVALUATION OF CONSISTENCY
<i>The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</i>	<p>This proposed development provides for a modern housing estate design. It provides an attractive development with public open spaces distributed throughout. These increase the legibility of the area and the connectivity to the wider area.</p> <p>The proposed development, due to its high-quality design and linkages proposed will be a positive addition to the local area.</p>
<i>The scheme is a positive addition to the identity of the locality.</i>	
<i>The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</i>	

<i>The proposal successfully exploits views into and out of the site.</i>	The proposal provides attractive streetscape and views into and out of the site.
<i>There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</i>	The public open spaces provide focal points as you journey through the development.
7. Layout - How does the proposal create people friendly streets and spaces?	
	EVALUATION OF CONSISTENCY
<i>Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</i>	Linkages throughout the development create attractive routes through the scheme into the wider area.
<i>The layout focuses activity on the streets by creating frontages with front doors directly serving the street.</i>	<p>The proposed development delivers own door housing creating active, well surveilled streets.</p> <p>The road layout is designed in accordance with DMURS resulting in a safe and pedestrian dominated environment.</p> <p>A DMURS Compliant Report accompanies this LRD application.</p>
<i>The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</i>	
<i>Traffic speeds are controlled by design and layout rather than by speed humps.</i>	
<i>Block layout places some public spaces in front of building lines as squares or greens, and some semi-private space to the back as communal court.</i>	The open space strategy for the scheme creates multiple open spaces of varying uses and sizes. This can be seen in the landscaping masterplan
8. Public Realm - How safe, secure and enjoyable are the public areas?	
	EVALUATION OF CONSISTENCY
<i>All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</i>	Overlooking of streets, and public spaces is achieved throughout.
<i>The public realm is considered as a usable integrated element in the design of the development.</i>	The public realm is overlooked and considered an integral element of this development. It achieves a high level of interconnectivity with the wider area creating a well-used and accessible environment.
<i>Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</i>	Noted. Play areas have been designed be overlooked as far as practicable to achieve maximum passive surveillance.
<i>There is a clear definition between public, semi-private, and private space.</i>	Landscaping strips will subtly separate the public, semi-private and private areas.

<i>Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</i>	All roads and parking are designed into the development in order to ensure an attractive, well landscaped streetscape.
9. Adaptability - How will the buildings cope with change?	
	EVALUATION OF CONSISTENCY
<i>Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</i>	All of the houses can be adapted in the future, subject to planning permission or relevant planning exemptions available.
<i>The homes are energy-efficient and equipped for challenges anticipates from a changing climate.</i>	Yes, design practices and proposed materials will militate against the effects of climate change.
<i>Homes can be extended without ruining the character of the types, layout and outdoor space.</i>	All houses can be extended in the future subject to planning permission or relevant planning exemptions available.
<i>The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annex or small office.</i>	The proposed homes can all be extended subject to planning permission or relevant planning exemptions available.
<i>Space in the roof or garage can be easily converted into living accommodation.</i>	All attic space could be converted subject to planning.
10. Privacy and Amenity - How does the scheme provide a decent standard of amenity?	
	EVALUATION OF CONSISTENCY
<i>Each home has access to an area of useable private outdoor space.</i>	Each unit is provided with private garden area in accordance with or excess of minimum standards.
<i>The design maximises the number of homes enjoying dual aspect.</i>	All homes are dual aspect.
<i>Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</i>	All units have been designed to prevent sound transmission in accordance with current building standards.
<i>Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</i>	All units have been oriented to minimise overlooking. This has been achieved by ensuring the appropriate distance of 16m as a minimum is achieved in accordance with the Compact Guidelines, and in many instances, greater distances are achieved.
<i>The homes are designed to provide adequate storage including space within the</i>	All units are provided with storage space in line with relevant National Planning Policy requirements.

<i>home for the sorting and storage of recyclables.</i>	
11. Parking – How will the parking be secure and attractive?	
	EVALUATION OF CONSISTENCY
<i>Appropriate car parking is on-street or within easy reach of the home's front door.</i>	Car parking is provided on curtilage for nearly all properties. Where there is no on-curtilage parking it will be allocated and located close to the house.
<i>Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</i>	All car parking is overlooked by residential properties.
<i>Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</i>	
<i>Materials used for parking areas are of similar quality to the rest of the development.</i>	Appropriate car parking materials are proposed.
<i>Adequate secure facilities are provided for bicycle storage.</i>	Bicycle parking is provided within the curtilage of all of the houses.
12. Detailed Design – How well thought through is the building and landscape design?	
	EVALUATION OF CONSISTENCY
<i>The materials and external design make a positive contribution to the locality.</i>	The overall choice of materials and elevations reflect the development in the surrounding area and will be an attractive feature in the landscape.
<i>The landscape design facilitates the use of the public spaces from the outset.</i>	The open spaces will be delivered in accordance with the proposed phasing of the development.
<i>Design of the buildings and public space will facilitate easy and regular maintenance.</i>	All of the public open spaces are designed to be low maintenance.
<i>Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</i>	This has been achieved.
<i>Care has been taken over the siting of flues, vents and bin stores.</i>	This is within the curtilage of the house and has been designed appropriately.

Guidelines For Planning Authorities on Sustainable Residential Development in Urban Areas, 2009

The guidelines set out the key planning principles to be reflected in development plans and local area plans, to guide the preparation and assessment of planning applications for residential development in urban areas.

The Guidelines elaborate a range of high-level aims for successful and sustainable residential development in urban areas. These are assessed against the proposed scheme as follows:

POLICY	EVALUATION OF CONSISTENCY
<i>Prioritise walking, cycling and public transport, and minimise the need to use cars;</i>	<p>Pedestrian and cyclist access to the site has been prioritised with short access to the town centre and the wide range of services and amenities there within easy access.</p> <p>Please also see the Traffic & Transport Assessment and Mobility Management Plan prepared by ORS Consulting Engineers enclosed with this application.</p>
<i>Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;</i>	<p>The scheme has been designed in accordance with all relevant quantitative and qualitative residential standards as set down in the Westmeath County Council Development Plan and national guidelines.</p> <p>Future residents will live in a uniquely safe residential environment with outdoor space safely segregated from cars and a multitude of access options to social infrastructure, open spaces and public transport in the area.</p>
<i>Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;</i>	<p>The development at the immediate edge of Kinnegad town centre will consist of residential dwellings. It also provides generous areas of public open space, creche and new pedestrian links to adjacent road network. The development is well located in relation to existing/planned social infrastructure in the area with a school, creches, and local retail within 5-10 minutes' walk. We note the recent Part 8 schemes under construction located a short distance from the subject site.</p>
<i>Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;</i>	<p>The layout of development has been designed to enhance the accessibility of the site. All the routes through the development will provide increased connectivity to the area which is well surveilled and overlooked. The public realm proposed is high quality with a range of different spaces meeting varying needs throughout the development.</p>
<i>Are easy to access for all and to find one's way around;</i>	<p>The layout is conducive to wayfinding and provides pedestrian and cycle links through the site.</p>

	<p>Pedestrian and cycle access to the site is provided via Boreen Bradach Estate Road to the northeast and a new vehicular access to the south east.</p> <p>The layout is logical and uncomplicated.</p> <p>The series of public cycle and pedestrian routes are created to connect the site and create a strong permeable neighbourhood network of walkways and cycleways.</p>
<i>Provide a mix of land uses to minimise transport demand;</i>	<p>The site seeks permission for residential development, creche, and public open space.</p> <p>The scheme is within short walking distance of the Main Street and therefore has ease of access by foot to a wide range of amenities and services.</p>
<i>Promote social integration and provide accommodation for a diverse range of household types and age groups;</i>	<p>A range of unit size and typologies is proposed for the scheme including 1, 2, 3- and 4-bedroom dwellings. This will improve the overall mix in the wider area which comprises mainly larger 3+ bed houses at present. This mix will cater to the needs of first-time buyers, starter homes for small families, couples and the elderly.</p>
<i>Enhance and protect the green infrastructure and biodiversity; and</i>	<p>The site comprises of an underutilised greenfield site. The proposal will result in a significant improvement in the green landscaping and biodiversity of the area as the level of green infrastructure will be increased significantly. It will provide further connections to Borren Bradach Road and improve the streetscape at the start of this important local walking route.</p>
<i>Enhance and protect the built and natural heritage.</i>	<p>The proposed development does not have any protected structures or noted archaeology on the site. Equally the site is not located within or adjacent an Architectural Conservation Area (ACA) or zone of archaeological potential.</p> <p>The development will not negatively impact the setting of cultural heritage in the vicinity.</p>

Sustainable Residential Development and Compact Settlement, Guidelines for Planning Authorities, 2024

The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009, which in turn replaced the Residential Density Guidelines issued in 1999. They build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing

settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.

It is intended that the Sustainable Residential Development and Compact Settlement Guidelines will be accompanied by a Design Manual that will provide best practice guidance on how the policies and objectives of the guidelines can be applied. At the time of submitting this LRD application, the accompanying Design Manual has not been published, therefore the proposed development is assessed against the 2009 Urban Design Manual as set out within this Statement of Consistency.

Section 1.3.2 of the Guidelines relating to Compact Growth state that *“priorities for compact growth include an emphasis on the renewal of existing settlements, rather than continued sprawl. This priority recognises the impacts that our dispersed settlement pattern (including the dispersal of residential, commercial and employment uses within settlements) is having on people, the economy and the environment. In particular, there is a recognition that dispersed settlement patterns are contributing to the social, economic and physical decline of the central parts of many of our cities and towns, as population and activities move out. There is a recognition that dispersed settlement patterns create a demand for travel and embed a reliance on carbon intensive private car travel and long commutes that affect quality of life for many citizens”*.

