



# Strategic Housing Development: Planning Report & Statement of Consistency

Residential Development

at

Capdoo, Clane, Co. Kildare

on behalf of

Ardstone Homes Limited

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**TABLE OF CONTENTS**

<b>1</b>	<b>INTRODUCTION</b> .....	<b>1</b>
1.1	Brief Description of Nature & Purpose of Development.....	1
1.2	Context.....	2
<b>2</b>	<b>SITE LOCATION &amp; CONTEXT</b> .....	<b>2</b>
2.1	Site Location.....	2
2.2	Site Description.....	4
2.3	Planning History .....	5
<b>3</b>	<b>DESCRIPTION DEVELOPMENT</b> .....	<b>5</b>
3.1	Layout & Design .....	6
3.2.1	Open Space, Access, Permeability & Parking .....	8
3.3	Ancillary Services .....	11
3.4	Other Uses .....	11
3.5	Integration with Surrounding Land Use .....	11
3.6	Part V .....	12
3.7	Services Infrastructure .....	13
3.8	Architectural and Archaeological Heritage .....	14
<b>4</b>	<b>STATEMENTS OF CONSISTENCY</b> .....	<b>15</b>
4.1	Ministerial Guidelines.....	15
4.1.1	Sustainable Residential Development in Urban Areas Guidelines (2009) & Urban Design Manual – A Best Practice Guide (2009) .....	15
4.1.2	Sustainable Urban Housing: Design Standards for New Apartments (2018) .....	15
4.1.3	Urban Development and Building Heights Guidelines for Planning Authorities – Consultation Draft – August 2018 .....	18
4.1.4	Childcare Facilities – Guidelines for Planning Authorities 2001.....	20
4.1.5	Guidelines for Planning Authorities – The Planning System and Flood Risk Management 2009.....	21
4.1.6	Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009).....	21
4.1.7	Statement of Consistency .....	22
4.2	Kildare County Development Plan 2017-2023 .....	22
4.2.1	Statement of Consistency .....	22
4.3	Clane Local Area Plan 2017 – 2023 .....	23
4.3.1	Zoning.....	23
4.3.2	Settlement Strategy and Residential Development .....	24
4.3.3	Residential Mix, Density and Design .....	25
4.3.4	Early Childcare and Education.....	26
4.3.5	Movement and Transport .....	27
4.3.6	Infrastructure .....	28

4.3.7	Surface Water and Flood Risk.....	30
5.3.8	Designations .....	31
4.3.9	Natural Heritage and Green Infrastructure .....	31
4.3.10	Key Development Area 2 - Capdoo .....	34
4.3.11	Statement of Consistency .....	37
<b>APPENDIX A.....</b>		<b>39</b>
<b>APPENDIX B.....</b>		<b>40</b>

**List of Figures**

Figure 2.1	Site Location.....	3
Figure 2.2	Site Context.....	4
Figure 3.1	Character Areas .....	7
Figure 3.2	Overall Landscape Plan.....	10
Figure 3.3	Future Potential Connections created by Proposed Development.....	12
Figure 4.1	Zoning Map Extract.....	24
Figure 4.2	Movement Objectives Map Extract.....	28
Figure 4.3	SFRA Map Extract.....	30
Figure 4.4	Built Heritage Map Extract.....	31
Figure 4.5	Green Infrastructure Map Extract .....	32
Figure 4.6	KDA 2 – Analysis Map Extract .....	35

**List of Tables**

Table 3.1	Breakdown of Residential House Sizes.....	5
Table 3.2	House Type Sizes .....	6
Table 4.1	KDA 2 – Design Brief.....	35
Table 4.2	KDA 2 – Phasing.....	37

## 1. INTRODUCTION

This Report accompanies a planning application by Ardstone Homes Limited for a residential development at a site at Capdoo, Clane, County Kildare. The application is made under the Strategic Housing Provisions of the Planning and Development (Housing) and Residential Tenancies Act, 2016.

Following pre-application consultation with An Bord Pleanála, the Board issued a Notice of Pre-Application Consultation Opinion on 12 December 2018. The manner in which the matters raised in the Opinion have been incorporated into the drawings and documents submitted with this application are specifically addressed in detail in separate correspondence accompanying this application prepared by Declan Brassil & Company and dated 7 June 2019.

This Report includes a statement setting out how the proposal will be consistent with the objectives of the relevant City Development Plan and relevant section 28 Ministerial Guidelines.

### 1.1 Brief Description of Nature & Purpose of Development

The proposed residential development provides for 366 no. new residential dwellings on a site located to the north of the Clane town centre.

The proposed development includes demolition of existing buildings on site comprising a vacant farmhouse and farmyard complex in a poor state of repair located to the east together with the demolition of three modern domestic sheds at the south-east corner.

The proposed residential development comprises 28 no. one bed dwellings; 138 no. two bed dwellings; 111 no. three bed dwellings, 77 no. four bed dwellings and 12 no. five bed dwellings. The proposed development provides for a range of house types including apartments; duplex units, terraced, semi-detached and detached dwellings. Building heights are predominantly 2 storeys in height with 3 storey duplex units and apartment blocks located adjacent to the proposed Link Road and fronting onto principal open space.

In addition, the proposed development provides a childcare facility (approximately 316sqm) with capacity for in the order of 49 no. children to serve the needs of the proposed development.

Access to the proposed development is provided for via a new Link Road connecting College (Kilcock) Road (R407) to the Capdoo Park access road to the south (and the Celbridge Road (R403) beyond) together with the construction of a new roundabout on the Kilcock Road (R407) and all associated road realignment and junction upgrades to facilitate the Link Road. The alignment of the new Link Road is accordance with the extant Part 8 design for the Clane Inner Relief Road, enhancing permeability and connectivity for the wider town. In addition, two new vehicular access points are proposed, one from the local road to the north of the site and one at the south-east of the site from Capdoo Park. 2 no. semi-detached dwellings located on the eastern boundary of the site are accessed directly from the adjoining Rural Road (Capdoo Lane)

The proposed development also provides for pedestrian/cycle access from the Local Roads to the north and east and internal roadways and all associated and ancillary infrastructure, landscaping, boundary

treatments and development works on a site of approximately 11.4 ha (net developable area, omitting the Link Road, 9.7ha).

## 1.2 Context

Since the economic collapse in 2008, very low levels of housing have been constructed, particularly in the main cities and urban areas. The recovery of the economy and increasing population and employment numbers is resulting in a significant increase in demand for new homes to support a growing and working economy, and to address the significant level of social housing need. Under-provision of housing is one of the last significant legacies of the economic downturn to be tackled. Accelerating delivery of housing for the private, social and rented sectors is a key priority for the Government.

*Construction 2020 - A Strategy for a Renewed Construction Sector* and the *Social Housing Strategy 2020*, both of which were published in 2014, contain measures to address issues and constraints in the construction and development sectors and in the provision of a range of social housing outcomes, respectively. The *Government's Action Plan for Housing and Homelessness, Rebuilding Ireland, July 2016* seeks to ramp up delivery of housing across all tenures to help individuals and families meet their housing needs.

*Project Ireland 2040 National Planning Framework 2018* seeks to provide a strategy to successfully accommodate growth in a compact and sustainable manner. With respect to housing, the NPF estimates that an average output of at least 25,000 new homes will need to be provided every year to meet people's needs for well-located and affordable housing. Achieving this level of supply will require increased housing output into the 2020's to deal with a deficit that has built up since 2010. To meet projected population and economic growth as well as increased household formation, annual housing output will need to increase to 30,000 to 35,000 homes per annum in the years to 2027.

The proposed development provides for the delivery of high-quality residential development on available, serviced and appropriately zoned lands, which will contribute towards Clane fulfilling its role as a Small Town. The application site has been specifically designated under the Clane Local Area Plan 2017-2023 as a Key Development Area (KDA) which is to be prioritised over the lifetime of the Plan in order to meet the housing allocation. The proposed development will facilitate the sustainable growth of Clane in a coherent, plan-led, manner; protecting and maximising opportunities presented by the unique natural and built environment of the town; and delivering an exemplar quality of life for its residents.

## 2. SITE LOCATION & CONTEXT

### 2.1 Site Location

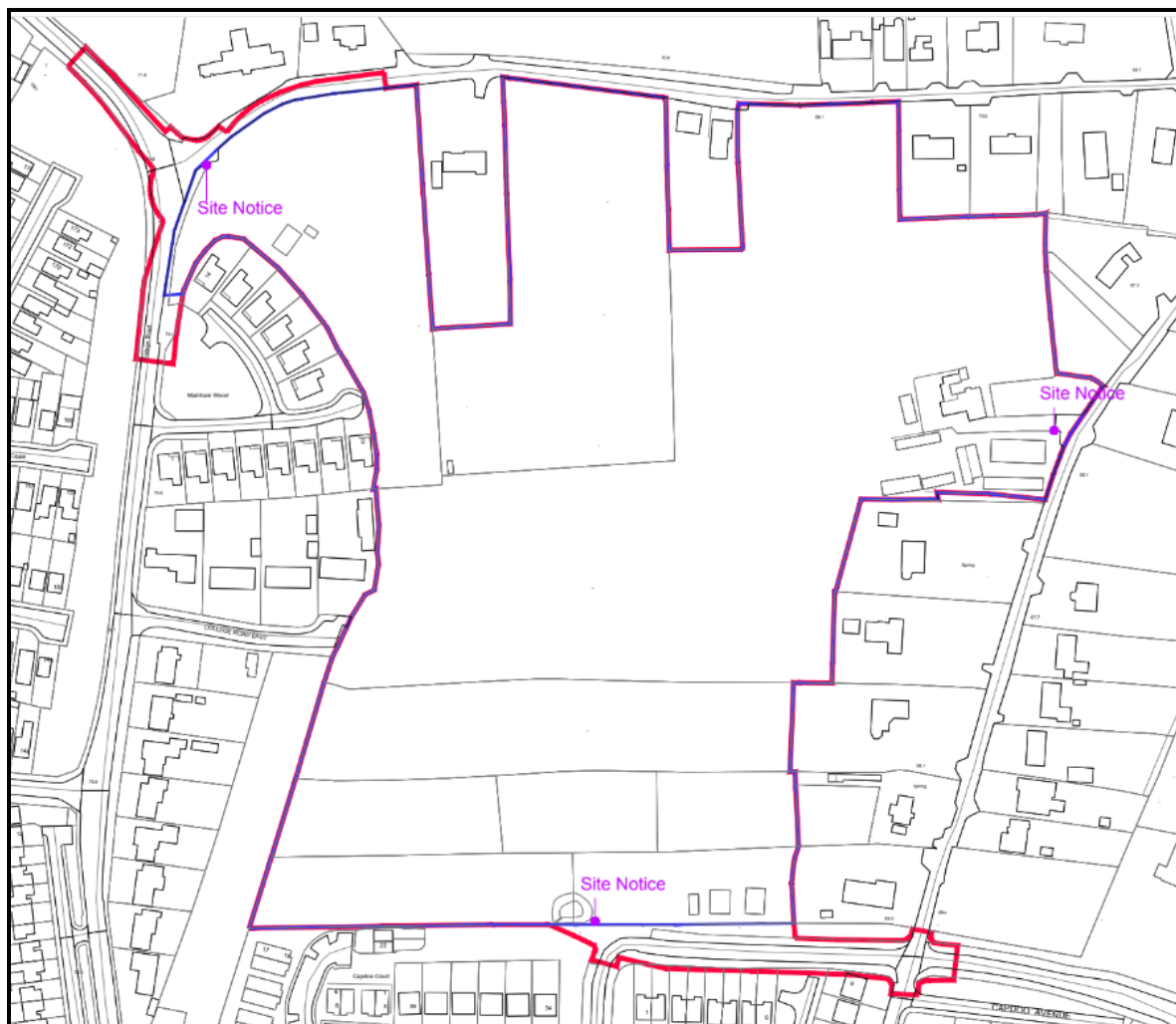
The lands comprise of approximately 11.4 ha and are located to the north of Clane town centre at Capdoo County Kildare, approximately 500 m north of the centre of Clane. The site is an infill urban consolidation site on the northern side of Clane.

Clane benefits from a strategic position between the M4 (Dublin-Galway) and M7 (Dublin-Cork/Limerick) Motorways. In addition, its proximity to significant employment centres in County Kildare and the Greater Dublin area contribute to its strategic location.

The lands are surrounded on all sides by housing or public roads. The northern boundary of the site benefits from two areas of road frontage of approximately 70 m each separated by two dwellings which do not form part of the application site. The balance of the northern boundary is characterised by one-off dwellings which are generally single or dormer properties on large sites. The eastern boundary is similarly characterised by the rear of one-off dwellings save for the boundary with a local road to the east. The southern boundary is characterised by the Capdoo Park residential development and the western boundary adjoins residential properties on College Road East and Mainham Woods and the R407. The lands directly adjoin the road serving properties on College Road East.

The local road to the north of the site is rural in character and is constrained in width and alignment. This road continues eastwards for approximately 600 m before turning into un-metalled track to which access is restricted. The Local Road to the east is also rural in character, is significantly constrained in width and alignment, and does not have a centre line. Informal passing bays have been created on both roads at existing entrances in order to facilitate two vehicles passing. The R407, Kilcock-Clane Road, is to the west of the site.

**Figure 2.1 Site Location**





## 2.2 Site Description

The site is irregular in shape and comprises an area of approximately 11.4 ha.

The northern portion of the site comprises of predominantly agricultural lands laid out in three principle fields with a vacant farmhouse and an extensive farmyard complex located to the east. The existing agricultural buildings are vacant and generally in a poor state of repair. There is a small mixed broadleaved woodland adjacent. The northern boundary is irregular in shape due to a number of one-off dwellings fronting onto the local road to the north. The field to the north-west is of rough ground, contains a steep hill with the ruins of a modern shed on its height. The two large gently undulating fields that comprise the central, northern and north-eastern portion of the entire development site are in pasture.

The southern portion of the site comprises of three long, narrow fields running in an east-west direction. These fields previously formed part of long gardens which were associated with properties to the east. The two northern fields are under pasture. The southernmost field of the entire development site is under conifer trees in its western section and contains three modern sheds in its eastern part.

The boundaries of the site generally comprise of mature hedgerows and trees. A number of hedgerows run east-west across the site along the field boundaries.

Figure 2.2 below provides the context of the subject site, with the approximate site area illustrated in red.

**Figure 2.2 Site Context**



The application site also includes a portion of lands outside the Applicant's ownership and under the control of Kildare County Council. A portion of College (Kilcock) Road, at the north-west corner of the site has been included, as has a portion of Capdoo Park. The inclusion of these lands is necessary to ensure the tie-in of the proposed Clane Link Road with the existing road network.

### 2.3 Planning History

A review of the Kildare County Council's online planning register identified two applications lodged in respect of the subject site.

An area at the north-west corner of the site was the subject to applications Reg. Ref. 04/1212 and 05/299. Under Reg. Ref. 04/1212 Glenkerrin Homes Ltd was refused planning permission on 19 July 2004 for development described as 'two detached bungalows with detached garages and ancillary works' at Capdoo Lane. Permission was refused for a single reason relating to a material contravention of the Clane Development Plan 2002 under which the lands were zoned as Open Space and Amenity.

A subsequent application was made by Glenkerrin Homes Ltd on the same site under Reg. Ref. 05/299 for development described as a 'detached bungalow with detached garage and ancillary works. Permission was refused on 15 April 2005 for the same reason stated under Reg. Ref. 04/1212.

## 3. DESCRIPTION DEVELOPMENT

The proposed residential development provides for 366 no. new residential dwellings on a site located to the north of the Clane.

The proposed residential development comprises 28 no. one bed dwellings; 138 no. two bed dwellings; 111 no. three bed dwellings, 77 no. four bed dwellings and 12 no. five bed dwellings. The proposed development provides for a range of house types including apartments; duplex units, terraced, semi-detached and detached dwellings. The proposed development provides for a range of house types including apartments, duplex units, terraced, semi-detached and detached dwellings. A breakdown of residential units is provided in Table 3.1 below.

**Table 3.1 Breakdown of Residential House Sizes**

Description	Quantity	Mix %
1 Bed Apartments	28	7.7
2 Bed Apartments	82	22.4
2 Bed Own Door Apartment	36	9.8
2 Bed Houses	20	5.5
3 Bed Own Door Duplex	36	9.8
3 Bed Houses	75	20.5
4 Bed Houses	77	21.0
5 Bed Houses	12	3.3
<b>TOTAL</b>	<b>366</b>	<b>100</b>



Across the scheme 7 no. principal house types are proposed with 16 variants depending on which of the 3 proposed character areas they are located. These vary in form and are apartments, duplexes, terraced & semi-detached. In addition, there are 2 no. different apartment/duplex unit types along with 3 no. apartment blocks which include a variety of one and two bed apartments. Table 3.2 below indicates the varied housing mix.

**Table 3.2 House Type Sizes**

Type	Description	BED SPACES	AREA (sqm)
A	3 Bedroom end of terrace house	5	113.5
A1	3 Bedroom mid terrace house	5	104.3
A2	3 Bedroom end of terrace house	5	115.3
A3	2 Bedroom mid terrace house	4	86.6
B1	3 Bedroom semi-detached house	5	123.2
B2	3 Bedroom semi-detached house	5	120.3
B3	3 Bedroom semi-detached house	5	125.0
B4	3 Bedroom semi-detached house	5	122.1
C	3 Bedroom semi-detached/mid terrace/end of terrace house/detached house	5	112.3-115.2*
C1	2 Bedroom semi-detached house	4	99.2
D	4 Bedroom semi-detached/ end of terrace house	6	128.4-131.4*
E	4 Bedroom semi-detached house	6	137.1-138.2*
E1	4 Bedroom semi-detached house	6	137.1-138.2*
E2	4 Bedroom semi-detached house	6	138.9-140.0*
F	4 Bedroom semi-detached house	6	139.4-142.2*
G	5 Bedroom semi-detached house	8	195.2
1B1/2	1 Bedroom own door apartment	2	53.1-59.2*
1B3/4	1 Bedroom apartment	2	48.9-58.4*
2B1	2 Bedroom own door apartment (duplex)	4	83.7
2B2-11	2 Bedroom lower level own door apartment	4	79.6-86.5*
3B1	3 Bedroom own door duplex mid terrace	5	119.2
3B2	3 Bedroom own door duplex end of terrace	5	120.4
* Minor variation in gross floor area dependent on Character Area			

### 3.1 Layout & Design

The alignment of the link road, as provided for in the Clane LAP and the approved Part 8, is a principal driver of the design concept. The curvature of the route of the link road creates two distinct development parcels, the larger being to the east and north and the smaller to the southwest. The movement and open space strategy for the site, including the retention of trees and hedgerows and compensatory proposals, have been significantly influenced by the alignment of the road which is a fixed major structuring element.

The layout has also been informed by the Clane Local Area Plan 2017-2023. The site is identified as Key Development Area 2 (KDA 2) which provides design parameters that place an emphasis on a high degree of permeability and connectivity for the town between the Kilcock and Celbridge Regional Roads.

Three character areas are proposed across the scheme to create a series of distinctive neighbourhoods which will fit appropriately into the context of the surrounding area (Figure 3.1). Each of these are focused on its own cluster of streets giving a sense of identity and place and are linked by a number of open spaces and pocket parks.

#### Character Area 1:

Character Area 1 consists of the housing located predominantly to the south of main area of public open space. A robust and simple traditional style is proposed to create a strong sense of an established neighbourhood; the composition consisting of brick gables of predominately red/ stock brickwork.

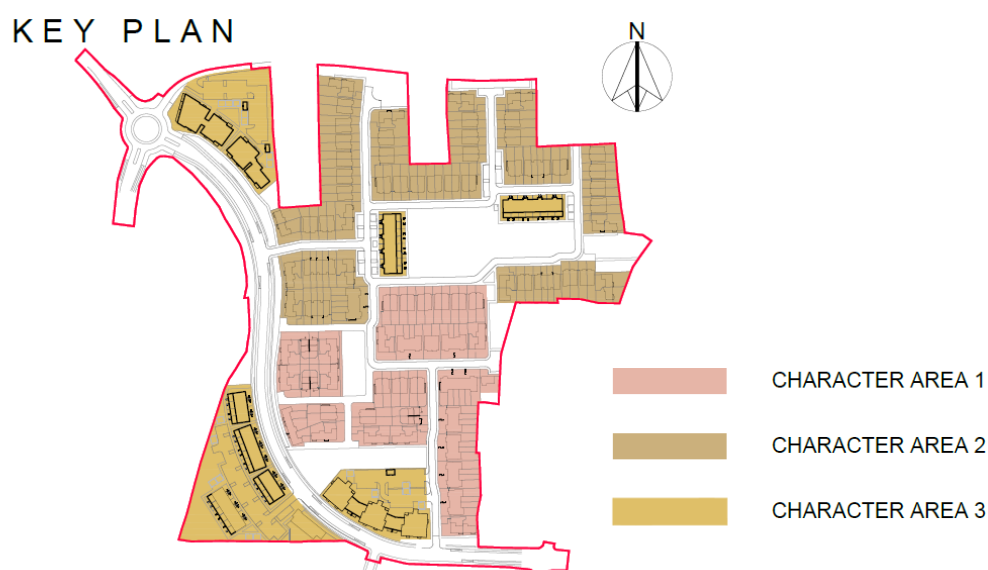
#### Character Area 2:

Character Area 2 comprises the housing mostly to the north, east and west of the main public open space. This Character Area consists of buff brick with white brick/rendered projecting bays. Character Area 2 comprises a mix of terraced, semi-detached and detached units with duplex units providing a strong edge and passive surveillance to the principal open space.

#### Character Area 3:

Character Areas 3 consists of a series of apartment blocks and terraces of duplex units located along the curvature of the proposed Link Road. Apartment Block 1 is located at the new junction of the Kilcock Road and Link Road, which is intended to act as a gateway to Clane. The palette of materials consists of a mix of buff brick with white brick/ render and stone details. Apartment Block 3 is situated at the southern end of the Link Road, using the same palette of materials.

**Figure 3.1 Character Areas**



### 3.2.1 Open Space, Access, Permeability & Parking

The components making up the overall landscape strategy include:

- improved permeability throughout the site for pedestrians and cyclists;
- a diverse range of spaces including flat open spaces, play areas and smaller spaces with native tree planting and ground flora;
- a safe environment which is available to future residents but is also a positive addition to the public realm of the wider area of Capdoo;
- Realistic retention of existing trees and hedgerows.

The landscape proposals provide an innovative and durable landscape and public realm, which integrates the proposed development into the surrounding context and generates new public open spaces and routes throughout.

There are three main large areas of public open space, one to the north, one at the centre and one in the southern part of the site. Each of the areas of public open space vary in character and all of them are centrally located and overlooked from proposed development on all sides. Their central locations ensure that the spaces are activated and used to their maximum potential. The landscape elements are arranged in such a way to utilise the space as much as possible.

Open Space No. 1 (North): A central rectangular cut lawn area is framed by series of mainly native Irish tree species planted on a grid, meadow grasses and groundcover and herbaceous planting. A formal open space is created which utilizes both passive and active forms of recreation. The existing topography is exploited to create subtle variations in the character of the landscape. On the periphery, meadow and groundcover areas under tree canopies are broken up by series of paths and access points leading to the central open space

Open Space No. 8 (Central): A central lawn area is framed by a monoculture of Magnolia kobus trees planted on a grid, meadow grasses and groundcover and herbaceous planting. A formal open space is created which utilizes both passive and active forms of recreation. A play area is located to the north to exploit the aspect. On the north-western and south-eastern periphery, meadow and groundcover areas under tree canopies are broken up by series of paths and access points leading to the central open space.

Open Space No. 2 (South): This open space is aligned with a retained existing hedgerow and its geometry is a playful arrangement of linear elements, to reflect the linear nature of the hedgerow. Proposed tree planting here is mainly Pinus sylvestris with Betula pubescens. Over time, it is envisaged that the Pinus will form a tall band visible from across the site. A number of play elements are incorporated within this open space

A series of smaller open spaces and pocket parks are dispersed throughout the site which provide for more passive recreation in addition to acting as attractive pedestrian routes through the scheme and future connections to the surrounding area.

Dedicated play areas are located in areas of public open space on site. They comprise secure play areas surrounded by fencing and areas of natural play which are integrated into meadow areas. Play equipment includes a climbing structure, trails of timber logs and balancing equipment. The proposed play equipment

will be designed and manufactured in accordance with standards EN 1176 and EN 1177. The large flat lawn area to the centre of the site can be used for a wide range of informal sports and play.

New trees are proposed in order to compensate for the removal of existing trees. They will also improve the species mix on site. The proposed tree species are selected for longevity, suitability to local soil conditions and microclimate, biodiversity (native species) and where required suitability to close proximity of residential buildings. Proposed tree sizes range from semi-mature (35-40cm girth) specimen trees to multi-stemmed and native forestry transplants and whip planting. A native corridor has been proposed along the new link road across the site.