Chapter 3 of the guidelines sets out policy and guidance in relation to growth priorities for settlements at each tier in the national settlement hierarchy and in relation to residential density. Under this categorisation, as set out in Section 3.3.4 - Small and Medium Sized Towns (1,500 – 5,000 population). This advises that

Key objectives	
<p><i>The key priorities for compact growth in smaller to medium sized towns in order of priority are to:</i></p> <ul style="list-style-type: none"> <i>a) strengthen town centres,</i> <i>b) protect, restore and enhance historic fabric, character, amenity, natural heritage, biodiversity and environmental quality,</i> <i>c) realise opportunities for adaption, reuse and intensification of existing buildings and for backland, brownfield and infill development, and</i> <i>d) deliver sequential and sustainable urban extension at locations that are closest to the urban core and are integrated into, or can be integrated into, the existing built up footprint of the settlement.</i> 	<p>This site can be considered an ideal location, immediately adjacent the Main Street. This will provide easy connections with the existing town services helping to strengthen same.</p> <p>The delivery of this site is considered to be sequentially the most appropriate and sustainable. It will also provide new linkages to other suburban estates which have leap-frogged this estate restoring connections.</p>
<p><i>Table 3.6 Areas and Density Ranges Small to Medium sized towns</i></p>	
<p>Small / Medium Town Edge</p> <p><i>The edge of small to medium sized towns are the lower density housing areas constructed around the centre,</i></p>	<p>This development responds appropriately to its location in relation to the surrounding area. It is of a scale, form and character in keeping with the</p>

while urban extension refers to greenfield lands at the edge of the built-up area that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that densities in the range 25 dph to 40 dph (net) shall generally be applied at the edge of small to medium sized towns.

wider area. It also provides new connections into the wider area.

The 34 units per ha density proposed accords with the 25-40 range promoted in the Guidelines.

Table 3.8 (below) sets out definitions for terms used to define accessibility to allow for consistent application. The characteristics detailed in Table 3.8 are not exhaustive and a local assessment will be required.

High Capacity Public Transport Node or Interchange

- Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail¹¹, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'¹² stop.
- Highest densities should be applied at the node or interchange and decrease with distance.
- 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.

Accessible Location

- Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.

Intermediate Location

- Lands within 500-1,000 metres (i.e. 10-12 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services; and
- Lands within 500 metres (i.e. 6 minute walk) of a reasonably frequent (minimum 15 minute peak hour frequency) urban bus service.

Peripheral

- Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages.

The subject development site is located within c.450m walk of the bus stops along Main Street R161. These Bus stops on Main Street within a 5-minute walk are served by a total of 5no. bus routes, operated by Bus Éireann, City Link, and Kearns Transport, which primarily connect Kinnegad to Dublin/Galway and Birr.

The most frequent service is 115 bus route, which operates c.22 buses daily running between Dublin and Mullingar. A total of c.43 no buses serve this bus stop daily. During peak hours there is a bus every 12 minutes (5 an hour) and can therefore be considered reasonably frequent service at peak times. We would therefore consider the site to be on the cusp between an Intermediate and a Peripheral Location, with increased density and compact development therefore appropriate.

Policy and Objective	Response
3.1 It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.	This site is within 500m of existing bus services. The site is considered to be within a Small to Medium sized town. Therefore, this density of 34uph is considered appropriate to this accessible location.
4.1 It is a policy and objective of these Guidelines that planning authorities implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets, 2013 (including updates) in carrying out their functions under the Planning and Development Act 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.	ORS have confirmed that the proposed development is in accordance with DMURS.

<p><i>4.2 It is a policy and objective of these Guidelines that the key indicators of quality urban design and placemaking set out in Section 4.4 are applied within statutory development plans and in the consideration of individual planning applications.</i></p>	<p>Please see the assessment below which confirms the development is in accordance with Section 4.4</p>
<p><i>5.1 It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.</i></p> <p><i>In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area.</i></p> <p><i>In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas.</i></p> <p><i>In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the</i></p>	<p>The proposal includes c.4,910sqm of usable public open space , or c. 13% of site. This is distributed across three separate areas and provides for attractive areas to play, visit and walk through. All of these areas are overlooked. This is fully in compliance with this policy.</p> <p>Full details of the site's public open space and amenity strategies are detailed in the enclosed Landscape Masterplan and Landscape Design Statement.</p>

development plan to allow for flexibility. In such circumstances, the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site.

Section 4.4 Key Indicators of Quality Design and Placemaking Assessment

Key Indicators	Evaluation of consistency
<p>Sustainable and Efficient Movement</p> <p><i>In order to meet the targets set out in the National Sustainable Mobility Policy 2022 for reduced private car travel and increased active travel, it will be necessary to design settlements at every level to support the transition away from private car use and to support ease of movement for pedestrians, cyclists and public transport. Local authorities should plan for the development of well-connected neighbourhoods and a distribution of activities to ensure that day-to-day services and amenities are accessible within walking distance of homes and workplaces. In addition to sustainable travel objectives, this will ensure that settlements are vibrant, and when applied alongside the principles of Universal Design, will allow vulnerable users to move about and access services with ease.</i></p> <p><i>The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.2 also refers):</i></p> <p><i>(a) New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</i></p> <p><i>(b) New developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible.</i></p> <p><i>(c) Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.</i></p> <p><i>(d) The quantum of car parking in new developments should be minimised in order to</i></p>	<p>Noted.</p> <p>This proposed development provides new cycle and pedestrian routes within the development.</p> <p>It is a site that is well located close to existing public transport and facilities along the Main Street in Kinnegad.</p> <p>This proposed development creates an attractive, highly permeable suburban environment which provides new links through the development connecting to existing estates within the surrounding area to the Main Street.</p> <p>The proposed development will enable people to travel through the site in a safe and quicker route than currently, promoting the option for more sustainable modes of transport to reach the shops/ church/ amenities.</p> <p>The proposal also has ease of access to existing local services.</p>

<p><i>manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm. Chapter 5 Development Standards includes a specific planning policy requirement (SPPRs) that addresses car parking rates in new residential developments.</i></p> <p><i>The Design Manual for Urban Roads and Streets (DMURS) sets out statutory guidance and standards in relation to the design of individual streets and the use of traffic management and placemaking measures to manage traffic and promote safer and more vibrant streets (Section 2.3 refers). The application of DMURS in all new developments will be key to ensure that strategic movements are catered for along desire lines and that all street networks offer route choice and maximise the number of safe and attractive walking and cycle routes between key destinations. The application of DMURS is key to ensure sustainable mobility and the creation of high quality and attractive settlements. Local Authorities should also consider preparing active travel plans or sustainable mobility plans that focus on improving ease of movement in established areas to important destinations such as schools, parks, shops and public transport. This can be of particular benefit where a new transport service or new destination such as a school is proposed</i></p>	<p>The quantum of parking is appropriate to the sites location and accessibility.</p> <p>Cars are restricted to a single access, with raised tables and home zones promoting pedestrian and cyclist priority throughout the site. This is fully in accordance with DMURS.</p> <p>The proposal has been designed in accordance with DMURS.</p>
<p>Mixed and Distribution of Uses</p> <p><i>These Guidelines promote a move away from segregated land use areas (residential, commercial and employment) that have reinforced unsustainable travel in favour of mixed use neighbourhoods. Ensuring that there is a good mix and distribution of activities around a hierarchy of centres has many benefits in terms of reducing the need to travel and creating active and vibrant places. The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.3 also refers):</i></p> <p><i>(a) In city and town centres and at high capacity public transport nodes and interchanges (defined in Table 3.8), development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and</i></p>	<p>Noted.</p> <p>This site will provide for new public open spaces and a creche. It will also deliver some new connections around the area, as well as providing future potential connections into the</p>

intensity to the level of accessibility. At major transport interchanges, uses should be planned in accordance with the principles of Transport Orientated Development.

(b) In city and town centres, planning authorities should plan for a diverse range of uses including retail, cultural and residential uses and for the adaption and re-use of the existing building stock (e.g. over the shop living). It is also important to plan for the activation of outdoor spaces and the public realm to promote more liveable city and town centres. Much of this can be achieved through the implementation of urban enhancement and traffic demand management measures that work together to free up space for active travel and create spaces that invite people to meet, mingle and dwell within centres.

(c) In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.

(d) In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaption and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that no longer require a high level of private car access).

(e) It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.

(f) The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but

wider area. This allows for permeability and accessibility throughout the development.

Noted. This development is not in a city or large town centre location however, it will deliver a new public open space along with a new creche to provide for the wider area.

Noted. As stated above this proposed development will provide a new community facility, the creche, within the development.

Noted. This proposal, for the re-development of an underused infill site for residential is wholly compliant with this policy.

This site is located in close proximity to multiple bus routes.

This is facilitated through the provision of a creche and public open space for the future occupants of the development.

In addition to this the unit mix will provide a new smaller type of housing in an area which is predominately larger two storey, low density family homes.

<p><i>this should be further to an evidence-based Housing Needs and Demand Assessment.</i></p>	
<p>Green and Blue Infrastructure <i>Green and Blue Infrastructure (GBI) is a strategically planned network of natural and seminatural areas designed and managed to deliver a wide range of ecosystem services, while also enhancing biodiversity. Ecosystem services include water purification, enhancing air quality, space for recreation and climate mitigation and adaption. In settlements, GBI includes features such as rivers and canals, coastline and coastal habitats, green spaces (including parks), Nature-based Solutions and amenity sites that deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places. National Planning Objective 58 of the NPF requires integrated planning for Green Infrastructure and ecosystem services as part of the preparation of statutory land use plans. Development plans should include (or be informed by) a Green and Blue Infrastructure Strategy and include objectives for the conservation, restoration and enhancement of natural assets and GBI networks. These objectives can be refined further in local statutory plans and guidance documents in response to local circumstances.</i></p> <p><i>The following key principles should be applied in the preparation of local plans and in the preparation and consideration of individual planning applications, (Figure 4.4 also refers):</i></p> <p><i>(a) Plan for the protection, restoration and enhancement of natural features, biodiversity and landscapes, and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts.</i></p> <p><i>(b) Plan for an integrated network of multifunctional and interlinked urban green spaces. This is addressed further in subsection (iii) Public Open Space below.</i></p>	<p>Noted.</p> <p>Please see the Engineering Services report by ORS.</p> <p>SuDS measures are included within the development as set out in the ORS Consulting Engineers documents as well as within Landmark Design Landscape Rationale.</p>

<p><i>(c) Promote urban greening and Nature-based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban surface waters in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised. Planning authorities should adopt a nature based approach to urban drainage that uses soft-engineering techniques and native vegetation (including the protection of the riparian zone) to minimise the impact on natural river processes.</i></p> <p><i>(d) The use of Nature-based Solutions at ground level may not be possible on certain brownfield sites due to historic land contamination. In such cases, alternative solutions such as green roofs and walls can be considered.</i></p>	
<p>Public Open Space</p> <p><i>All statutory development plans should include a strategy for the provision of an integrated hierarchy of public open spaces and corridors across the plan area to meet the needs of the planned population. The availability of accessible and high quality public open spaces within all settlements that are part of a wider GBI network will be important in creating sustainable settlements. This should include a hierarchy of multifunctional public open spaces and corridors that are accessible and provide for the recreational needs of the planned population, while also creating space for nature and ecosystem services.</i></p> <p><i>The public open space strategy in the development plan should include objectives relating to the provision of:</i></p> <p><i>(a) Regional, district and local level public parks and greenways. These are generally publicly owned and managed parks e.g. by a local authority or public body such as the OPW or Waterways Ireland.</i></p> <p><i>(b) Public open space provided as part of new development proposals. These spaces should be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They should also form an integral part of the overall design. These spaces may be offered for taking in charge by the local authority following the completion of the development.</i></p> <p><i>The objectives of the development plan public open space strategy should be informed by the</i></p>	<p>Please see the Landscape Masterplan. This clearly demonstrates the integration of the proposed landscape with the proposed development, retaining trees and hedgerows where possible. It provides additional planting to create more attractive and diverse area to promote the biodiversity of the area.</p> <p>The proposal will result in the delivery of a new public open space within this area.</p> <p>A total of 111 new trees are to be planed throughout the site, comprising a number of native and pollinating species. Proposed tree planting will improve the diversity of tree planting in the landscape. Green infrastructure and biodiversity play a major role in the public realm strategy. Native tree planting in combination with the augmentation of all existing public realm hedgerows will provide enhanced linkages or corridors for wildlife in the area.</p>

<p><i>objectives of the RSEs and any regional GBI strategy. The form, size and distribution of new public open spaces should be plan led and take account of open space provision within the area and broader nature conservation and environmental considerations.</i></p> <p><i>While there is no set standard of open space provision per settlement in Ireland, it is recommended that opportunities to enhance the overall quantum of public open space and to restore and enhance nature and biodiversity within settlements is harnessed where opportunities arise, for example, through regeneration or urban enhancement projects and in new development areas. The level of provision should take account of the needs of the planned population, protected zones, landscape character and statutory obligations to protect certain habitats and biodiversity. Ideally, all residents within a settlement will have access to a multi-functional public open space within walking distance of their home.</i></p> <p><i>Public open spaces should be designed to cater for a range of active and passive recreational needs (including play, physical activity, active travel, cultural uses and community gardens and allotments, as appropriate to the context) and to conserve and restore nature and biodiversity. It will be necessary to balance improved access to natural assets with the need to protect the environment as increased levels of tourism, sports and leisure can impact negatively on nature and biodiversity. In addition, the provision of public open spaces should not result in any direct or indirect adverse effects on the integrity of European Sites.</i></p> <p><i>Chapter 5 includes minimum requirements for the provision of open space in new residential developments, based on the net site area</i></p>	
<p>Responsive Built Form</p> <p><i>Built form refers to the layout, position and composition of buildings and to how buildings address streets and open spaces. This is a key element in ensuring the creation of attractive and well-designed settlements. The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.5 also refers):</i></p> <p><i>(a) New development should support the formation of a legible and coherent urban</i></p>	<p>Noted.</p> <p>The proposed development reflects the established pattern of development and provides a transition from the existing lower density two storey housing, to increased density while retaining own door housing throughout by applying the standards set within these guidelines.</p>

<p><i>structure with landmark buildings and features at key nodes and focal points.</i></p> <p><i>(b) New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).</i></p> <p><i>(c) The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.</i></p> <p><i>(d) Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.</i></p> <p><i>(e) New development should embrace good modern architecture and urban design that is innovative and varied and respects and enhances local distinctiveness and heritage.</i></p> <p><i>(f) Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.</i></p>	<p>The proposed development will open up the site, replacing an existing underutilised field with a new attractive suburban development.</p> <p>This is considered to be an exemplar development showcasing contemporary architecture and the appropriate application of the Compact Guidelines.</p> <p>A varied, high quality palette is proposed for the development which creates a distinctive attractive development within the area.</p> <p>A crèche is proposed in the southeast section of the site near the residential entrance on Boreen Bradach Road. This location aligns with the main entrance, ensures visibility from the road, and avoids the congestion risks of Options 1 and 2.</p> <p>It also offers a safer setting, with fewer unsupervised units near open spaces, and improved child safety with direct access from the set-down area.</p> <p>Further active frontage is achieved along the Borren Bradach Road given the orientation of the proposed dwellings which offer new presentation and animation along this stretch.</p>
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The Guidelines outline a number of Specific Planning Policy Requirements (SPPRs) in relation to the design of housing:

SPPR 1 – Separation Distances	EVALUATION OF CONSISTENCY
<p><i>When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</i></p> <p><i>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory</i></p>	<p>The proposed development complies with this policy. The proposed housing units have separation distances of 16 metres or more between opposing windows.</p> <p>Please refer to the Site Layout Plan prepared by MCORM for further details.</p>

<p><i>development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.</i></p>	
<p>SPPR 2 – Private Open Spaces for Houses</p>	<p>EVALUATION OF CONSISTENCY</p>
<p><i>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</i></p> <p><i>1 bed house: 20 sq.m</i></p> <p><i>2 bed house: 30 sq.m</i></p> <p><i>3 bed house: 40 sq.m</i></p> <p><i>4 bed + house: 50 sq.m</i></p> <p><i>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space (see Table 5.1 below). The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.</i></p>	<p>The proposed houses all comply with the minimum private open space standards as set out in the HQA.</p> <p>Please refer to the Housing Quality Assessment prepared by MCORM for further details.</p>
<p>SPPR 3 – Car Parking</p>	<p>EVALUATION OF CONSISTENCY</p>
<p><i>It is a specific planning policy requirement of these Guidelines that:</i></p> <p><i>(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.</i></p> <p><i>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking</i></p>	<p>In line with this policy, the proposed development includes for 263 no. spaces. there are 256 no. car parking spaces for houses, including visitor parking, and a further 7 spaces associated with the creche.</p>

<p><i>standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. <u>The maximum car parking standards do include provision for visitor parking.</u></i></p>	
SPPR 4 – Cycle Parking and Storage	EVALUATION OF CONSISTENCY
<p><i>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:</i></p> <p><i>(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.</i></p> <p><i>(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.</i></p>	<p>All of the houses can accommodate cycle parking within their curtilage.</p> <p>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.</p> <p>A further 64 no. spaces being provided on surface for visitor parking located throughout the scheme in close proximity to the open spaces while 8no. spaces will be provided for creche staff to the rear of the building. As set out in the Traffic and Transport Assessment the scheme fully complies with the relevant guidelines.</p>

Evaluation of Consistency

The site is located within a greenfield site beside the town centre, presenting an opportunity to deliver a significant residential development in a well-established, well serviced and intermediate/ peripheral location within Kinnegad.

Bus stops on Main Street within a 6-minute walk are served by a total of 5no. bus routes, operated by Bus Éireann, City Link, and Kearns Transport, which primarily connect Kinnegad to Dublin/Galway and Birr. The most frequent service is 115 bus route, which operates c.22 buses daily running between Dublin and Mullingar. A total of c.43no buses serve this bus stop daily, with a bus every 12 minutes at peak times.

The proposed density of 34 dph accords with the “Small/Medium Town Edge” designation in Table 3.6 of the Guidelines. In relation to SPPR3 (car parking locations) the site represents a “peripheral location” with respect to public transport frequency and as a result the parking provision proposed reflects same.

MCORM Architects have prepared a Housing Quality Assessment which demonstrates how the proposal is in accordance with the quantitative standards.

Overall, it is considered that the proposed development will provide a high-quality residential scheme that is in line with the Compact Guidelines.

Housing for All – A New Housing Plan for Ireland

Housing for All is the government’s most recent plan for housing in Ireland. It was published in September 2021 with the overall aim that *‘everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life’*. It includes four overarching objectives

- Supporting Homeownership and Increasing Affordability;
- Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion;
- Increasing New Housing Supply; and
- Addressing Vacancy and Efficient Use of Existing Stock.

This document recognises that Irelands housing system is not meeting the needs of the population. It identifies that

- There are not enough houses to buy or rent in the private sector.
- There are not enough houses being built by the State for those who need social housing.
- Housing has become increasingly unaffordable for the ‘squeezed middle’ who would once have expected to be able to purchase their own home.
- Too many people are experiencing homelessness or are unable to access appropriate housing.
- The cost of building housing is too high.
- Too much vacant housing stock remains unused.
- Our housing stock needs to be more environmentally friendly.

The Plan states that Ireland needs an average of 33,000 homes constructed per annum until 2030 to meet targets set out for additional households and that increased housing output is needed in all sectors – private, affordable and social.

EVALUATION OF CONSISTENCY

The proposed development is consistent with Pathway 3 Increasing Housing Supply. The provision of additional apartment units at this site will help achieve the target of 33,000 homes per annum.

The proposed apartments will improve the quantity and mix of residential stock at a location that is particularly well served in terms of public transport, education, local retail, recreational and associated social infrastructure.

Quality Housing for Sustainable Communities: Best Practice Guidelines for Sustainable Communities, 2007

The Department's policy statement Delivering Homes, Sustaining Communities, Guidance provides the overarching policy framework for an integrated approach to housing and planning. Sustainable neighbourhoods are areas where an efficient use of land, high quality design, and effective integration in the provision of physical and social infrastructure combine to create places people want to live in. The policy statement is accompanied by Best Practice Guidelines that promotes quality sustainable residential development in urban areas having regard to the following:

- *promote high standards in the design and construction and in the provision of residential amenity and services in new housing schemes;*
- *encourage best use of building land and optimal of services and infrastructure in the provision of new housing;*
- *point the way to cost effective options for housing design that go beyond minimum codes and standards;*
- *promote higher standards of environmental performance and durability in housing construction;*
- *seek to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and*
- *provide homes and communities that may be easily managed and maintained.*

The following criteria indicate the 7 no. essential requirements new residential developments should have regard to when carrying out development:

	EVALUATION OF CONSISTENCY
<p><u>Socially & Environmentally Appropriate</u></p> <p><i>"The type of accommodation, support services and amenities provided should be appropriate to the needs of the people to be accommodated. The mix of dwelling type, size and tenure should support sound social, environmental and economic sustainability policy objectives for the area and promote the development of appropriately integrated play and recreation spaces."</i></p>	<p>This proposed development will provide for a mix of 1, 2, 3- and 4-bedroom residential units in a mix of dwelling typologies. The proposal seeks to integrate usable open spaces distributed throughout the development, all of which are interconnected. All open spaces will be overlooked by adjoining housing.</p> <p>A Part V proposal is submitted with this scheme to address the requirements for social and affordable housing.</p>