A key objective of the landscape strategy is to link the new development to the wider context of Clane. The site will act as a node between the Kilcock and Celbridge Regional Roads. It will provide important connections for vehicles, pedestrians and cyclists.

The proposed internal access roads meander through the proposed development and are broken up by raised tables with pedestrian crossing points to create a safer, calmer environment for pedestrians, cyclists and motorists. In order to differentiate the cul-de-sac areas from the residential streets which provide routes through the development, it is proposed that coloured stone mastic asphalt is used to contrast the tarmacadam surface of the main roads. These areas will facilitate access to dwellings, parking and hammerheads/ turning circles for residents and visitors and at the same time allow for safe and comfortable pedestrian use. All of the streetscape and open spaces are overlooked for passive surveillance.

A series of smaller pedestrian and cycle links provide routes through adjacent lands to local destinations including shops and the town centre. Where possible pedestrian routes are divorced from the carriageway in order to maximise human interaction with the open space rather than the road-scape.

**Figure 3.2 Overall Landscape Plan**

The selection of paving and other landscape materials is determined by proposed function, longevity and durability. The extent of materials and the locations where a transition is made from one material to another are determined by drainage and other sustainability issues. Paving materials where practical are proposed to be constructed in a way which is sensitively integrated with lawn and soft landscape, in order to minimise the impact of hard landscape surfaces. Primary vehicular, pedestrian and cycle circulation is proposed as a durable, limited range of neutral materials with robust construction. The secondary vehicular routes are designed to 'play-down' the impact of the road infrastructure in the landscape setting. Secondary pedestrian routes and private spaces are proposed to be of 'flexible' construction and in some cases a mix of paving and lawn.

The proposed development will be accessed via the new Link Road linking College (Kilcock) R407 to the Capdoo Park access road (Capdoo Lane) to the south and the Celbridge Road (R403) together with the associated upgrade to the Capdoo Park / Brooklands Junction on the Celbridge Road, to be carried out in conjunction with Kildare County Council. The alignment of the new Link Road is consistent with extant Part 8 design for the Clane Inner Relief Road enhancing permeability and connectivity for the wider town.

Primary site access points to each of the land parcels (east and west of the Link Road) will be off the Capdoo Link Road. A secondary site access to the proposed development is off the rural road to the north of the site, including upgrade of the local road from the proposed roundabout to the proposed site access.

A further secondary site access will be provided from Capdoo Park to the south. Capdoo Park will be upgraded to improve pedestrian and cycle facilities from Capdoo Park to Celbridge Road.

The proposed development also provides for pedestrian/cycle access from the Local Roads to the north and east of the site and will facilitate potential future pedestrian links through adjacent lands to destinations such as the town centre.

A total of 605 no. carparking spaces are proposed to serve the proposed dwellings. All houses have access driveways which generally accommodate 2 no. car parking spaces per house. All driveways are permeable paving within private curtilage. A total of 219 no. communal parking spaces, including spaces for visitors, are proposed to serve the apartment and duplex units with spaces conveniently located proximate to the main entrance to the units.

A total of 18 no. car parking spaces are proposed immediately adjacent to the childcare facility, which will be reserved for drop-off and collection only.

Communal secure bicycle storage enclosures are distributed around all the apartment blocks and duplex blocks, with 1 cycle space per bed space.

### **3.3 Ancillary Services**

The proposed development provides a childcare facility (approximately 316sqm) with capacity for in the order of 49 no. children. The crèche has been positioned to the west of the new Link Road to maximise visibility to all residents within the scheme and beyond.

### **3.4 Other Uses**

No further uses are proposed as part of this development.

### **3.5 Integration with Surrounding Land Use**

It is acknowledged in the Local Area Plan that many of the existing neighbourhoods have weak connections with poor permeability to other parts of the town. Opportunities exist for the new neighbourhood to become very well connected with the broader context of Clane.

The new Link Road will essentially open up the lands providing for a number of access points into the heart of the development. This will provide access to all the quiet residential streets in the development.

There are a number of points along the site's perimeter that can act as entry points from adjoining neighbourhoods including the following:

- Two points along the northern boundary for cycle and pedestrian access into the scheme from the Local Road.



- The entrance gateway from Capdoo Commons currently serving the existing farm complex to the east, again for pedestrian and cycle access.
- A further potential point of entry can be facilitated from College Road East towards the Link Road providing pedestrian access to the development lands and facilitate access to the Link Road and local facilities to the east.
- Further potential access will be facilitated along the southern boundary to Capdoo Park creating further connections to the town centre beyond.

The accompanying architectural plans and site plan illustrate the general relationship between houses, accessibility, design quality of street and footpaths, permeability between amenities, passive surveillance of the public realm. This results in a housing scheme that is well connected and integrated with its built and natural surroundings, and which has been designed to be attractive and safe for future residents and members of the existing community.

**Figure 3.3 Future Potential Connections created by Proposed Development**



### 3.6 Part V

It is intended to comply with Part V of the Planning and Development Act 2000 (as amended) by the transfer of built units on site. Based on the layout submitted herewith, it is envisaged that a total of 36 no. one, two and three-bed units, would be transferred to the Planning Authority in compliance with Part V requirements.

Consultations have taken place with Housing Department, Kildare County Council in respect of identification of units, methodology for calculating values of land, site costs, normal construction and development costs and profit on those costs and other related costs. Details in respect of the units to be transferred and the costing associated with same has issued directly to the Housing Department and has also been included at Appendix A of this Report.

A site layout identifying the units which have been identified for transfer in compliance with Part V is included at with the Part V correspondence and as part of the drawing pack (MCORM Dwg No. PL70. Part V Allocated Units Site Layout).

Notwithstanding the information submitted herewith, it is submitted that all details of compliance with Part V requirements will be agreed with the Planning Authority upon the issue of any grant of planning permission.

### **3.7 Services Infrastructure**

Provision of surface water drainage, foul drainage and water supply connections. Provision of a foul pumping station (discharging to the existing 225mm diameter public foul drain located south-east of the site / adjacent to Capdoo Avenue).

#### Surface Water Design

It is proposed to construct a surface water outfall along the rural roads east of the site and discharge to the Gollymochy Stream. This will serve the majority of the site.

The north west section and the upper link road will discharge to an existing surface water manhole north west of the site on College Road and the lower link road will discharge to an existing surface water manhole south east of the site adjacent to Capdoo Avenue.

The proposed surface water drainage network will collect surface water runoff from the site via a piped network prior to discharging off site via the attenuation tank, flow control device and separator arrangement.

Surface water discharge rates from the proposed surface water drainage network will be controlled by a vortex flow control device (Hydrobrake or equivalent) and will pass via a full retention fuel / oil separator (sized in accordance with permitted discharge from the site).

The proposed Link Road is treated as a completely separate drainage network. The surface water runoff from the road will drain through a distinct piped network before discharging to the public sewer via an attenuation tank, flow control and interceptor arrangement.

#### Foul Drainage

Existing 225mm diameter public foul sewers are located south east and north west of the site. An existing manhole is located on the foul sewer (adjacent to the entrance of Capdoo Avenue) and will provide a suitable foul drainage discharge point for the majority of proposed development. The remaining isolated section to the north west of the site is to discharge into the existing foul sewer on College Road

The majority of the foul drainage will connect to an existing foul sewer south east of the site with a small isolated section connecting north west of the site. The proposed foul drainage discharge point south east of the site is slightly elevated above the north-eastern corner of the site. As such, a foul pumping station, rising main and associated rising main discharge (header) manhole will be required to service this section of the development (185 no. out of 366 no. units located in the north east of the site). The north western and southern portions of the site will discharge by gravity into the appropriate discharge manholes.

The proposed foul pumping station is to be located along the eastern side of the proposed development.

The proposed foul drainage network comprises of a series of 225mm diameter pipes with each residential unit serviced by an individual 100mm diameter connection.

### Water Supply

An existing 400mm diameter ductile iron watermain and a 2" diameter uPVC watermain are located along the rural roads adjacent to the site's northern and eastern boundaries. An existing watermain (100 mm diameter uPVC) is also located to the west of the site in College Road East.

It is proposed to link the existing 400mm diameter watermains (north-west and south-east of the site) via a 200mm diameter watermain running along the proposed Capdoo Link Road. This new watermain will then service the proposed development.

A 150mm diameter looped water main will then be provided (generally along the site's arterial roads) with a number of 100mm diameters looped branch mains provided elsewhere.

The site is irregular in shape due to a number of plots that have been developed along its northern boundary. As a result, there is a portion of the site that is isolated from the main development (north-west corner). A separate connection off the existing watermain running along the rural road north of the site is proposed in order to serve this isolated portion of the site.

## **3.8 Architectural and Archaeological Heritage**

There are no structures or features of historic architectural significance located within the site proposed for development. Therefore, no direct impact on the architectural heritage will arise as a result of the proposed development.

There are no recorded monuments situated within the site boundary or in the immediate area. There are a number of archaeological monuments in the wider area, in particular a range of sites associated with the medieval settlement of Clane to the south. No potential archaeological features were recorded in historical maps of the subject site.

No responses of definite archaeological character were recorded from the geophysical survey carried out as part of the EIA process within the site boundary. No features of archaeological interest were identified. Therefore, there should be no archaeological impact from development across the site and no further archaeological mitigations are recommended.

## 4. STATEMENTS OF CONSISTENCY

### 4.1 Ministerial Guidelines

#### 4.1.1 Sustainable Residential Development in Urban Areas Guidelines (2009) & Urban Design Manual – A Best Practice Guide (2009)

The Sustainable Residential Development in Urban Areas Guidelines, 2009 contain specific policies and objectives in relation to the scale and location of new residential development, the need for high quality design of residential areas and the use and development of infill, greenfield and brownfield sites.

Chapter 3 of the Guidelines identifies core principles of design include place-making, environmental responsibility, social equity and economic viability that are required when creating places of high quality and distinct identity. Box 2 in the Guidelines identifies 12 'Best Practice Design Manual' criteria which should be incorporated in the new residential as follows.

1. *Context: How does the development respond to its surroundings?*
2. *Connections: How well is the new neighbourhood / site connected?*
3. *Inclusivity: How easily can people use and access the development?*
4. *Variety: How does the development promote a good mix of activities?*
5. *Efficiency: How does the development make appropriate use of resources, including land?*
6. *Distinctiveness: How do the proposals create a sense of place?*
7. *Layout: How does the proposal create people-friendly streets and spaces?*
8. *Public realm: How safe, secure and enjoyable are the public areas?*
9. *Adaptability: How will the buildings cope with change?*
10. *Privacy / amenity: How do the buildings provide a high quality amenity?*
11. *Parking: How will the parking be secure and attractive?*
12. *Detailed design: How well thought through is the building and landscape design?*

The Urban Design Manual – A best practice guide (2009) reiterates and expands on these 12 core principles of urban design and sustainability insofar as they relate to residential development.

Section 2 of the Architectural Design Statement prepared by McCrossan O'Rourke Manning Architects included as part of this application, sets out the design rationale and the key criteria considered in the design process for the proposed development based on the 12 criteria identified above.

#### 4.1.2 Sustainable Urban Housing: Design Standards for New Apartments (2018)

The Sustainable Urban Housing: Design Standards for New Apartments update previous guidance in the context of greater evidence and knowledge of current and likely future housing demand in Ireland taking account of the Housing Agency National Statement on Housing Demand and Supply, the Government's

action programme on housing and homelessness Rebuilding Ireland and Project Ireland 2040 and the National Planning Framework, published since the 2015 Guidelines.

It is noted that 'apartment' for the purposes of the Guidelines is defined as '*a self-contained unit in a multi-unit building with grouped or common access*'. Accordingly, the 3 no. apartment blocks, located at either end of the proposed Link Road, fall under the definition of apartments for the purposes of the Guidelines and are subject to a separate Housing Quality Assessment to demonstrate compliance with the various provisions of the Guidelines.

The Guidelines include a range of specific planning policy requirements (SPPR's) which the Board are required to have regard to. SPPR's relevant to the proposed development, and compliance with same, are as follows:

### **Specific Planning Policy Requirements 1**

*Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).*

A total of 98 no. apartments (with grouped or common access) are proposed. Of these a total of 16 no. units are one bedroom representing 16% of the total number of apartments proposed. It is noted that when the one-bed own door apartments are included, one-bed units represent 7.7% of the overall development proposed (including houses).