<p><u>Architecturally Appropriate</u></p> <p><i>“The scheme should provide a pleasant living environment, which is aesthetically pleasing and human in scale. The scheme design solution should understand and respond appropriately to its context so that the development will enhance the neighbourhood and respect its cultural heritage.”</i></p>	<p>The design and layout of the scheme creates a liveable and visually pleasing residential environment.</p> <p>The design is appropriate and mindful of the urban edge context, the site constraints, and architectural character of the adjoining residential areas.</p> <p>For further detail please refer to the Architectural design Statement and associated drawings prepared by MCORM Architects.</p>
<p><u>Accessible & Adaptable</u></p> <p><i>“There should be ease of access and circulation for all residents, including people with impaired mobility, enabling them to move as freely as possible within and through the development, to gain access to buildings and to use the services and amenities provided. Dwellings should be capable of adaptation to meet changing needs of residents during the course of their lifetime.”</i></p>	<p>The layout of the proposed development allows for ease of access for all residents, with vehicle entrance located at the southeast of the application site.</p> <p>Houses can be extended into the rear gardens to increase the kitchen/dining area or provide a small playroom or study. The proposed dwellings will be suitable as age-friendly dwellings, and a number of them have been designed with this in mind.</p>
<p><u>Safe, Secure & Healthy</u></p> <p><i>“The scheme should be a safe and healthy place in which to live. It should be possible for pedestrians and cyclists to move within and through the area with reasonable ease and in safety. Provision for vehicular circulation, including access for service vehicles, should not compromise these objectives.”</i></p>	<p>A new vehicular/pedestrian/cyclist access is proposed as part of the scheme via the Boreen Bradach Road.</p> <p>There is also a series of linked public open spaces which provide a safe route for pedestrians through the site. The layouts are conducive to wayfinding and provides pedestrian and cycle links through the area in a clear and legible manner.</p>
<p><u>Affordable</u></p> <p><i>“The scheme should be capable of being built, managed and maintained at reasonable cost, having regard to the nature of the development.”</i></p>	<p>The scheme will have high quality materials and landscaping throughout, ensuring that it has longevity in terms of appearance and ease of maintenance.</p> <p>The mix of unit types and sizes will increase the variety of housing stock available in the area making the scheme affordable to future homeowners and to the developer.</p>
<p><u>Durable</u></p> <p><i>“The best available construction techniques should be used, and key elements of construction should have a service life in the order of sixty years without the need for abnormal repair or replacement works.”</i></p>	<p>The scheme endeavours to use the best available materials and construction techniques in order to minimise the level of refurbishment over the lifetime of the scheme.</p>

Resource Efficient

"Efficient use should be made of land, infrastructure and energy. The location should be convenient to transport, services and amenities. Design and orientation of dwellings should take account of site topography so as to control negative wind effects and minimise the benefits of sunlight, daylight and solar gain; optimum use should be made of renewable sources of energy, the use of scarce natural resources in the construction, maintenance and management of the dwellings should be minimised."

The scheme is considered to accord with the sustainable development principles.

The development will be constructed with a high standard of insulation & air tightness which aims to exceed the requirements of Part L Building Regulations. Energy demand minimization will be achieved by best practise in high efficiency renewable energy heating systems and energy efficient building design.

EVALUATION OF CONSISTENCY

It is considered that the proposed development is in accordance with the above policies and criteria.

The proposal will provide an aesthetically pleasing scheme in close proximity to existing services, facilities, and public transport, and will be an attractive and safe place to live. In addition, the apartments, public park and communal spaces are all universally accessible and the dwellings can be adapted to meet the changing needs of residents.

Design Manual for Urban Roads & Streets (DMURS), 2019

The Design Manual for Urban Roads and Streets (DMURS) was first published in 2013 and has since been updated in May 2019. This document sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

EVALUATION OF CONSISTENCY

The proposed design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The implementation of a low parking and shared car provision actively promotes a modal shift to alternative forms of transport while also creating high quality open spaces in the area. This scheme prioritises pedestrians and cyclists through the development. Vehicles access via a new entrance along the Boreen Bradach Road. A new additional pedestrian access is proposed further north east along Boreen Bradach, as such, permeability for cyclists and pedestrians is therefore prioritised.

A DMURS Statement has been prepared by ORS Consulting Engineers and accompanies the application pack. The statement demonstrates how the design for the proposed residential development incorporates the key design principles set out within the DMURS – Connected Networks, Multi-Functional streets, pedestrian focus, multi-disciplinary approach. The statement also shows how the proposed development is consistent with the objectives set out in DMURS to create better street designs that encourage people to walk or use public transport over the private car.

Guidelines For Planning Authorities on Childcare Facilities, 2001

These guidelines state that Development Plans should facilitate the provision of childcare facilities in larger new housing estates with the standard minimum provision of one childcare facility with 20 places for each 75 dwellings.

Section 4.7 of the *Sustainable Urban Housing Design Guidelines for New Apartments*, 2022 states the following:

“Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.”

EVALUATION OF CONSISTENCY

The proposed application consists of the following:

Proposed Development Unit Mix		
Type of unit	Amount provided	Percentage
1-Bed House	2	2%
2-Bed House	11	9%
3-Bed House	97	75%
4-Bed House	19	14%
Total	129	100%

Unit Breakdown for proposed development

Based on an average household size of 2.74 (2022 CSO Census) then the estimated population of the overall development would be c.355 persons. Based on the 2022 Census figures for the area then the population estimate for the 0-4 age cohort (pre-school at 5.8% of total population for the 2 electoral divisions within 1km of the subject site) equates to c.21 children for the entire development.

It is noted that the 2023 Apartment Guidelines recommends, one bed units should be excluded when calculating childcare demand in new developments. Excluding the 1-bed unit leaves 127 units. The estimated 0-4 age cohort (5.8%) population for these future family households excluding 1 no. bed units would still equate to c.21 children (on the basis of a 2.75 average household size).

However, not all 0-4-year-olds are likely to require private childcare given that some will be cared for by parents, guardians, relatives and/or childminders.

	2001 Guidelines	2023 Apartment Guidelines
	All Units	Without 1 Units
Calculation based on 2001 Guidelines		
No. of units	129	127

2001 Guidelines (20 no. spaces/75 no. units)	35	34
Refined estimate based on population analysis as advised in the 2023 Apartment Guidelines (2.74 per household, assuming a higher household ratio)		
Total Population generated	355	350
Population 0-4 (5.8% of Pop)	21	21

Calculations for the number of childcare spaces required for the proposed development

McGill Planning engaged with Westmeath County Childcare Committee, following the S247 meeting. Current childcare provision within Kinnegad was discussed, and we note that the Childcare Committee had preference for the LRD application to be delivered with a crèche facility.

Notwithstanding the above a creche is proposed as part of the development to provide for 47 childcare spaces, which will accommodate the full development and also provide capacity for the wider area. On this basis the sizing of the creche is considered appropriate for the development. This will have a positive effect on population and human health as the proposed creche will accommodate for the 47 no. childcare spaces required which is more than the need generated by the development.

In conclusion given the fact that there are only 3 no. childcare facilities in operation within 1km of the application site, the design team has incorporated a childcare facility measuring 261sqm to accommodate the future population given the facility will cater for 47 no. children.

Guidelines For Planning Authorities on The Planning System and Flood Risk Management, 2009

These guidelines require the planning system to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.

The Guidelines adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

EVALUATION OF CONSISTENCY

ORS Consulting Engineers has carried out a Site Specific Flood Risk Assessment for a Residential Development at Boreen Bradach, Kinnegad. This report has been prepared to assess the flood risk to the site and adjacent lands as a result of the proposed development.

In conclusion the report found that no historic flooding incidents have been recorded within the boundaries of the proposed site. The nearest recorded flooding event occurred approximately 1.12 km southeast of the site. The development location does not overlap with an Area of Further Assessment (AFA), and specific flood modelling data is not available for the area. However, based on information from the Westmeath County Development Plan, the site is classified as Flood Zone C. As such, the proposed development is not anticipated to increase flood risk in the area.

Local Planning Policy

Westmeath County Development Plan 2021-2027

The site is located within the administrative area of Westmeath County Council and is therefore subject to the land use policies and objectives of the County Development Plan 2021-2027, which came into effect on the 3rd of May 2021. The vision for Westmeath as set out in the Development Plan is to *“create and facilitate sustainable competitive growth throughout the County that supports the health and well-being of the people of Westmeath, providing an attractive destination, as a place in which to live, work, invest, do business and visit, offering high quality employment and educational opportunities within sustainable communities whilst safeguarding the environmental, cultural, heritage and tourism assets of the County”*.

Chapter 2: Core Strategy

Chapter 2 of this Development Plan sets out the Core Strategy and Settlement Hierarchy for the county. Kinnegad is identified as being a level 3 self-sustaining Growth Town within the Core Region. A Self-Sustaining Growth Town is defined to contain *“moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.”*

Table 2.6: Proportional Intervention (Pi) Scenario C.

	Settlement Tiers	Settlement	Census	Interpolated forecast of population				Growth Rate 2016-2027	Growth Rate 2021-2027	
			C2016	Pi2021	Pi2026	Pi2027				Pi2031
I	Regional Growth Centre	Athlone	21,349	24,233	27,116	27,693	30%*	14%***		30,000
		Athlone (Roscommon*)	4,737	4,847	5,423	5,539				6,657
		Athlone (Westmeath)	16,612	19,386	21,693	22,154				23,343
II	Key Town	Mullingar	20,928	23,235	25,542	26,003	24%	12%		27,849
III	Self-Sustaining Growth Towns	Moate	2,763	3,018	3,274	3,325	20%	10%		3,529
		Kinnegad	2,745	2,999	3,252	3,303				3,506
		Kilbeggan	1,288	1,407	1,526	1,550				1,645
		Castlepollard	1,163	1,270	1,378	1,399				1,485

Table 2.6 sets out the sets out population targets for each tier of the settlement hierarchy and the County as a whole to 2026, 2027 and 2031. 2027 is included to align with this plan period (2021-2027). We can see that the 2016 population recorded for Kinnegad was 2,745 and is projected to rise to 3,506 by year 2031 (Scenario C Proportional Intervention).

Chapter 3: Housing Strategy

A housing strategy for Westmeath that covers the life of the County Development Plan from 2021 to 2027 has been prepared to ensure the proper planning and sustainable development of Westmeath and address the overall supply of housing within the administrative boundary of the Local Authority.

The key objectives outlined within the housing strategy are as follows:

- To identify the existing need and likely future demand for housing in the area of the County Westmeath Development plan.
- To ensure Westmeath County Council provides for the development of sufficient housing to meet projected future demand over the lifetime of the County Development Plan.
- To ensure that sufficient zoned lands are provided to meet the needs of different households of all types and tenure.

The Housing Strategy plays a key role in the transition of housing policy from national level through to local level.

Table 8 of Section 3 of the Housing Strategy outlines the Annual Population Projections for Westmeath. It is predicted that there will be a total Population Increase of 10,483 across the county between the years 2021 and 2027.

This population growth will translate to a need for 4,983 new residential units to be built across Westmeath between 2021 and 2027.

The housing strategy states in section 2.1 shows that urban areas in Westmeath (Athlone, Mullingar, Kinnegad and Moate) experienced a collective population growth of 14.2% between 2011 and 2016.

In 2016 the population of the town was 2,745 which represents an increase of 22% from the 2006 census. The town has a younger population than the county average, with only 6% of the population of Kinnegad over 65 compared to the county average of 19.7%. With 64% of the population of working

age, significant opportunity exists to develop the economic base of the town and thus help Kinnegad to realise its role as a self-sustaining growth town.

Policy	Evaluation of Consistency
CPO 2.7 <i>Promote consolidation in Self-Sustaining Growth Towns coupled with targeted investment where required to improve local employment, services and sustainable transport options and to become more self-sustaining settlements, in line with settlement specific policy contained within Chapter 8 of the plan.</i>	<p>The proposed development seeks to aid towards the fulfilment of housing targets for Westmeath by providing 129 no. new units in Boreen Bradach. The proposal provides a variety of unit typologies and sizes offering houses ranging from 1, 2, 3 and 4 bedrooms, which will cater for the demand for units caused by the recent population growth in Kinnegad and predicted population growth towards 2027.</p>
CPO 3.4 <i>Ensure in accordance with Part V of the Planning & Development Act 2000 (as amended) that arrangements for the provision of Social and Affordable Housing are made in accordance with the current Housing Strategy</i>	<p>The proposed development includes for 20% or 26 no. Part V housing units which are distributed across the site in accordance with best practice. Please see the Part V pack provided by included with this LRD application.</p>

Chapter 8: Settlement Plans

The aim of this chapter is to create a network of attractive, liveable towns and villages in the County with appropriate levels of population, employment activity and enhanced levels of amenity which support a high quality of life and well-being and support our ageing population as referenced in 'Housing Options for Our Ageing Population (DHPLG February 2019)'.

Policy	Evaluation of Consistency
CPO 8.86 <i>Promote the development of Kinnegad as a driver of economic growth in the County and fulfil its role as a designated Self-Sustaining Growth Town.</i>	<p>It is considered that the proposed development provides for the creation of an attractive, high quality, sustainable new development within an existing built-up area. It is considered consistent and in with the principles of the NPF and associated government guidelines, as the proposed development will contribute to the economic growth of Kinnegad.</p>
CPO 8.87 <i>Facilitate the expansion of the range of services and facilities available to residents and the wider rural hinterland.</i>	<p>The scheme will deliver three public open spaces and the provision of a new creche available to the residents and the wider area.</p>
CPO 8.89 <i>Provide for the creation of sustainable communities in Kinnegad by identifying sufficient land for new development, in particular housing, enterprise and employment, community and recreational uses.</i>	<p>The proposed LRD will deliver a new residential community which is of a high-quality design, well-connected, provides high quality public and private open space and new links through the development connecting to existing estates within the surrounding area to the Main Street, contributing to a sustainable community. This LRD applications provides a mix of tenure</p>

	promoting social inclusion and contributing to the building of a sustainable community.
<p>CPO 8.96 <i>Provide for new residential development in accordance with the requirements of the Housing and Core Strategy.</i></p>	<p>Table 8 of Section 3 of the Housing Strategy outlines the Annual Population Projections for Westmeath. It is predicted that there will be a total Population Increase of 10,483 across the county between the years 2021 and 2027.</p> <p>This population growth will translate to a need for 4,983 new residential units to be built across Westmeath between 2021 and 2027. The housing strategy states in section 2.1 shows that urban areas in Westmeath (Athlone, Mullingar, Kinnegad and Moate) experienced a collective population growth of 14.2% between 2011 and 2016. Accordingly, the proposed quantum and mix of units is suitably balanced and provides a mix in line with surrounding local demand, and demand associated with developments of this scale.</p>
<p>CPO 8.98 <i>Require proposals for new residential development to demonstrate how they integrate the principles of Green Infrastructure into their scheme.</i></p>	<p>The site comprises of an underutilised greenfield site. The proposal will result in a significant improvement in the green landscaping of the area as the level of green infrastructure will be net increased and will be fully maintained within the new scheme.</p>
<p>CPO 8.99 <i>Provide for the expansion and development of educational, social, community and recreational facilities in the settlement.</i></p>	<p>The primary access will be via Boreen Bradach and will provide vehicular access as well as pedestrian and cyclist access. This route continues to the northwest of the site providing future potential access for vehicles and pedestrians, enabling this lands future development. A new pedestrian route is proposed from the northeastern corner of the site directly onto Boreen Bradach (close to the entrance of Bun Daire) improving permeability to and from the site.</p> <p>It is also noted that proposed future green/pedestrian links are also included, subject to agreement with adjoining landowners, to</p> <ul style="list-style-type: none"> - the south of the site, adjacent to cell 2, providing access to St Etchen's Court. - the south of the site, adjacent to cell 3 to the school site.
<p>CPO 8.105 <i>Support the development of a looped walking/cycling routes within the locality, including the enhancement of "An Boreen</i></p>	<p>The scheme will provide new pedestrian routes onto the Boreen Bradach Road, improving linkages between existing estates and the proposed development. A new stretch of public footpath will the run the entire interface of the</p>

<i>Brádach”, walking/cycle route and encourage increased connectivity to Kinnegad Town Centre.</i>	site along the Boreen Bradach further improving connections with Kinnegad Town Centre.
CPO 8.110 <i>Development proposals on identified lands shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in ‘The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009’ (See Map 10, Volume 2).</i>	Please refer to the site-specific Flood Risk Assessment (FRA) prepared by ORS which demonstrates no flood risk for the proposed development.

Chapter 15: Land Use Zoning Objectives

This chapter sets out the general land-use and zoning policies and objectives of the plan. It provides an explanation of the land use categories and the zoning objectives that apply to them. These zoning policies and objectives have been derived in line with the Core Strategy.

The site is zoned as ‘Consolidation Site’ with the objective CPO 15.5 “*Strengthen and consolidate existing settlements by encouraging the development of infill and brownfield lands through providing for a range of uses including residential development, retail, commercial and community uses.*”

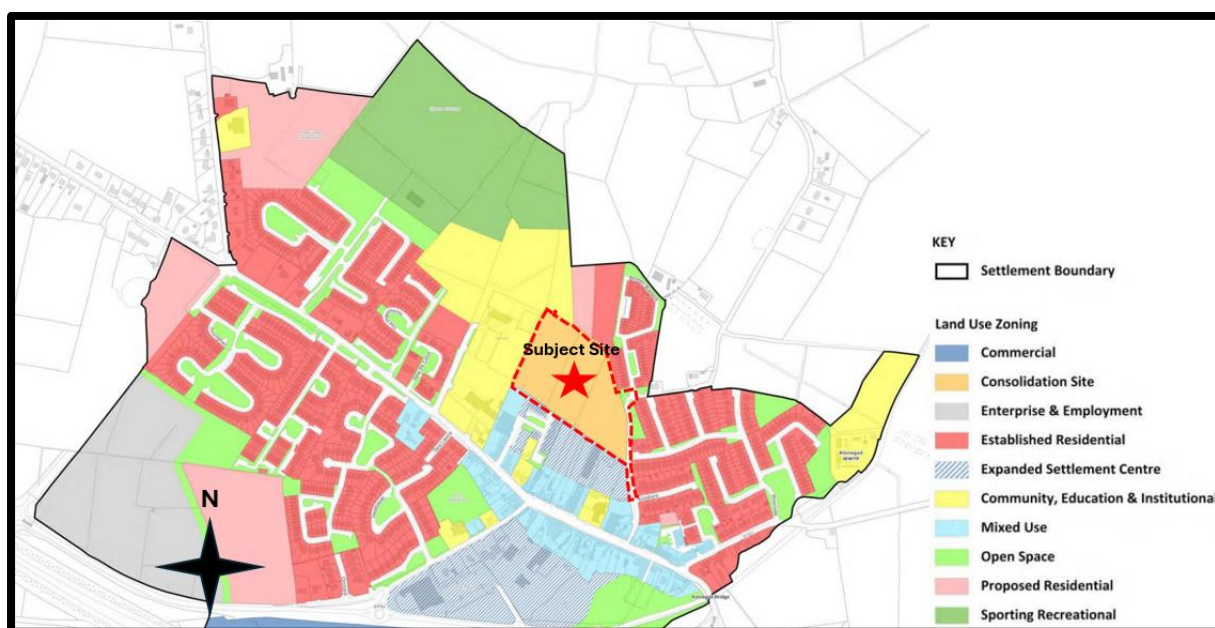


Figure 25: Map 08 of the Westmeath County Development Plan 2021-2027

The zoning seeks to promote the sustainable consolidation of town centres with a focus on the regeneration of infill and brownfield sites through the establishment of a mix of uses, including residential to encourage greater vibrancy outside of business hours. The zoning provides for a range of uses, making provision where appropriate for commercial, retail, residential, community, amenity and public realm development. Any development proposals on these lands must have regard to the Core Strategy, Retail Strategy and associated development management policies.

The proposed development is for a Large-scale Residential Development (Residential Multiple) and Creche (Childcare Facility) which are 'Permitted in Principle' as per Table 15.1 Land Use Zoning Matrix under the current development plan.

The existing town centre of Kinnegad is well provided for in terms of retail, retail services, education and community services, and all within walking/cycling distance of most residential communities in the town. The delivery of a new residential development on these lands adjacent the town centre will help to further consolidate the town centre functions, providing an additional sizeable new community on its doorstep, which will further sustain these existing services allowing them to incrementally expand as necessary. We note the recent Part 8 schemes under construction located a short distance from the subject site.

The backland nature of the site relative to the town centre main street does not naturally lend itself as an appropriate location for additional commercial services which could in turn negatively impact the existing main street businesses and would also create unsustainable customer traffic generation along the Boreen Bradach. The provision of a large creche, however is seen as critical at this location to serve the future development and adjoining areas. Overall, it is considered that the zoning objectives for the site is achieved in the current proposal.