### **Specific Planning Policy Requirements 3**

*Minimum Apartment Floor Areas:*

- *Studio apartment (1 person)                      37 sq.m*
- *1-bedroom apartment (2 persons)            45 sq.m*
- *2-bedroom apartment (4 persons)           73 sq.m*
- *3-bedroom apartment (5 persons)           90 sq.m*

All apartments exceed the stated minimum floor areas. One-bed apartment range in size from 48.9 to 58.4sqm. Two-bed apartments range in size from 79.1 to 86.5sqm. Accordingly, all one and two-bed units exceed the minimum floor area standards required by SPPR3.

It is noted that own-door one-bed apartments range in size from 53.1 to 59.2sqm, own door two-bed apartments are 83.7sqm and three-bed duplex units range in size from 119.2 to 120.4sqm

### **Specific Planning Policy Requirements 4**

*In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:*

*(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.*

*(ii) In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.*

*(iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.*

Based on a total of 98 no. apartments proposed a total of 22 no. units are single aspect, representing 22.4% of the apartments proposed. Accordingly, 77.6% of the apartments proposed are dual aspects well in excess of the 50% requirement for suburban or intermediate locations required by SPPR4.

If the own door apartments and duplex units proposed are included the total percentage of dual aspect units increase to 88%.

#### **Specific Planning Policy Requirements 5**

*Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.*

Ground level floor to ceiling heights of the 3 no. apartment blocks is 2.7 meters for all units.

The ground level floor to ceiling heights of the own-door apartments is 2.7 meters for all units.

#### **Specific Planning Policy Requirements 6**

*A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.*

The maximum number of units on any floor is 9 no. apartments (Block 1). For Blocks 2 and 3 each core serves either 5 or 6 no. apartments. Accordingly, all Blocks meet the requirements of SPPR6.

Based on the foregoing, the proposed development is in full compliance with all relevant SPPR's contained in the Apartment Guidelines.

Sections 3.8 to 3.15 of the Apartment Guidelines considers safeguarding higher standards with particular reference to the majority of units exceeding minimum floor area standards. The Guidelines outline a number of ways this can be achieved.

For the proposed development, all apartments (Blocks 1, 2 & 3) exceed the minimum standards, one-beds exceed the minimum standards by between 8.7% and 29.8%, while two beds exceed the minimum standards by between 8.4% and 18.5%. The proposed apartments result in a high standard urban



development with generous floor areas that all exceed the minimum standards while also delivering a range of unit sizes.

Section 3.12 of the Guidelines provides that for schemes up to 99 no. units *'it is acceptable to redistribute the minimum 10% additional floorspace requirement throughout the scheme, i.e. to all proposed units, to allow for greater flexibility'*.

In this respect, a total of 98 no. units are proposed – 16 no. one-bed units and 82 no. two beds. A majority of the units proposed would be 8 no. one-beds and 42 no. two beds units. This breakdown of units plus 10% minimum area would result in a cumulative minimum floor area of 3,768.6sqm [8 x 49.5sqm + 42 x 80.3sqm]. The balance of the scheme, 8 no. one-beds and 40 no. two-beds, would result a cumulative minimum floor area of 3,280sqm [8 x 45sqm + 40 x 73sqm].

Based on this breakdown a total minimum floor area of **7,048.6sqm** is required to meet the 10% criteria as set out in the Guidelines. The proposed development provides for a total of **7,412.3sqm** which has been distributed across the proposed units. Based on the foregoing, it is submitted that all apartments exceed the minimum standards and the proposed development provides well in excess of the minimum 10% additional floor space redistributed across the proposed apartments.

It is noted that the own-door apartments and duplex units have been excluded from the above calculations, in accordance with the definition of apartment provided in the Guidelines. However, it is noted that a total of 84 no. own-door apartments and duplexes are proposed all of which exceed the minimum standards by an excess of 10%. If these are considered in conjunction Apartment Blocks 1, 2, and 3, a total of 114 no. units exceed the minimum standards by more than 10% representing almost 63% of the total apartments proposed (including own-door and duplex units) without the requirement for redistribution as outlined above.

Based on the foregoing, it is considered that on the basis of both methodologies, the proposed development provides a high-quality scheme which significantly exceeds the minimum standards and fulfils the requirements of the Guidelines to safeguard high standards while offering a mix of unit sizes.

Section 6 of the Guidelines considers the development management process and identifies the content of the planning application. Appendix 1 provides a range of minimum apartment areas and standards which apply to new apartment schemes. In this respect, please refer to the Housing Quality Assessment prepared by MCORM, Project Architects which demonstrates full compliance with the relevant residential sizes and standards.

A Building Lifecycle Report for the apartments will be prepared and will be submitted as part of the planning documentation.

Based on the foregoing, the proposed apartments fully comply with the requirements of the Sustainable Urban Housing: Design Standards for New Apartments 2018.

#### **4.1.3 Urban Development and Building Heights Guidelines for Planning Authorities December 2018**

The Urban Development and Building Heights Guidelines outlines that generic maximum height limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby cities and towns continue to grow outwards rather than

consolidating and strengthening the existing built up area. Furthermore, the Guidelines provide that blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes.

On this basis the Guidelines outline wider and strategic policy considerations and a more performance criteria driven approach that planning authorities should apply alongside their statutory development plans in securing the strategic outcomes of the National Planning Framework and in particular compact urban growth.

Section 3.2 of the Urban Development and Building Height Guidance state that *'In the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority/ An Bord Pleanála, that the proposed development satisfies the following criteria...'*. In this regard, a range of criterion under a macro level (at the scale of the relevant city/town); intermediate level (at the scale of district/ neighbourhood/ street) and at a micro level (at the scale of the site/building) need to be addressed where proposed heights exceed those specified in Development Plans or LAP's (SPPR 3). Whilst many of these criteria are more relevant to taller buildings/urban context, in the interest of completeness they have been considered at Appendix B of this Report.

Section 3.4 to 3.8 of the Guidelines deal specifically with building height in suburban/edge locations. In this respect the Guidelines note that new development which includes town-houses (2-3 storeys), duplexes (3-4 storeys) and apartments (4 storeys upwards) deliver medium densities, in the range of 35-50 dwellings per hectare net. Such developments are beneficial in addressing the need for more 1- and 2-bedroom units in line with wider demographic and household formation trends, while at the same time providing for the larger 3, 4 or more-bedroom homes across a variety of building typologies and tenure options, enabling households to meet changing accommodation requirements over longer periods of time without necessitating relocation.

Section 3.5 of the Guidelines note that this form of development *'can, where well designed and integrated, also facilitate the development of an attractive street-based traditional town environment with a good sense of enclosure, legible streets, squares and parks and a strong sense of urban neighbourhood, passive surveillance and community as in the case of the award-winning Adamstown Strategic Development Zone in South Dublin County Council.*

Section 3.6 provides that development in suburban/edge locations *'should include an effective mix of 2, 3 and 4-storey development which integrates well into existing and historical neighbourhoods and 4 storeys or more can be accommodated alongside existing larger buildings, trees and parkland, river/sea frontage or along wider streets.*

The Guidelines advocate that such development patterns are generally appropriate at suburban edges of towns and cities, for both infill and greenfield development and should not be subject to specific height restrictions.

Specific Planning Policy Requirements 4 (SPPR4), which takes precedence over any conflicting, policies and objectives of Development Plans or Local Area Plans, provides:

**SPPR 4:** *It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:*

1. *The minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Residential Development in Urban Areas (2007)" or any amending or replacement Guidelines;*
2. *A greater mix of building heights and typologies in planning for the future development of suburban locations; and*
3. *Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.*

The proposed building heights are predominantly two storeys, with three storey duplex units and four storey apartment blocks. The introduction of three and four storey elements ensure a greater mix of building typologies in line with wider demographic and household formation trends. Taller elements have been sensitively located adjacent to the proposed Link Road and public open spaces and streets assisting in creating a strong sense of space and enclosure. In addition, the proposed building heights assist in achieving appropriate densities in accordance with the Residential Development in Urban Areas Guidelines. On this basis, the proposed building heights are fully consistent with the provision of the Urban Development and Building Heights Guidelines.

#### **4.1.4 Childcare Facilities – Guidelines for Planning Authorities 2001**

The Childcare Facilities Guidelines for Planning Authorities, June 2001, provide a framework to guide Planning Authorities and developers in assessing and formulating development proposals for childcare facilities. It is noted that these are a planning guidance document only, and standards set down in relevant childcare legislation take precedence.

Section 2.4 of the Guidelines consider appropriate locations for childcare facilities, and with reference to facilities 'in new communities/larger new housing developments' provides that:

*'For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate..... Authorities could consider requiring the provision of larger units catering for up to 30/40 children in areas of major residential development on the basis that such a large facility might be able to offer a variety of services – sessional/drop in/after-school, etc.'*

Section 3.3.1 of the Guidelines goes on to state that 'in relation to new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site'.

It is noted that the recently adopted Clane Local Area Plan 2017-2023 considered that pro-rata childcare provision of a rate of 0.13 childcare space per dwelling is more appropriate standards for KDA2 lands. On this basis, the proposed development has been designed to accommodate in the order of 49 no. children, which is considered appropriate for the particular circumstance for the individual site, and accordingly fully complies with the requirements of the Childcare Guidelines in this respect.

#### **4.1.5 Guidelines for Planning Authorities – The Planning System and Flood Risk Management 2009**

The Planning System and Flood Risk Management Guidelines (DoECLG 2009) introduce comprehensive mechanisms for the incorporation of flood risk identification, assessment and management into the planning process. The guidelines require the planning system to:

- Avoid development in areas at risk of flooding unless proven wider sustainable development grounds and risk can be mitigated without increasing risk elsewhere.
- Adopt a sequential approach to flood risk management for new development location based on avoidance, reduction and mitigation of flood risk.
- Incorporate flood risk assessment into decision making on planning applications.

A site specific flood risk assessment has been undertaken in accordance with the 'Planning System and Flood Risk Management Guidelines' (DoECLG 2009). The assessment concludes that the proposed site is not located within an area where there is a high probability of flooding.

The proposed development incorporates measures to prevent future onsite flooding and potential for downstream flooding. The increase in impermeable area and the corresponding increase in both volume and rate of surface water run-off will be mitigated by applying the Principles of Sustainable Urban Drainage Systems (SUDS), as embodied in the requirements of the Greater Dublin Strategic Drainage Study (GSDSDS), which will ensure the run-off post development will replicate the pre-development Greenfield site with no significant adverse impacts on the surface water system and will protect against any potential increase in flood risk due to the introduction of hardstanding.

#### **4.1.6 Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009)**

Screening for Appropriate Assessment has been undertaken for the proposed development in accordance with the Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009) and will form part of the application documentation.

The proposed development is not located within, or adjacent to, any SAC or SPA. The site is over 30km from the boundary of the South Dublin Bay and River Tolka estuary SPA/SAC as the crow flies but following the flow of the River Liffey this distance is significantly greater. Because of this distance separating the two areas there is no pathway for loss or disturbance of protected species listed or other semi-natural habitats that may act as ecological corridors for important species associated with the qualifying interests of the Natura 2000 sites.

There is a pathway from the site via surface and wastewater water flows to Dublin Bay via the Osberstown wastewater treatment plant and the River Liffey. As surface water from the site does not flow to the River Tolka there is no pathway between the site and the Tolka Estuary.

The AA Screening Report concludes that significant effects are not likely to arise, either alone or in combination with other plans or projects to the Natura 2000 network.

#### 4.1.7 Statement of Consistency

The proposed development has been informed by the foregoing Guidelines and has incorporated the relevant policies and objectives as contained therein. Accordingly, it is submitted that the proposed development is consistent with the overarching purpose and principles of the Ministerial Guidelines outlined above.

#### 4.2 Kildare County Development Plan 2017-2023

Clane is identified as a Small Town in the Core Strategy (Table 3.1). Small Towns within the Hinterland area generally comprise populations of between 1,500 – 5,000. Such towns are designated to develop as key local centres for services with levels of growth to cater for local need at an appropriate scale and to support local enterprise to cater for local demand. The rate of growth will be controlled to limit pressure on services, the environment and unsustainable commuting patterns.

An examination of the dynamics and distribution of population and settlement within the county for the period 2006–2011 indicates Clane had the fourth highest growth in population in the County's urban areas after Newbridge, Celbridge and Maynooth.