It is noted that a small proportion of the lands to the north of the site are sited within lands zoned as '*Community, Educational & Institutional*', with a zoning objective to "*Protect, provide and improve community, civic and educational facilities and to preserve the open character of institutional lands and the setting of heritage buildings contained within such lands.*"

As set out within the Mobility Management Plan, these lands present significant opportunities for:

- Additional community, education or institutional facilities
- Enhanced green infrastructure and public open space
- Sporting Recreational facilities
- Strengthened connections to the wider town

To support future development, access points and movement corridors have been planned along the northern and western edges of the site, enabling direct connections once adjacent lands are developed. The proposed road network features a connection point that allows for a potential extension to the north, ensuring that these neighbouring lands remain accessible and are not landlocked. As illustrated in Figure 26 below, this connection is aligned with the anticipated development pattern of the northern lands based on their current zoning designations.



Figure 26: Vehicular connection point that allows for future extension northward (Source: MCORM Architecture)

Chapter 16: Development Management Standards

This Chapter sets out the development management standards and criteria and is intended to provide a 'toolkit' towards achieving high standards of design, enhance the character of an area and facilitate sustainable development. All planning proposals should comply with the standards applicable to particular development types, be consistent with the policy objectives set out within preceding chapters and be compliant with legislative requirements.

Policy	Evaluation of Consistency
<p>CPO 16.2</p> <p><i>Achieve the delivery of high-quality built environments ensuring that development is designed to a high standard in line with the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities and Best Practice Urban Design Manual (DoECLG 2009), the 'Urban Development and Building Heights Guidelines for Planning Authorities' (2018) and 'Specific Planning Policy Requirements' (SPPRs) 1 – 4 (inclusive), the Core Strategy for the county and other planning considerations.</i></p>	<p>Noted. The proposed development represents an attractive residential development in an established residential, built up, and well serviced area within Kinnegad. The principle of developing the site for residential use is supported by the land use zoning as well as other key policy objectives contained in the Westmeath County Development Plan 2021-2027.</p> <p>The proposed development is in compliance with the policies and objectives of the Development Plan including the land use zoning, density, design standards for residential schemes, streets, parking and open spaces. The proposed development will also bring significant benefits to the area, in particular the provision of new public open</p>

	<p>space and a better mix of housing types and unit sizes to the area.</p> <p>The design of the proposal fully respects the existing context which has been advanced on the basis of sound, well considered best-practice architectural principles. It has been demonstrated that the proposed development will not give rise to any adverse impacts in respect of overlooking, overshadowing or perceived over-bearance.</p> <p>Please refer to Sections titled 'Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities' and 'Best Practice Urban Design Manual (DoECLG 2009 and 'Specific Planning Policy Requirements' for further details.</p>
<p>CPO 16.3 <i>Require that a detailed design statement be submitted in respect of residential schemes comprising 10 or more units, large scale developments over 350sqm (e.g. commercial, business & enterprise buildings, office, retail, educational facilities etc) and any other development proposed on key strategic or sensitive sites within the urban areas, as determined by the Planning Authority.</i></p>	<p>Please refer to the Architectural Design Statement prepared by MCORM Architects for further details.</p>
<p>CPO 16.4 <i>Encourage the use of green roofs and walls to be incorporated into new developments, where possible.</i></p>	<p>Noted. Guidance for the design of the Surface Water network has been taken from the Greater Dublin Strategic Drainage Study (GSDSDS) and Sustainable Urban Drainage Systems (SuDS) as per standard practice. Infiltration tests per BRE Digest 365 have been carried out at 6No. locations on the site. This testing has shown a very slow rate of infiltration.</p> <p>A swale will be located in three areas around the perimeter to POS 1. This swale will intercept a small quantity of stormwater runoff from the internal road area and within the landscape areas.</p> <p>It is proposed to attenuate surface water from the proposed development with one attenuation tank located in POS 1. The proposed attenuation tanks have been designed to reduce the peak runoff from the site. The attenuation tank has been sized to</p>

	cater for a 1:100 storm event with a 20% allowance for climate change.
<p>CPO 16.10 <i>Residential schemes to provide a range of dwelling sizes and typologies to accommodate emerging demographic trends in line with the Westmeath Housing Strategy and Housing Needs Demand Assessment or other evidence supported methodology. Proposals for residential schemes which are proposed on infill or smaller sites should demonstrate the ability of the proposal to provide a mix of dwelling types within the locality as opposed to within the scheme itself.</i></p>	A range of unit size and typologies is proposed for the scheme including 1,2, 3- and 4-bedroom dwellings. This will improve the overall mix in the wider area which comprises mainly larger 3+ bed houses at present. This mix will cater to the needs of first-time buyers, starter homes for small families, couples and the elderly.
<p>CPO 16.11 <i>Planning proposals for housing schemes are required to present a considered design approach to tailor the scale, design, layout and density of housing in responding to the individual character of the respective town or village.</i></p>	Please see the Architects Design Statement which outlines the design philosophy employed.
<p>CPO 16.12 <i>New housing layouts should provide for a suitable mix and typology of residential units that demonstrates compliance with the following criteria:</i></p> <p><u>Physical Criteria</u></p> <ul style="list-style-type: none"> • <i>Optimise traffic safety and ensure ease of movement, orientation and navigation, with a fully integrated and connected road network. Avoidance of a roads dominant scheme and use of cul-de-sacs.</i> • <i>Provision of quality pedestrian and cycle linkages and infrastructure to facilitate sustainable modes of transport.</i> • <i>Promotion of a high standard of design and layout that provides legibility, character and local distinctiveness.</i> • <i>Ensure that buildings and streets are designed to enable easy access by all regardless of mobility.</i> <p><u>Social Criteria</u></p> <ul style="list-style-type: none"> • <i>Design for life and adaptability meeting the needs of all (including children, older persons and mobility impaired).</i> • <i>Design for social cohesion and interaction based on active and social streets.</i> • <i>Protect levels of privacy and amenity for existing and new residents.</i> • <i>Delivery of active frontages including corner sites providing dual frontage and avoidance of blank facades, fencing and garden walls fronting on to streets and green areas/open space.</i> 	<p>Noted. A single vehicular access in and out is provided with a low traffic speed environment secured.</p> <p>The site layout encourages permeability through the site, connecting to the wider area via pedestrian links and cycleways and seeks to prioritise pedestrians and cyclists.</p> <p>This proposed development opens the site and creates new routes through the site increasing the permeability to and through the site. The landscaping plan, along with the various residential amenities have been located to ensure ease of pedestrian movement through the site following logical routes, that accommodates the changing site levels and enabling clear legibility within the site.</p> <p>Public open spaces shall be overlooked as far as practicable to achieve maximum passive surveillance. The public open spaces have been designed to be fully accessible, with level footpaths and appropriate gradients throughout.</p> <p>The urban design strategy is focused on providing an attractive, people friendly scheme which will give a sense of place to the residents who occupy the development and</p>

<ul style="list-style-type: none"> • <i>Support play policies to address the play and recreation needs of children and young people and ensure the integration of play provision and child-friendly neighbourhoods.</i> • <i>One childcare facility providing for a minimum of 20 childcare places per approximately 75 dwellings proposed should be provided, unless otherwise recommended by the County Childcare Committee.</i> <p><u>Environmental Criteria</u></p> <ul style="list-style-type: none"> • <i>Innovative energy efficient housing to accommodate new typologies and provide adaptable and/or whole life-cycle homes to create inclusive and socially balanced residential communities.</i> • <i>Reflect and contribute to the local character and identity of place by avoiding repetitive volume builds.</i> • <i>Delivery of high quality accessible open space, public realm and landscaping.</i> • <i>Incorporation of measures to ensure sustainable design such as rainwater harvesting, green roofs and walls etc.</i> 	<p>to those who choose to travel through it. The buildings have been designed to ensure variation and attractive building design avoiding monolithic walls or overbearing buildings. High levels of active frontage are proposed along all routes and is balanced with defensive space to protect residential amenity. As a result of this change there are not unduly long, monotonous building lines.</p> <p>The proposed development includes 129 no. one, two, three and four bed units. Based on the requirement for 20 no. childcare spaces for every 75 no. dwellings, the proposal would require c. 35 no. childcare spaces (129 no. units/75*20 no. spaces). The proposal includes a creche measuring c. 261m² and 170m² of associated open space, which will accommodate c. 47 children which will meet the expected demand from the proposal.</p> <p>The proposed development supports the achievement of these objectives through the delivery of a new residential community which is of a high-quality design, well-connected, provides high quality public and private open space and possible future links to existing community uses, contributing to a sustainable community. This LRD application provides a mix of tenure promoting social inclusion and contributing to the building of a sustainable community.</p> <p>The scheme is considered to accord with the sustainable development principles.</p> <p>The development will be constructed with a high standard of insulation & air tightness which aims to exceed the requirements of Part L Building Regulations. Energy demand minimization will be achieved by best practise in high efficiency renewable energy heating systems and energy efficient building design.</p>
<p>CPO 16.13</p> <p><i>Where new developments are proposed adjacent to existing and established neighbourhoods, the design, layout and housing mix should be designed in such a way to enable positive integration, both physically and socially towards building strong integrated communities and social cohesion.</i></p>	<p>The proposal has been designed to respect, integrate into, and enhance the surrounding environment and context.</p> <p>The design and layout of the scheme creates a liveable and visually pleasing residential environment. The design is appropriate and mindful of the urban edge context, the site</p>

	<p>constraints, and architectural character of the area.</p> <p>The proposal provides three main areas of public open space, with one additional pocket park within the scheme with ease of access for all residents.</p>
<p>CPO 16.14 <i>Generally, require a separation distance of 22m between opposing rear first floor windows to avoid overlooking and protect private residential amenity. Innovative dwelling types, such as houses which have their main sleeping and living areas on one side, and circulation and bathrooms on the other, may allow for a reduction in this standard. Any window proposed at ground floor level should not be less than 1m from the boundary it faces.</i></p>	<p>Noted. Notwithstanding the 2024 Compact Guidelines which have now reduced the standard to 16 metres, in the current proposal where there are houses backing directly onto each other, separation of c.20m or more have been achieved. On the rare occasions where there are gaps less than this, the relationship ensures that any private windows or open space are addressing gable ends or have been designed to ensure there is no direct overlooking between properties. These distances between blocks and properties facilitates appropriate daylight and sunlight penetration to internal and communal spaces, and within the living spaces of each future residential unit while also ensuring there is no overlooking or loss of privacy between properties.</p>
<p>CPO 16.17 <i>Incorporate Dual Aspect designs into residential schemes, where possible, to ensure provision of active and passive surveillance over street frontages, creation of attractive thoroughfares by avoiding spanning rear garden walls, the creation of more recognisable routes and junctions that aid navigation and contributing energy efficiency advantages, whilst providing for more attractive, usable and adaptable living spaces, and better sunlight/daylight provision to its occupants.</i></p>	<p>All public open space, communal open space, roads and footpaths are directly overlooked by properties within the proposed development. This creates passive surveillance of these areas ensuring safety and security of same.</p> <p>All houses achieve dual/triple aspect across the development as a whole.</p>
<p>CPO 16.17 <i>Provide for lifetime adaptable homes to accommodate the changing needs of a household over time.</i></p>	<p>The development incorporates the principles of universal design and lifetime homes within the houses as well as complying with Part M guidelines. Please see MCRUM Architects Design Statement.</p>
<p>CPO 16.18 Boundary Treatment:</p> <ul style="list-style-type: none"> <i>Rear private garden area should be not less than 11m in depth extending the full width of the house. Discretion of this standard will be dependent on-site layout characteristics and flexibility may be employed where performance-based criteria can be adequately demonstrated. (For example, where a side garden of equal or greater dimensions can be substituted for rear garden</i> 	<p>Noted.</p> <p>Appropriate boundary treatments are proposed between the public open space and the communal/ private spaces to ensure they are clearly defined.</p> <p>A Boundary Treatment Plan drawing by Landmark Design & Consultancy Ltd. is provided which clearly defines boundary treatments throughout the site including</p>

<p><i>space and where a situation of overlooking is demonstrably avoided).</i></p> <ul style="list-style-type: none"> • <i>Where a front boundary wall or fencing is provided, the design and materials must be such as to provide a subtle but complimentary design feature to the overall housing layout.</i> • <i>Rear boundary walls or fences must be provided to a height of not more than 2 metres and backplanted with native deep-root hedging/trees.</i> • <i>Side Garden walls should generally be presented behind the front building line of the dwelling only, to allow for the openness of residential development and protect visual amenities.</i> • <i>Boundary walls/enclosures should not present blank spanning facades onto thoroughfares. Design solutions may include the use of dual aspect dwellings and alternative site orientation including provision of side access/egress arrangements.</i> 	<p>solid boundary treatments between the public open space and any private owned/managed land.</p> <p>The proposed houses have formal planting and on curtilage parking areas are provided to the front of the dwellings proposed creating a defensible space between the public road and the built edge.</p> <p>All houses achieve dual/triple aspect across the development as a whole.</p>								
<p>CPO 16.20 <u>Private Open Space</u> <i>All dwelling houses should generally have an area of private open space located to the rear of their dwelling and comprise a minimum area as follows:</i></p> <table border="1"> <thead> <tr> <th>Accommodation size</th><th>Min private open area</th></tr> </thead> <tbody> <tr> <td>1-2 bedrooms</td><td>48m²</td></tr> <tr> <td>3-4-5 bedrooms</td><td>60-75m²</td></tr> <tr> <td>Inner urban infill dwellings.</td><td>25m²</td></tr> </tbody> </table>	Accommodation size	Min private open area	1-2 bedrooms	48m ²	3-4-5 bedrooms	60-75m ²	Inner urban infill dwellings.	25m ²	<p>Each housing unit includes a private garden area ranging in size from minimums of 40sqm to 60sqm. Please refer to MCORM Architect's Housing Quality Assessment for a full breakdown of private amenity spaces throughout the proposed development. These are in line with the more recent Compact Settlement Guidelines.</p>
Accommodation size	Min private open area								
1-2 bedrooms	48m ²								
3-4-5 bedrooms	60-75m ²								
Inner urban infill dwellings.	25m ²								
<p>CPO 16.21 <u>Public Open Space Provision & Recreational Amenities</u> <i>In general, 15% of gross site area should be provided for multifunctional open spaces at suitable locations within new residential schemes. These open spaces should be easily accessible to all residents and provide for both passive and active uses for persons of all abilities regardless of age or mobility and including design measures and features incorporating sensory design aids, and landscaping, where feasible. Where public open space cannot be provided or where it is not appropriate to provide this, a contribution in lieu of provision towards public open space or recreational facilities in the wider area may be required. This will take the form of a contribution on a per capita basis towards capital investment in creating and/or upgrading parks and spaces and</i></p>	<p>The proposed development provides for approximately 13% of usable public open space within the developable site area.</p> <p>Full details of the sites public open space and amenity strategies are detailed in the enclosed Architectural Design Statement prepared by MCORM Architects and Landscape Masterplan prepared by Landmark Design & Consultancy Ltd.</p>								

<p>revenue costs for the maintenance of these spaces for a 20-year period.</p> <p>Recreational/amenity facilities (indoor or outdoor) of a more intensive nature in tandem with larger developments may be considered as part of the delivery of open space requirements, within a specified timeframe. Such provision will be at the sole discretion of the Planning Authority and considered in the wider context of the site area.</p>	
<p>CPO 16.22 <u>Refuse Storage</u></p> <ul style="list-style-type: none"> All residential developments should provide satisfactory waste storage including provision for segregation of waste materials in an accessible, convenient and visually unobtrusive manner. Where communal refuse storage is required, the collection point for refuse should be accessible both to the external collector and to the resident and be secured against illegal dumping by non-residents. <p>Refuse storage areas should not be located immediately adjacent to the front door or ground floor window, unless adequate screened alcoves or other such mitigation measures are provided.</p> <p>All bin storage should be designed in such a way as to discreetly integrate with the built form/site.</p>	<p>This is within the curtilage of the house and has been designed appropriately.</p> <p>For the mid-terrace units, it is proposed that bin stores in the form of sheltered enclosures which will be located to the front of the terrace blocks.</p> <p>All bins will comply with BS EN 840 2012 in order to ensure that the collection vehicles can service the bins, and all bins will have a fitted lid to prevent waste escaping from bins and generating litter. The waste storage area will be adequately ventilated so as to minimise odours and potential nuisance from vermin and flies.</p> <p>Please refer to the Operational Waste Management Plan prepared by ORS for full details.</p>
<p>CPO 16.23 <u>Water and Wastewater Services</u></p> <p>The applicant or developer is advised to consult with Irish Water regarding arrangements pertaining to water and/or wastewater connection agreement(s), if required, prior to the making of a planning application.</p>	<p>A COF letter received from Irish Water is attached in Appendix A of the Civil Engineering Report and contains the Irish Water reference number. Existing water, wastewater and surface water infrastructure maps in the locality of the site have been sourced from the public infrastructure maps available and are included within the Civil Engineering Report.</p>
<p>CPO 16.25 <u>Residential Density</u></p> <p>New development proposals should be fully permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, in order to give competitive advantage to these modes for local trip making.</p> <p>Where possible, new residential developments should provide for filtered permeability, i.e. provide for walking, cycling, public transport and private vehicle</p>	<p>The proposed development is for 129 units which represents a density of 34 units per hectare. Section 3.7 of the CDP states that "It is important that the density of new development in towns and villages is reflective of the existing character and that growth is linked to infrastructural capacity. As such, there will be a graded reduction in residential density for Self-Sustaining Growth Towns, Self-Sustaining Towns, towns and villages that are commensurate to the existing built environment."</p>

<p><i>access while restricting or discouraging private car through trips.</i></p>	<p>Westmeath County Development Plan identifies Kinnegad as ‘Tier 3 – Self Sustaining Growth Town’. A Self-Sustaining Growth Town is defined as a town with “a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.”</p> <p>Westmeath CDP does not explicitly outline a density standard/range for each Tier of settlements. The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities outlines that for ‘Small/Medium Town Edge’ areas a density range of 25-40dph (net) shall be applied. A density of 34 uph is therefore in line with both National and Local planning policy and is considered an appropriate density for this location given the existing low-density development of the surrounding area.</p>
<p>CPO 16.26 <i>Relaxation in residential density will be permitted in areas identified for the provision of services and serviced sites that create “build your own home” opportunities within the existing footprint of self-sustaining growth towns, rural towns and villages and other rural settlements.</i></p>	
<p>CPO 16.35 <u><i>Traffic Management and Road Safety</i></u> <i>All new road layouts should be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and relevant TII publications. Development proposals should also include provision for a sustainable modal split, with pedestrian and cycling facilities recognised as an important aspect of new design proposals.</i></p> <p><u><i>Road Safety Audit</i></u> <i>A Road Safety Audit may be required to demonstrate that a proposed development does not pose a risk to road users, create a traffic nuisance or contribute to congestion. It should be carried out on all new national road infrastructure projects and on any schemes/proposal which results in a permanent change to the layout of a national road by suitably competent persons, in accordance with TII Publications GE-STY-01024 Road Safety Audit).</i></p> <p><u><i>Road Safety Impact Assessment (RSIA)</i></u> <i>A Road Safety Impact Assessment (RSIA) provides a strategic comparative analysis of the impact of a new road, or for substantial modifications to an existing road, on the safety performance of the road network</i></p>	<p>Please see the ORS Transport Assessment, Mobility Management Plan and associated road infrastructure drawings setting out full details with regards to Traffic Management and Road Safety.</p> <p>A Road Safety Audit prepared by ORS accompanies this application.</p>

<p><i>as defined within the EU Directive on Road Infrastructure Safety Management (EU RISM) 2008/96/EC. The RSIA shall be prepared by suitably competent persons, in accordance with TII Publications PE-PMG-02001 Road Safety Impact Assessment.</i></p> <p><u><i>Traffic and Transport Assessments (TTAs)</i></u> <i>Development proposals that are likely to create significant vehicular movements will be required to undertake a site-specific assessment to demonstrate the impact of the proposal on the integrated transport system by means of a Transport and Transport Assessment (TTA). The TTA should include an assessment of the impact of the proposal on the full range of modes of transport and incorporate traffic impact statements, road safety audits and measures to maximise accessibility of non-private car related movement, carried out by suitably competent persons, in accordance with the 'TII's Traffic and Transport Assessment Guidelines'.</i></p> <p><u><i>Mobility Management Plans (MMPs)</i></u> <i>(Refer Chapter 10, Section 10.6 Mobility Management Plans for instances where MMPs are required) Mobility Management Plans should include achievable measures to reduce dependency on private car use for daily commutes and incorporate where possible;</i></p> <ul style="list-style-type: none"> <i>• Measures to promote use of public transport, cycling and walking;</i> <i>• Car sharing/carpooling;</i> <i>• Charges for parking;</i> <i>• Staggered working/business hours.</i> <p><i>Mobility Management Plans may be subject to annual reviews. It is recognised that the first (and subsequent) annual reviews of an Mobility Management Plan are the key stages in making them tangible as they will be tailored to real travel-to-work patterns and not a generic model based upon assumptions).</i></p>	
<p>CPO 16.36 <u>Parking Standards</u> <i>Assess all planning applications for development having regard to the car parking requirements set out under Table 16.2 below. Applications for development should also provide for:</i> <u>Disabled Parking</u></p>	<p>Table 6.2 of the CDP 'Car Parking Standards', outlines the maximum requirement of 1 space per residential dwelling and up to 1 visitor space per dwelling. The proposed residential development will consist of 129No. residential units, and a total of 256No. residential parking spaces will be provided for residents and visitors (1 for residents and 1 for visitors), corresponding to</p>

- A minimum of 5% of car parking spaces provided should be designed for disabled car parking.
- Where the nature of particular developments are likely to generate a demand for higher levels of disabled car parking, the Planning Authority may require a higher proportion of parking for this purpose.
- All disabled parking should be conveniently located in proximity to building entrance points and allocated and suitably signed/demarcated.
- Parking bay widths for disabled persons should be a minimum of 3.0m wide by 4.75m long.