Notwithstanding the 1,500 – 5,000 population range for Small Towns, Table 3.3, Population and Housing Unit Allocation 2016-2023 notes that the population of Clane in 2011 was 6,702 with an estimated population of 7,077 in 2016. Clane and Sallins are the only town Small Towns which benefit from a Local Area Plans (LAP) to guide future development with the balance of small towns, with a population under 5,000 people, having a settlement plan contained within the Development Plan.

The Settlement Strategy seeks to *'direct growth into the Large Growth Towns, followed by Moderate Sustainable Growth Towns and Small Towns, whilst also recognising the settlement requirements of rural communities'* (Policy SS2).

Strategic Objective SO 4 seeks to *'ensure that the scale and form of developments envisaged within towns and villages is appropriate to their position within the overall Settlement Hierarchy set out in Table 3.1. Due regard will be given to the Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities, DEHLG (2009), the accompanying Urban Design Manual – A Best Practice Guide (2009) and the Urban Design Guidelines contained within Chapter 15 of this Plan'*.

On this basis, the housing unit allocation (Table 3.3) for Clane provides for 780 no. additional units over the period 2016-2023.

Chapter 4 of the Development Plan provides that residential expansion will focus on the creation of sustainable communities at locations that can be served by the necessary infrastructure. This approach will make the best use of the county's land and infrastructure resources by ensuring that new development is linked to existing transport services, physical and social infrastructure and amenities.

##### 4.2.1 Statement of Consistency

The proposed development is consistent with the requirements of the Core Strategy and the Settlement Strategy which seeks to focus appropriately scaled growth in to cater for local needs to Small Towns. The

proposed development will contribute towards meeting the 780 no. new dwellings target provided for in the housing allocation.

Chapters 4, 15 and 17 provide a range of policies and objectives in respect of urban design, location and layout of new development, housing mix and development management standards. These overarching principles have been incorporated into the Clane Local Area Plan 2017-2023 and are more appropriately considered under the local planning context detailed below.

Accordingly, the proposed development has been informed by the Kildare County Development Plan 2017-2023 and has incorporated the relevant policies and objectives as contained therein.

### **4.3 Clane Local Area Plan 2017 – 2023**

The Clane Local Area Plan 2017 – 2023 (LAP) was adopted on 10 May 2017.

#### **4.3.1 Zoning**

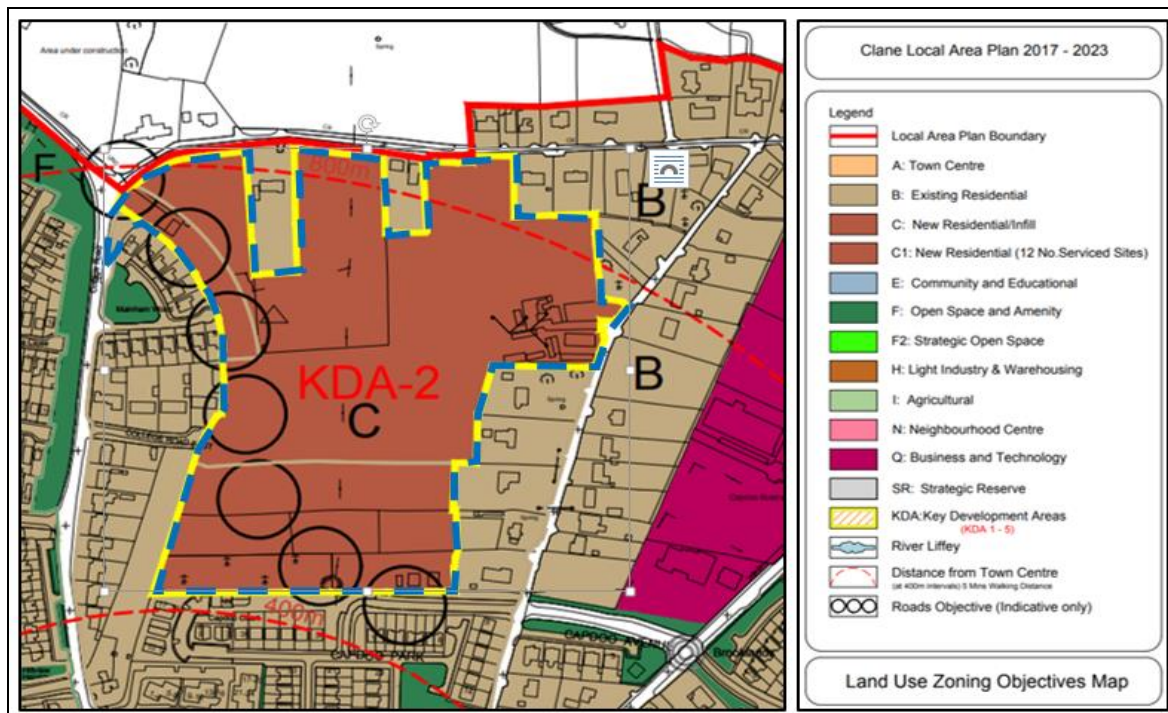
The site is primarily zoned Objective C, New Residential/Infill, to *'provide for new residential development'*. A small portion of the northwest corner of the site, proximate to the R407 is zoned objective B, existing residential, with the objective to *'protect and enhance the amenity of established residential communities and promote sustainable intensification'*.

It is noted that the site comprises the full extent of Key Development Area 2 (KDA2) and contains a road objective along its western boundary connecting to the local road to the south.

Figure 5.1 below is an extract of the land use zoning map, with the approximate site area indicated in a blue dashed line.



Figure 4.1 Zoning Map Extract



Dwellings are permitted in principle under both the Objective B and C land use zonings. Crèches/Playschools are permitted in principle under the Objective C zoning.

#### 4.3.2 Settlement Strategy and Residential Development

Section 2.2 of the LAP states that Clane is designated as a Small Town in the Kildare County Development Plan 2017-2023. In this respect, the following strategic objectives of the LAP for Clane are relevant to the proposed development:

- *'To accommodate 2.4% of Kildare's allocated housing growth in Clane over the period 2017- 2023, in accordance with the County Development Plan Core Strategy'.*
- *'To support and facilitate the development of high-quality, integrated residential neighbourhoods that cater for all demographics and deliver community, recreation and amenity facilities in tandem with housing'.*
- *'To enhance the existing transport network by increasing permeability and connectivity for pedestrians, cyclists and vehicles, in order to enable access to key land uses such as community facilities, public transport nodes and zoned lands'.*

The LAP identifies 5 No. Key Development Areas (KDAs) to accommodate growth during the Plan period and Table 4.1 provides the estimated residential capacity of each KDA. The subject site comprises the full extent of KDA2, which has an estimated net developable site area of 9.7ha, discounting 20% of the lands for strategic infrastructure.

The following policies and objectives of the LAP are relevant to the proposed development:

**CSO1.2:** *'To focus new residential development into the Key Development Areas identified in the Core Strategy map and new enterprise development into areas identified for light industry and warehousing and business and technology development'.*

**HCO1.1:** *'To require new residential developments to meet the standards and guidance as set out in:*

- *The Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, DEHLG (2009) and the accompanying Urban Design Manual Best Practice Guide, DEHLG (2009).*
- *The Design Manual for Urban Roads and Streets, DTTS and DECLG (2013).*
- *The policies, objectives and development management standards contained in this Local Area Plan and in the Kildare County Development Plan.*
- *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, DEHLG (2015)'.*

**HCO1.2:** *'To promote and facilitate the phased development of identified Key Development Areas in accordance with the guidance set out in Section 12.'*

The application proposes new residential development on lands designated as a Key Development Area under the LAP and consequently is in accordance with the overriding settlement strategy and the requirements of Objective CSO1.2.

The proposed development has been designed to ensure that it fully complies with all relevant standards and requirements as per Objective HCO1.1. Please refer to the Housing Quality Assessment prepared by MCORM, Project Architects, which demonstrates full compliance with the relevant residential sizes and standards.

#### **4.3.3 Residential Mix, Density and Design**

Section 6.3 of the LAP states that the housing allocation for Clane is based on an average density of 26 units per hectare. In accordance with the Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, DECLG (2009) the LAP states that higher densities will generally be considered in town centre infill locations and proximate to public transport, with medium to lower densities being considered at outer suburban sites. It is also stated that given Clane's location within commuting distance of Dublin and other employment centres in the region, it is anticipated that there will continue to be a strong demand for family housing. The need for smaller housing units and apartments should be considered within each of the Key Development Areas to contribute to the achievement of an appropriate housing mix and to address an emerging demand for smaller units.

The following policies and objectives of the LAP are relevant to the proposed development:

**Policy HC2 - Residential Density, Mix and Design:** *'It is the policy of the Council to require that all new residential development provides for a sustainable mix of house types, sizes and tenures and that new development complements the existing residential mix'.*

**HCO2.1:** *'To ensure that a good mix of housing types and sizes is provided in each Key Development Area to meet the future needs of the population of Clane'.*

**HCO2.2:** *'To require the submission of a Design Statement (CDP Section 17.3 refers) and Housing Mix Statement (CDP Section 17.4.3 refers) with applications for residential development in accordance with the provisions of the County Development Plan'.*

**HCO2.3:** *'To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 (as amended) to all sites that are zoned solely for residential use or for a mixture of residential and other uses (save where the development is exempt from the provisions of Part V)'.*

It is noted that the LAP estimated the capacity of the KDA based on a residential density 26 units per hectare. However, Objective HCO1.1 provides that residential development should accord with the standards provided The Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, DEHLG (2009). The Guidelines promote and encourage higher residential densities where appropriate, noting that for greenfield sites in cities and larger towns, development at net densities less than 30 dwellings per hectare should generally be discouraged in the interests of land efficiency. For centrally located sites in smaller towns, the Guidelines advocate a density range of 30-40+ dwellings per hectare reducing to 20-35 units per hectare on edge of centre sites. On this basis, and in the interests of the efficient use of land, the proposed development provides for a net residential density of 37.8 units per hectare.

As detailed in Tables 3.1 and 3.2 of this Report, the proposed development provides for a wide range of house sizes, from one to five-bedroom dwellings, and types include apartments, duplex units, terraced, semi-detached and detached dwellings. In particular, in excess of 45% of the proposed units are one and two beds in recognition of the increase in one and two person households and that a wide range of different housing needs will be required in the future.

An Architectural Design Statement has been prepared by MCORM, Project Architects, and is submitted with this application.

Part V requirements will be complied with by way of transfer of units on site. A site layout identifying the units which have been identified for transfer in compliance with Part V is included at Appendix A.

#### **4.3.4 Early Childcare and Education**

Section 6.4.2 of the LAP states that there are nine private childcare facilities in Clane, providing a range of full day-care and sessional services, including playgroups and Montessori, and after-school care. There are four full day-care premises located on the Prosperous Road, Ballinagappa Road, in the town centre and at Alexandra Walk.

The LAP notes that while there appears to be an adequate level of provision in Clane at present, additional facilities will be required over the Plan period to meet the needs of a growing population. The LAP considers a rate of 20 childcare spaces per 150 dwellings (0.13 childcare spaces per dwelling) as representing an adequate level of provision in conjunction with new housing development. Planning applications for housing in the Key Development Areas will be required to outline proposals to meet childcare requirements on a pro-rata basis in accordance with the phasing strategy in Section 13.

The following objectives of the LAP are relevant to the proposed development:

**HCO3.2:** *'To require the provision of a minimum of 0.13 childcare spaces per dwelling on a pro-rata basis in the Key Development Areas, in accordance with the phasing requirements set out in Section 13 Implementation'.*

**HCO3.3:** *'To support the provision of a purpose-built childcare facility or facilities to meet the pro-rata childcare needs of housing development during the Plan period'.*

The proposed development provides a childcare facility (approximately 316sqm) with capacity for in the order of 49 no. children in accordance with the requirements of Objectives HCO3.2 and HCO3.3.

#### **4.3.5 Movement and Transport**

Chapter 8 of the LAP states that given the strategic position of Clane between the M4 and M7, its proximity to significant employment centres in County Kildare, and the Greater Dublin Area, the town experiences a high volume of through traffic. One of the major challenges facing Clane during the Plan period is the need to improve connectivity for local journeys by providing new vehicular, cyclist and pedestrian connections for local use, whilst balancing the needs of through traffic

It is a strategic objective of the LAP to *'enhance the existing transport network by increasing permeability and connectivity for pedestrians, cyclists and vehicles, in order to enable access to key land uses such as community facilities, public transport nodes and zoned lands'.*

Map 8.1 and Table 8.1 indicates that the site is subject to a specific road and transportation objective to provide a Capdoo Link Road, including off road cycle track from the Kilcock Road (R407) to the Celbridge Road (R403). Figure 4.2 below is an extract of Map 8.1 with the approximate location of the site indicated in orange.

The following policies and objectives of the LAP are relevant to the proposed development:

**Policy MT3 - Roads and Streets:** *'It is the policy of the Council to support improvements to the road and street network in Clane in order to provide connectivity and permeability throughout the town, enable access to new communities and to reduce through-traffic in the town centre'.*

**Policy MT5 – Strategic Road Network:** *'It is the policy of the Council to plan for the long-term needs of Clane in its regional context and provide additional capacity on strategic routes, in order to reduce congestion in the town and improve linkages to the national road network'.*

**MTO1.2:** *'To maximise connectivity for pedestrians and cyclists in Key Development Areas and identify strategic links in existing areas in order to maximise access to local shops, schools, public transport services and other amenities'.*

**MTO1.3:** *'To maximise direct cycle and pedestrian access to local shops and services, health facilities, schools, supermarkets, sports grounds and leisure facilities and places of work in all new developments'.*

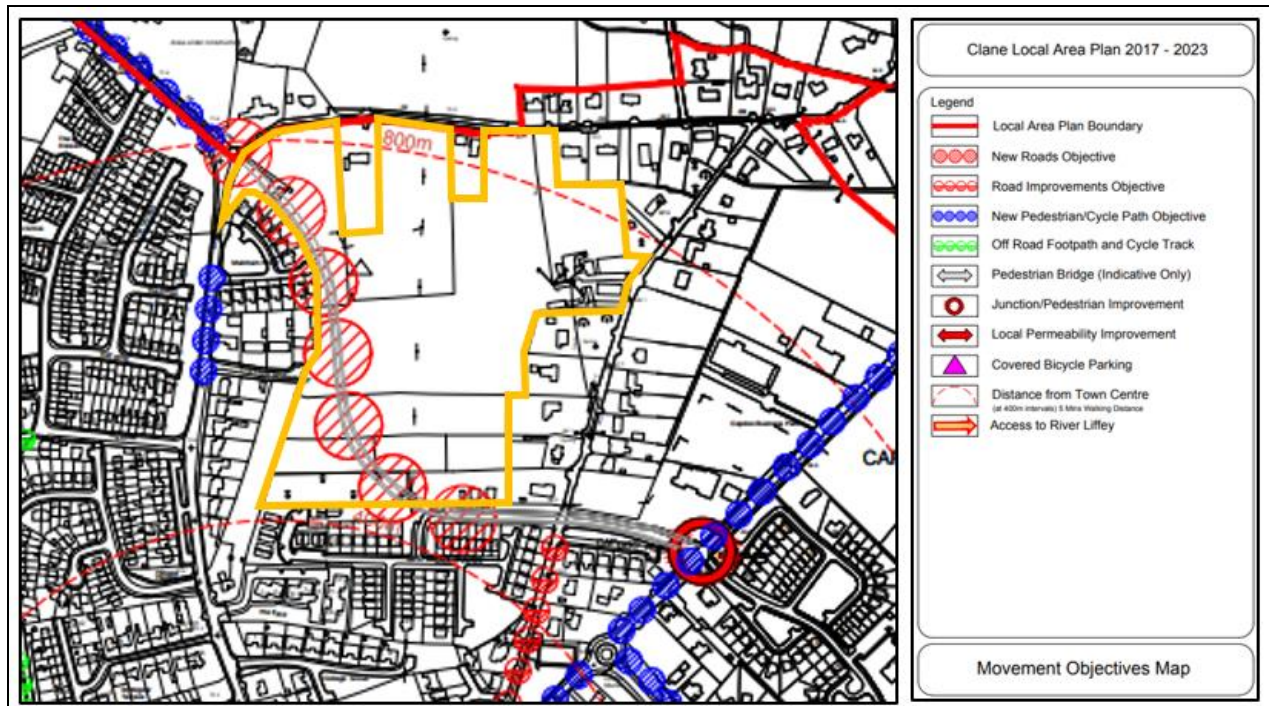
**MTO1.4:** *'To require new housing developments to deliver filtered permeability to adjoining development in so far as is possible and, in the case of adjoining greenfield sites, to ensure the potential for such provision is addressed'.*

**MTO3.1:** 'To improve connectivity between the outer areas of the town through the planning and delivery of orbital connections between the existing radial road network'.

**MTO3.2:** 'To secure implementation of the road projects as indicated on Table 8.1 and Map 8.1, and to preserve identified road corridors free from development'.

**MTO3.3:** 'To apply the principles of the Design Manual for Urban Roads and Streets, DECLG & DTTS (2013) in the planning, design and construction of all roads and streets within the town'.

**Figure 4.2 Movement Objectives Map Extract**



The proposed development provides for the delivery of the Link Road which corresponds with the alignment of the extant Part 8 and is required under the LAP. The delivery of the Link Road will significantly improve connectivity and increase permeability for pedestrians, cyclists and vehicles.

In addition, the proposed development provides for a number of secondary connections to the surrounding road infrastructure to further enhance permeability to adjoining development.

**4.3.6 Infrastructure**

Section 9.1.1 of the LAP states that Clane is served by the North-East Kildare Regional Water Supply Scheme, with water supplied from the water treatment plant at Ballymore Eustace. Irish Water considers that the North-East Kildare Regional Water Supply Scheme has sufficient capacity to provide for the growth of Clane. However, there are deficiencies within the local network in Clane which will need to be addressed in conjunction with development.

Section 9.1.2 of the LAP states that Clane is served by the Upper Liffey Valley Regional Sewerage Scheme (ULVRSS), which ultimately connects to the Osberstown Wastewater Treatment Plant (WWTP) and discharges to the River Liffey. The Osberstown plant is stated as currently operating to a capacity of 80,000

population equivalent (PE), with an upgrade to 150,000 PE due to be completed by Q4 2016 and planned capacity of 350,000 PE by 2048.

The LAP states that there is capacity in the WWTP to cater for the planned growth in Clane. However, there are significant constraints within the Clane network and the wider collection network that require to be addressed in order to facilitate intended growth. The upgrading of the network by Irish Water is proposed under Contract 2B of the ULVRSS. Elements relevant to Clane include:

- Upgraded pumping stations at Clane, Sallins and Monread, Naas.
- Upgraded rising mains at Clane-Sallins and Sallins-Osberstown and interceptor sewer at Monread.
- New/upgraded sewers within Clane and Sallins towns.

The target date for completion of these works under Contract 2B is early 2020. It is a stated action of the LAP that the Council will encourage early consultation with Irish Water at pre-application stage to establish whether proposed developments might be premature pending the completion of Contract 2B of the ULVRSS.

The following policies and objectives of the LAP are relevant to the proposed development:

**Policy I1 - Water Supply & Wastewater:** *'It is the policy of the Council to work in conjunction with Irish Water to protect existing water and wastewater infrastructure in Clane, to maximise the potential of existing capacity in the town and to ensure infrastructure is provided in tandem with development'.*

**IO1.2:** *'To work in conjunction with Irish Water to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of Clane'.*

**IO1.3:** *'To support Irish Water in delivering key water supply and wastewater projects relevant to Clane, including contract 2B of the ULVRSS comprising:*

- *An upgraded pumping station at Abbeylands, Clane*
- *A new 300mm rising mains between Clane and Sallins*
- *Upgraded gravity sewers on the Prosperous Road and Ballinagappa Road and new/upgraded sewers within Clane town centre'.*

**IO1.4:** *'To ensure that new development on zoned land is subject to a requirement for a connection agreement from Irish Water'.*

Pre-connection enquiry feedback has been received from Irish Water (included in Appendix D of the submitted DBFL Infrastructure Design Report). Irish Water has advised that based upon the details provided and, on the capacity currently available as assessed by Irish Water, that subject to a valid connection agreement being put in place, the proposed connection to the Irish Water network can be facilitated. The response provided that it is feasible for 205 no. units to connect until the Upper Liffey Valley Sewerage Scheme (Contract 2B) and associated upgrades in Clane are completed in 2021 with the balance of units thereafter. The proposed phasing for the overall development provides for the delivery of up to 205 no. units prior to the completion of the upgrade with the balanced delivered prior to the expiration of any permission.

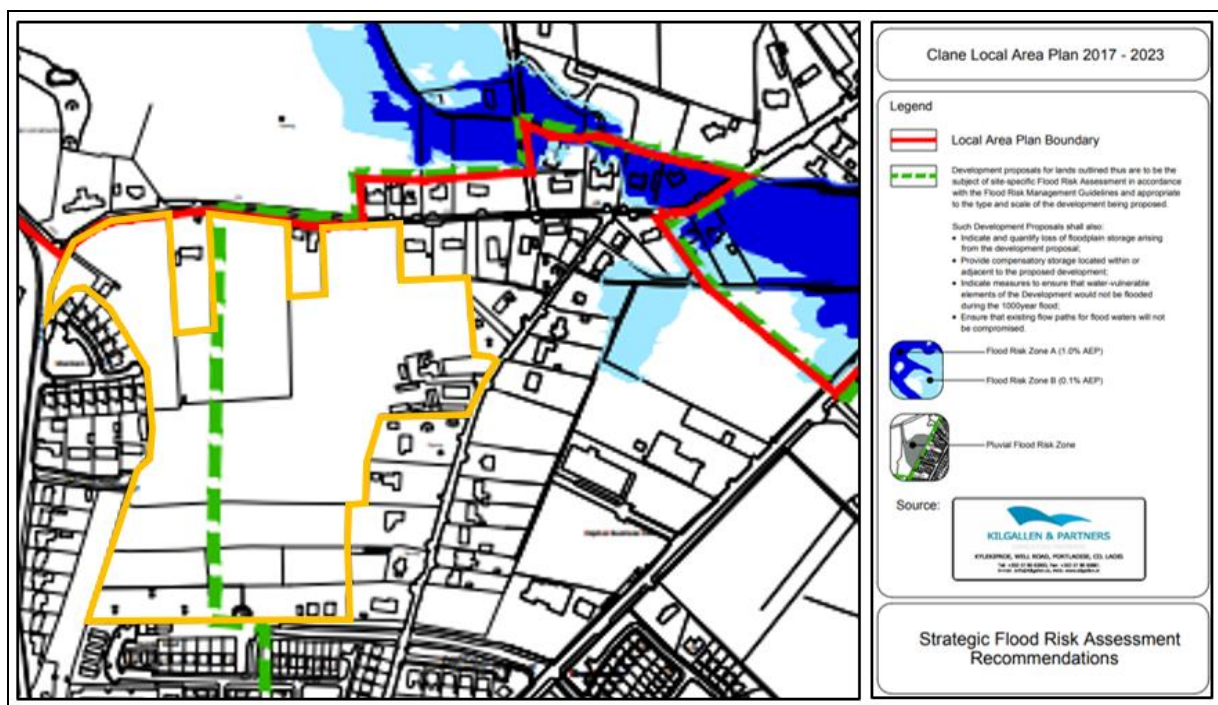


### 4.3.7 Surface Water and Flood Risk

Section 9.3 states that Clane has a history of flooding at various locations throughout the town, arising from the fluvial sources of the Rivers Cott/Butterstream, Gollymochy and Liffey and from groundwater and artificial drainage systems. Works have been carried out to alleviate flooding in the recent past including those at the Butterstream and from Millicent Road junction to Clane Hospital.

In line with The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009), Strategic Flood Risk Assessment (SFRA) has informed the preparation of the LAP. Map 9.1 of the LAP identifies the areas of Clane that will require the submission of a Site Specific Flood Risk Assessment, appropriate to the nature and scale of the development being proposed. Figure 4.3 is an extract of Map 9.1 of the LAP, with the approximate site area indicated in orange.

**Figure 4.3 SFRA Map Extract**



Section 9.2 of the LAP states that adequate storm water drainage and retention facilities are necessary to accommodate surface water run-off resulting from current and future developments in Clane. The use of Sustainable Drainage Systems (SuDS) and Green Infrastructure in new developments will contribute to surface water retention and help to reduce and prevent flooding, by mimicking the natural drainage of a site.

The following policies and objectives of the LAP are relevant to the proposed development:

**IO2.2:** *'To incorporate Sustainable Urban Drainage Systems (SUDS) as part of all plans and planning schemes in Clane'.*

**IO3.1:** *'To ensure development proposals within the areas outlined on Map 9.1 are the subject of Site-Specific Flood Risk Assessment, appropriate to the nature and scale of the development being proposed'.*

Surface water network has been designed in accordance with GSDS requirements and incorporates SUDS features.