Age Friendly Parking

- Age Friendly Parking spaces, in main towns, near strategic areas e.g. Post office, credit union, doctors' surgery, civic buildings, etc.

EV charging points

- All developments should provide facilities for the charging of battery-operated cars at a rate of up to 10% of the total car parking spaces. The remainder of the parking spaces should be constructed so as to be capable of accommodating future charging points, as required.
- New residential development should accommodate at least one car parking space equipped with an EV charging points for every ten car parking spaces being provided for the associated development.
- Electric car charging spaces should be clearly demarcated with appropriate signage.

Rapid Charge Points

- Should be provided within centres of commercial activity and clearly demarcated with appropriate signage, in collaboration with ESB networks.

		Countywide	Designated Town Centre Area
Land Use	Unit	Max. Space /Unit	Max. Space/Unit
Residential	Dwelling	1.00	1.00
Visitor Parking for Residential	1 visitor space for every three dwellings	1.00	1.00

c. 2No. parking spaces per unit. This allocation surpasses the requirements outlined in the Westmeath County Development Plan 2021 - 2027.

It is noted 1No. parking space is proposed for the single-bed housing units. The vast majority of these car parking spaces are on curtilage, allowing for EV Parking for all home owners should they require it. There are a few houses, c. 11, that do not have on curtilage parking. This is to enable green links to the surrounding area to be created. In this instance, the car parking is located immediately adjacent to the houses. These spaces will be allocated to each house to avoid any doubt.

There are 7 no. car parking spaces proposed for the childcare facility, 3 no. spaces dedicated for staff members, 4 set down spaces including 1 universal space. This is in accordance with the car parking requirements for a creche facility.

As per the of the 263No. total car parking spaces proposed, 30No. spaces will be equipped with active EV chargers - this includes 26No. on-curtilage spaces for houses and 4No. off-curtilage spaces, with 2No. of these at the crèche (achieving the necessary 10%). Additionally, 25No. off-curtilage spaces will have ducting installed to allow for future charger installation, while a further 208No. on-curtilage spaces will be pre-wired with cabling for future chargers, ensuring the development is prepared for increasing EV demand.

Please refer to EV ducting drawing prepared by MandE.

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 8no. spaces will be provided for creche staff to the

	rear of the building. As set out in the Traffic and Transport Assessment the scheme fully complies with the relevant guidelines.
<p>CPO 16.37 <i>Assess all planning applications for development having regard to the cycling storage requirements set out under Table 16.3, which are considered to be a minimum requirement.</i></p> <div style="border: 1px solid black; padding: 5px;"> <p>Housing Developments 1 private secure bicycle space per bed space (note - design should not require bicycle access via living area), minimum 2 spaces.</p> <p>1 visitor bicycle space per two housing units.</p> </div>	Cycle parking will be provided on curtilage.
<p>CPO 16.43 <u>Childcare Facilities should:</u> <i>Demonstrate compliance with the 'Guidelines on Childcare Facilities, Guidelines for Planning Authorities (2001) and Circular Letter PL3 2016 or any superseding guidelines.</i> <i>Provide justification for proposed site location.</i></p> <ul style="list-style-type: none"> • <i>Provide details on accessibility, including pedestrian, cycle and public transport provisions and linkages to the proposed development.</i> • <i>Identify adequate and safe set-down and collection areas to facilitate peak traffic movements.</i> • <i>Identify adequate on-site car parking for staff.</i> • <i>Identify adequate play area(s) for pupils.</i> • <i>New or expanded premises should have regard to traffic impact associated with the number of children and staff to be accommodated and should provide adequate set-down areas and car parking areas to prevent traffic congestion.</i> • <i>Large scale proposals may be required to present a Mobility Management Plan to mitigate against traffic volumes by proposing staggered opening hours and drop off times to avoid congestion at peak times.</i> <p><i>The following locations are considered appropriate for the provision of childcare facilities:</i></p> <ul style="list-style-type: none"> • <i>In communities/larger new housing estates.</i> • <i>The vicinity of concentrations of work places, such as industrial estates, business parks and any other locations where there are significant numbers working.</i> • <i>Near schools.</i> • <i>Neighbourhood and town centres.</i> 	<p>The proposed development includes 129 no. one, two, three and four bed units. Based on the requirement for 20 no. childcare spaces for every 75 no. dwellings, the proposal would require c. 35 no. childcare spaces (129 no. units/75*20 no. spaces). The proposal includes a creche measuring c. 261m2 and 170m2 of associated open space, which will accommodate c. 47 children which will meet the expected demand from the proposal.</p> <p>The creche is located to the southeast of the site close to the entrance of the new development. The creche provides staff parking, cycle parking and a set down area. This position is located to the south of the spine road in order to enable ease of drop off and collection.</p>

<ul style="list-style-type: none"> • <i>Adjacent to public transport corridors, park-and-ride facilities, pedestrian routes and dedicated cycle ways.</i> 	
<p>CPO 16.60 Archaeology <i>In the assessment of any application for development which is sited within the designated zone of archaeological potential and/or on sites on or abutting monuments identified by the Sites and Monuments Record, any may affect archaeological remains due to ground and sub-surface works and disturbance., the following considerations will be taken into account:</i></p> <ul style="list-style-type: none"> • <i>Development proposed within designated Zones of Archaeological Potential and in sites on or abutting Monuments identified by the Sites and Monuments Record, the Council will refer applications for proposed developments to National Monuments Service of the Department of the Arts, Heritage and the Gaeltacht, to ascertain their requirements and consider their response to same.</i> • <i>A preliminary archaeological investigation by a licensed archaeologist will normally be required where a proposed development would result in significant ground disturbance within a Zone of Archaeological Potential.</i> • <i>A comprehensive archaeological report from a licensed archaeologist will normally be required to be submitted to the Council and to National Monuments Service of DoECLG, for their assessment, prior to the commencement of any development on site, or where considered appropriate prior to the decision by the Council on a Planning Application.</i> • <i>Where a proposed development would result in significant ground disturbance leading to potentially significant archaeological implications in a Zone of Archaeological Potential or in sites on or abutting Monuments identified by the Sites and Monuments Record it will be a requirement that a licensed archaeologist be retained on site to monitor all site works, and in appropriate circumstances the preservation of all or part of any archaeological material so discovered will be required</i> 	<p>An archaeological desktop assessment was undertaken to inform a planning application for a proposed residential development.</p> <p>There are no recorded archaeological sites within the proposed development area, however two are in the vicinity. The nearest recorded monument comprises a castle (WM027-071) which may lie c. 150m to the south, but an exact location is not known. Archaeological excavations to the immediate north of the proposed development area, carried out in advance of the Bun Daire residential development, revealed a large previously unrecorded early medieval enclosed settlement and burial area.</p> <p>The presence of a large early medieval multi-ditched enclosure and burial ground within the field to the immediate north means that there is potential for outlying archaeological remains associated with this settlement to extend within the proposed development area.</p> <p>The report concludes;</p> <p><i>“It is recommended that a programme of test trenching be carried by a suitably qualified archaeologist under licence from the National Monuments Service to investigate the potential for previously unidentified sub-surface archaeological remains.”</i></p> <p>Please see the Archaeological Assessment Report from IAC.</p>
<p>CPO 16.61 <u>Climates</u></p>	<p>Sustainable design features that optimise the use of energy within the scheme have been</p>

Assess applications for development, having consideration to any national guidelines and criteria set out under the sub-headings below in respect of sustainable building practices and renewable energy that serve to reduce energy demand, reduce greenhouse gas emissions and address the necessity of adaptation to climate change in accordance with national and regional policy.

instrumental in the design of the proposed units. Such measures assist in reducing the overall CO2 emissions over the lifetime of the building with subsequent positive impacts on the environment, and the comfort and wellbeing of prospective residents.

Conclusion

The proposed development will provide an appropriate form of high-quality residential development on this zoned consolidation site as set out in Development Plan 2021-2027. The mix of units will meet the changing need of the population of Kinnegad by providing a range of housing types ranging from 1 bed to 4 bed.

This is a sustainable location for additional residential development with good access to public transport, and short walking distance to Kinnegad town centre and associated facilities. The development takes into account the site context, resulting in an attractive development and will provide significant improvements for the area. These improvements include:

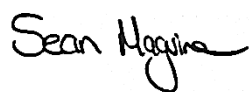
- Providing connections through the site from Boreen Bradach and potential future link to the school to the west. Improvements of footpath provision along this stretch of Boreen Bradach
- The provision of three new public open spaces.
- The provision of a new creche available to the residents and the wider area.
- The creation of additional homes on a highly sustainable site, making the best use of this scarce resource (zoned land).

This is achieved while also taking advantage of its accessible location next to the Main Street in sustainability terms (with good access to public transport, community facilities, shopping facilities, employment and leisure facilities) ensuring that an appropriate density of development, in an appropriate scale and form is realised.

The planning policy review included in this planning report demonstrates that the proposed development complies with relevant national, regional and local planning policies and guidelines and that it will provide for an effective and efficient use of this zoned site.

In conclusion, it is respectfully submitted that the proposed development as set out is consistent with the proper planning and sustainable development of the area.

Yours faithfully,



Sean Maguire

Planner