A Site Specific Flood Risk Assessment for proposed development was undertaken in accordance with the requirements of "The Planning System and Flood Risk Management, Guidelines for Planning Authorities" and its Technical Appendices. Following the Flood Risk Assessment, it has been determined that is located in Flood Zone C as defined by the Guidelines.

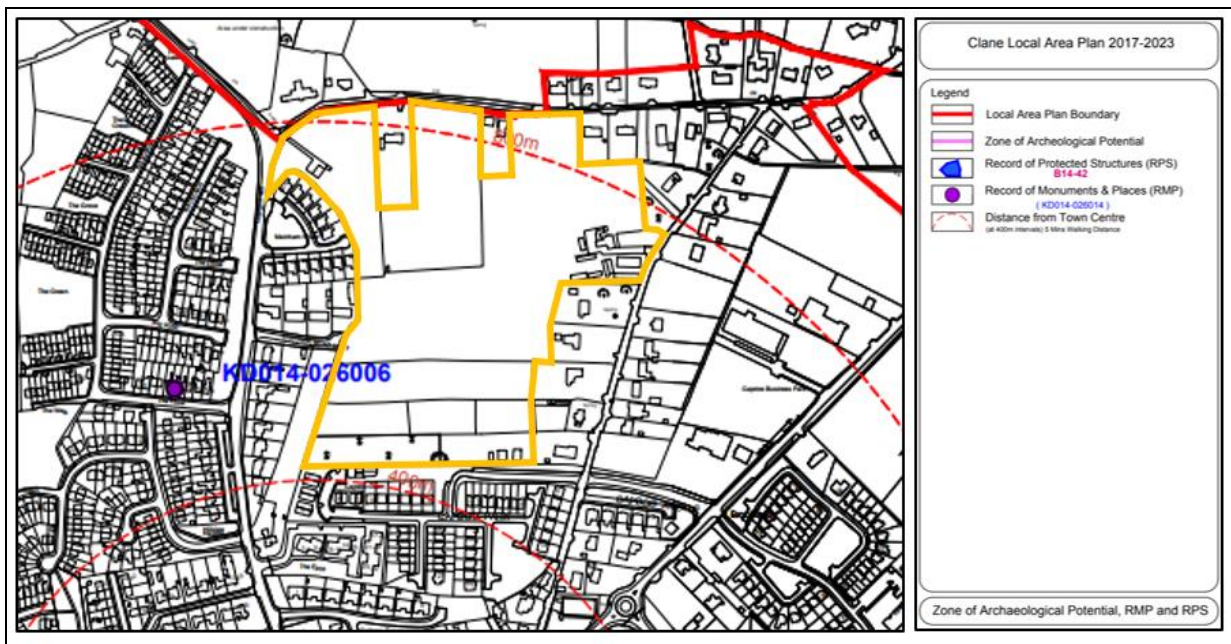
It is concluded that the proposed residential development is appropriate for the site's flood zone category and that the sequential approach outlined in Planning System and Flood Risk Management Guidelines has been adhered to and that the 'Avoid' principal has been achieved.

### 5.3.8 Designations

The site does not contain any protected structures, monuments or sites, and is not within any Architectural Conservation Areas or area of Archaeological Significance. The nearest archaeological monument/site is located to the east of the site on the opposite side of the R407, within an existing residential development.

Figure 4.4 below is an extract of the Built Heritage Map of the LAP with the approximate location of the site outlined in orange.

**Figure 4.4 Built Heritage Map Extract**



### 4.3.9 Natural Heritage and Green Infrastructure

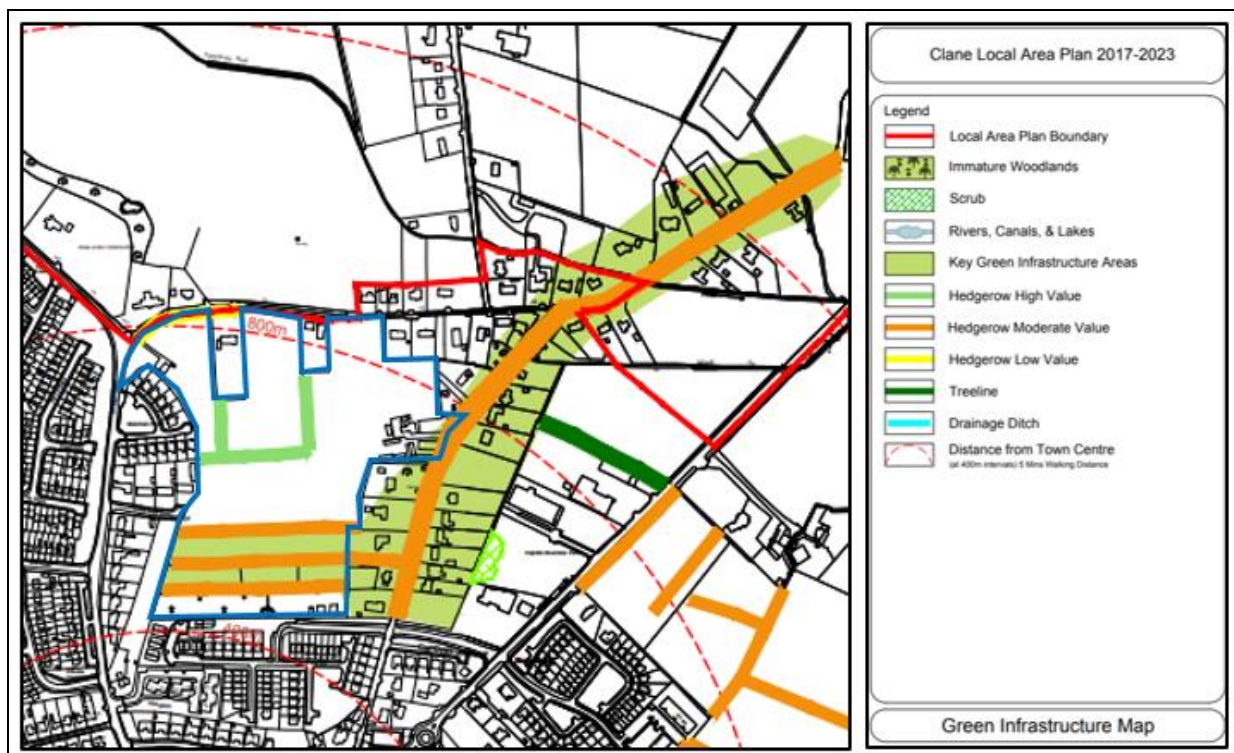
Section 10.3 of the LAP states that there are a number of areas within the Plan boundary that are considered to be of heritage value including hedgerows, trees, watercourses, etc. Habitat and landscape features have an important role to play as ecological corridors/infrastructure as they allow for movement of species and help sustain the habitats, ecological processes and functions necessary to enhance and maintain biodiversity. It is considered to be important that these areas are conserved and well managed.



In addition, Section 11.1 of the LAP states that some hedgerows and trees in Clane form an important element of the ecological infrastructure. It is the policy of the Council to adopt a proactive approach to protecting, enhancing and managing the Green Infrastructure network in Clane. In this regard, all proposals for development will be required to demonstrate that the existing Green Infrastructure network is protected, in so far as practicable, and that the development contributes positively to the development and protection of the overall green infrastructure assets of Clane.

Map 11.1 of the LAP includes details of habitats and Green Infrastructure mapped in Clane. Figure 4.5 below is an extract of Map 11.1 with the approximate site location identified in blue. It is noted that the site contains 3 no. hedgerows of moderate value and 1 hedgerow of high value.

**Figure 4.5 Green Infrastructure Map Extract**



The following policies and objectives of the LAP are relevant to the proposed development:

**Policy H3 – Protection of Habitats:** *'It is the policy of the Council to support the protection of species and habitats that are designated under the Wildlife Acts 1976 and 2000, the Birds Directive 1979 and the Habitats Directive 1992 as well as areas of high local biodiversity value and to ensure developments with potential to impact the integrity of the Natura 2000 network will be subject to Appropriate Assessment'.*

**HO3.4:** *'To ensure an Appropriate Assessment, in accordance with Article 6(3) and Article 6(4) of the Habitats Directive and with DEHLG guidance (2009), is carried out in respect of any plan or project not directly connected with or necessary to the management of a Natura 2000 site to determine the likelihood of the plan or project having a significant effect on a Natura 2000 site, either individually or in combination with other plans or projects and to ensure that projects which may give rise to significant cumulative, direct, indirect or secondary impacts on Natura 2000 sites will not be permitted (either individually or in combination with other plans or projects) unless for reasons of overriding public interest'.*

**HO3.5:** *'To protect, conserve and enhance, wherever possible, wildlife habitats and species of local importance and to give appropriate consideration to maintaining existing local ecological corridors and linkages not otherwise protected by legislation'.*

**GIO1.2:** *'To integrate Green Infrastructure as an essential component of all new developments and restrict development that would fragment or prejudice the Green Infrastructure Network'.*

**GIO1.4:** *'To ensure key trees, woodlands and hedgerows identified, and the linkages they provide to larger areas of green infrastructure and the wider countryside, are retained where appropriate and integrated into the design of new developments.'*

**OSO1.7:** *'To ensure that the provision of open space for all new developments seeks to incorporate and enhance any existing landscape features such as hedgerows and trees within the receiving environment'.*

The LAP identifies a number of higher and moderate value hedgerows on the subject site. The LAP provides that where possible such hedgerows should be retained in order to protect important ecological corridors and maintain biodiversity.

A key driver of the overall site layout is the Link Road the location of which has been subject to a Part 8 procedure. The permitted route traverses the majority of the hedgerows identified in Map 11.1 and results in the fragmentation and removal of these hedgerows. Furthermore, differences in site levels and the level of the Link Road has resulted in access points from the Link Road, and associated housing layout, being somewhat constrained. Notwithstanding these constraints, particular attention has been paid to the existing hedgerows on site with portions proposed to be retained and incorporated within the public open space of the new development, where possible.

It is noted that the primary motivation for the retention of the hedgerows is to protect habitats and ecological corridors of local importance. In order to offset the loss of higher significance hedgerow and treelines it is proposed to create new, biodiversity planting within areas of public open space and in particular along both margins of the new link road.

Biodiversity planting has been proposed within areas of public open space and along both margins of the new link road stretching across the site. This will provide a total area of 3,000m<sup>2</sup> of new habitat. The species to be planted include a wide range of native trees and shrubs while the maintenance plan is intended involve minimal interference – i.e. no use of herbicide sprays, no cutting or mowing - effectively allowing for new linear woodlands to emerge. This planting will effectively create a new biodiversity corridor which will provide connectivity for the species which are currently recorded in this location. While this woodland will take time to mature it will ultimately compensate for the loss of hedgerows and green infrastructure arising from the development.

With respect to trees, all trees within the site have been surveyed in accordance with BS 5837:2012. The Tree Survey has been used to rigorously assess the existing stock of trees on site and make recommendations for their retention. In this respect, a group of existing trees to the north-east of the site is proposed for retention, as well as a number of Sycamore trees, part of the former driveway of the existing farmhouse to the east. These will form a distinctive feature of the new public open space within the development and will also assist in enhancing the biodiversity of the site.

The boundaries to the north, east and south are lined with existing trees and hedgerow, either within the site, or overhanging from outside. Older trees are located along the north-east, within the ownership of a

neighbouring dwelling. Hedgerows along boundaries are also proposed to be retained where possible or reinstated where required. The retention of site boundaries will contribute towards maintaining existing local ecological corridors and linkages.

A number of documents have been prepared by Ciaran Keating and submitted herewith including an Arboricultural Assessment; an Arboricultural Impact Report; a Tree Protection Strategy and Associated Drawings including Arboricultural Impact Drawing indicating trees/hedgerows to be retained and removed (Dwg. No. 103). An ecological assessment of the Hedgerows has been provided in the Biodiversity Chapter of the EIAR (Chapter 10).

An Appropriate Assessment Screening Report (Stage 1) accompany the planning application.

Based on the foregoing, it is submitted that the proposed development has, where possible, retained existing hedgerows. In order to compensate for the inevitable loss of hedgerows of local importance associated with the comprehensive development of this Key Development Site, comprehensive measures have been put in place to compensate for the fragmentation and loss of hedgerows. In this respect it is submitted that the proposed development, and the provision of a 'native corridor' is consistent with the overriding objectives of the LAP which is to protect and enhance local biodiversity.

#### **4.3.10 Key Development Area 2 - Capdoo**

Section 12.2.2 of the LAP provides the design brief and analysis for the subject site, which is designated as a Key Development Area (KDA 2). In addition, Section 13.2 of the LAP states that development in the Key Development Areas will be subject to a schedule of phasing. The purpose of phasing is to ensure that infrastructure, facilities and amenities are provided in tandem with new residential development.

Figure 4.6 is an extract of Figure 13.3 of the LAP, which provides an analysis of the KDA.

Figure 4.6 KDA 2 – Analysis Map Extract

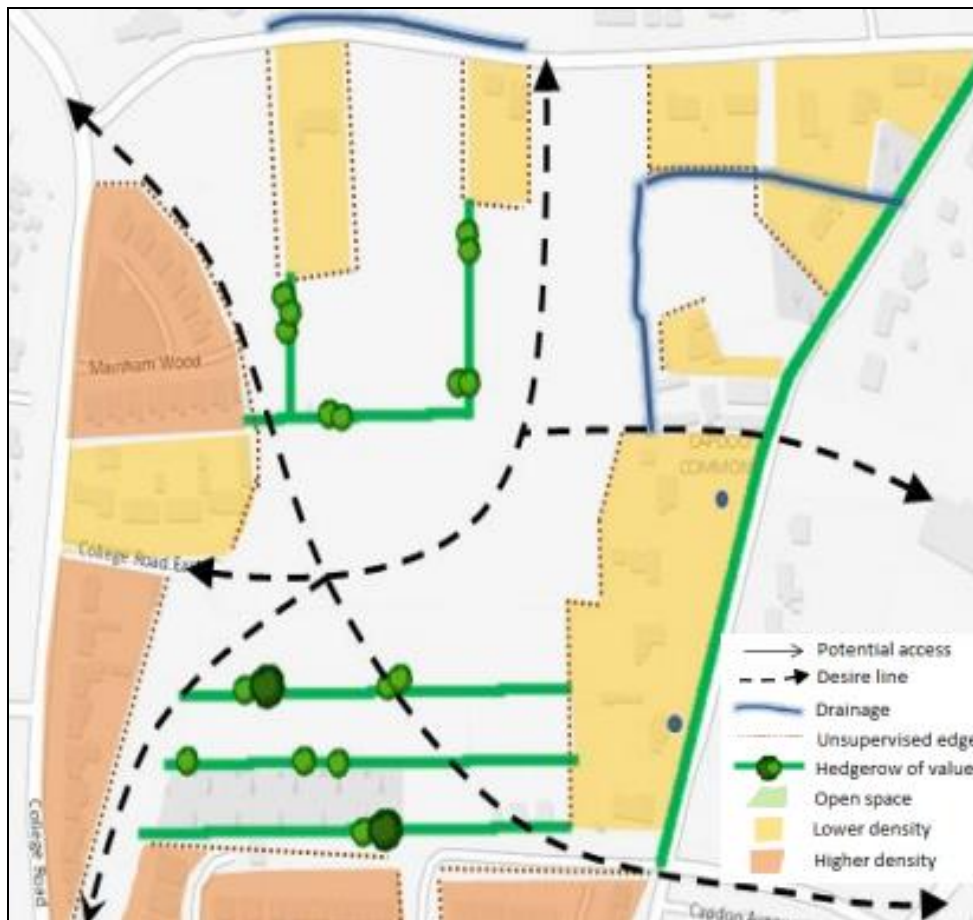


Table 4.1 below provides the design brief for the KDA 2 lands provided in Section 2.12 of the LAP:

Table 4.1 KDA 2 – Design Brief

<p><b>Vision:</b></p> <p>The consolidation of the urban area of Clane through new residential development, with a high quality permeable urban form, which delivers important connectivity for the town between the Kilcock and Celbridge Regional Roads.</p>
<p><b>Connectivity/Movement:</b></p> <p>Provide road link between Kilcock Road and Celbridge Road. Achieve vehicular, pedestrian and cyclist permeability throughout the development area, with main accesses off proposed link road and potential access points from College Road East, Capdoo Road and local road north of development area. Facilitate potential future links through adjacent lands to destinations including local shops (Lidl) and the town centre. Design all roads and streets in accordance with the Design Manual for Urban Roads and Streets.</p>
<p><b>Built Form:</b></p> <p>Provide passive surveillance of roads and open spaces and address existing unsupervised edges, predominantly through the use of the perimeter block in built form. Create legible development with sense of place. Have regard to residential amenity of existing dwellings at the perimeter. Buildings 2 – 3 storey height with transition in scale from existing residential development. This KDA is likely to accommodate</p>

lower to medium density residential development in the order of 25 – 30 units per hectare. Buildings shall not exceed 2 storeys in height along the southern, eastern and western perimeters of the site where they adjoin existing residential properties.

**Landscape and Spaces:**

Provide min. 15% of area as public open space. Retain natural heritage and Green Infrastructure features through incorporation into areas of open space and boundaries of residential development. Incorporate natural heritage and Green Infrastructure features in addressing flood risk and preparation of SuDs strategy.

The proposed development has been designed to be consistent with the design criteria for KDA2 as identified in the LAP. In this regard, it is noted that:

- The proposed development provides the entire link road between Kilcock Road and Celbridge Road to achieve vehicular, pedestrian and cyclist permeability throughout the development area and facilitate links through adjacent lands to destinations including local shops (Lidl) and the town centre. The proposed link road is consistent with the alignment and design permitted under Part 8 by the Planning Authority.
- Main accesses to the majority of the proposed development is via the proposed link road and potential access points from College Road East, Capdoo Road and local road north of development area. The proposed development facilitates potential future links through adjacent lands and the surrounding road network. The design of all roads and streets is in accordance with the Design Manual for Urban Roads and Streets.
- Distinctive character areas are proposed to create a sense of place and orientation. Three character areas are proposed across the scheme to create a series of distinctive neighbourhoods which will sit appropriately into the context of the surrounding area. Each of these are focussed on its own cluster of streets giving a sense of identity and place and are linked by a number of open spaces and pocket parks. Continuous built frontages, as well as pedestrian and cycle routes, along the new Link Road ensures an attractive, supervised edge.
- All houses and duplex units are 2-3 storeys in height providing an appropriate transition from the general two storey height of the surrounding area. Buildings are two storey along the eastern boundary and generally along the southern boundary. Three storey heights are proposed to the west of the proposed Link Road along part of the southern western boundaries. A 4 storey apartment block is proposed at the north-west corner of the site, adjacent to the roundabout and 3 storey apartment blocks to the north-west and south-east corners of the site defining the entrance to the site and the wider town, via the Link Road, and provide an appropriate sense of enclosure onto this important Link Road. It is submitted that additional height has been proposed at discrete parts of the site due to their capacity to accommodate additional density without impacting on surrounding residential amenity, to appropriately frame the proposed Link Road and to ensure the sustainable development of the lands. It is considered that the proposed heights have had regard to the recently published Urban Development and Building Height Guidelines.
- It is noted that the Design Brief recommends lower to medium density residential development in the order of 25 – 30 units per hectare. The proposed development provides for net residential development of 37.8 units per hectare, whilst this exceeds the recommended density for KDA2, it is

considered that the proposed density is consistent with the Sustainable Residential Development in Urban Areas Guidelines (2009) which provide that Development at net densities less than 30 dwellings per hectare should generally be discouraged in the interests of land efficiency. Accordingly, the proposed development provides for the development of the lands at a sustainable density which has regard to the overriding objectives of the KDA.

- The proposed development provides approximately 16.7% of area as public open space of varying sizes dispersed throughout the development. Where possible natural heritage and green infrastructure features have been retained through incorporation into areas of open space and boundaries of residential development. Where necessary, compensatory measures have been proposed to address the loss of hedgerows and ensure that the biodiversity value of the site is maintained and enhanced.

Section 13.2.1 states each Key Development Area (KDA) is split into separate phases of development. While consent for the development in its entirety or for a subsequent phase of development may be given prior to the completion of a previous phase, the previous phase must be completed in its entirety (including all predetermined infrastructure, facilities and amenities) prior to the commencement of dwelling units that are in a subsequent phase of development.

A statement of compliance with the phasing requirements of the LAP shall be included with all planning applications for new housing developments in the Key Development Areas and compliance will be governed by condition of planning consent. Deviations from phasing may be considered in exceptional circumstances where a case is made to the Planning Authority and any such deviations shall be subject to the prior written agreement of the Planning Authority. Infrastructure required to service future phases of development may be delivered upfront, prior to the completion of the earlier phases of development.

Table 4.2 below provides an extract of the phasing schedule for the subject site, KDA 2.

**Table 4.2 KDA 2 – Phasing**

Type of Infrastructure	Description	Phasing
Road Upgrade	Junction upgrade between Capdoo Link Road and Brooklands.	To be completed prior to commencement of development.
New Road	Capdoo Link Road from Kilcock Road to Dublin Road.	To be completed prior to the commencement of dwelling no. 101 KDA2.
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 101 in KDA2. Pro-rata provision for remainder to be completed prior to the completion of development in KDA2.

Junction upgrade works between the Capdoo Link Road and Brooklands have been subject to ongoing discussions with Kildare County Council. Upgrades comprise primarily of activation of existing traffic signals and improvements to existing footpath including provision of tactile paving, reduction or corner radii and

modifications of line marking. The detailed design, coordination and delivery of such works will be carried out in consultation with Kildare County Council prior to commencement of development.

The proposed development provides for the delivery of the Capdoo Link Road in its entirety in conjunction with Kildare County Council.

Childcare provision is proposed in accordance with the requirements of the LAP.

An indicative phasing plan has been submitted with this application (MCORM Drawing No. PL84 Phasing Plan) for the delivery of the overall scheme. The phasing plan has been prepared to have regard to the KDA2 phasing requirements and seeks to deliver the Capdoo Link Road and a Childcare Facility in a timely manner. It is noted that the Capdoo Link Road will be delivered in conjunction with Kildare County Council. In this regard, should it not be possible to provide the entirety of the Link Road on completion of Phase 2, an alternative phased completion of the Link Road will be agreed with Kildare County Council prior to the commencement of Phase 3 in accordance with Section 13.2.1 of the LAP.

#### **4.3.11 Statement of Consistency**

Based on the foregoing the proposed development has been informed by the Clane Local Area Plan 2017-2023 and has incorporated the relevant policies and objectives contained therein. In particular the proposed development will result in bringing forward residential development on lands zoned Objective C, New Residential/Infill, to '*provide for new residential development*' and designated as a Key Development Area. Furthermore, the proposed development will ensure the delivery of critical local roads infrastructure which will greatly enhance the connectivity and permeability of the wider town. Accordingly, it is submitted that the proposed development is consistent with the policies and objectives of the LAP as outlined above.

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**APPENDIX A**

**PART V:**

**Correspondence detailing units to be transferred and associated costings submitted to Kildare  
County Council**



An Bord Pleanála,  
64 Marlborough Street,  
Dublin 1

21<sup>st</sup> March 2019

**Re: Part V Application – Site at Capdoo, Clane, Co. Kildare**

Dear Sir/Madam,

On behalf of Ardstone Homes Ltd, the applicant for a new 366 unit housing development at the Capdoo, Clane, Co Kildare we have detailed below a proposal for the Part V allocation on the site. In accordance with Section 96 (3) of the Planning and Development Act we propose to build and transfer completed units within the development to Kildare County Council.

#### **Proposed Part V Allocation**

It is proposed that 36 no. units in total will be transferred to the planning authority on completion. The location of the 36 no. units we propose to transfer is shown on the enclosed site plan (Drawing No. PL69). In the table below is a list of the proposed unit types.

House Type	Description	Size	No of Units
Type A	3 Bed End of Terrace	113.5 sq.m	2
Type A1	3 Bed Mid of Terrace	104.3 sq.m	2
Type B1	3 Bed Semi Detached	123.2 sq.m	2
Type A3	2 Bed Mid Terrace	86.6 sq.m	5
Type 3B1	3 Bed Upr Lev Own Door	119.2 sq.m	2
Type 3B2	3 Bed Own Door end trrc	120.4 sq.m	2
Type 2B1	2 Bed Lwr Lev Own Door	83.7 sq.m	8
Type 1B1(H)	1 Bed Maisonettes Lwr lev	53.1	6
Type 1B2(H)	1 Bed Maisonettes Lwr lev	59.2	6
Type 2B5	2 Bed Apt Dual aspect	79.6 sq.m	1
<b>Total</b>			<b>36</b>

The estimated cost of each of the Part V units is set out in the table below. These estimated costs have been calculated in accordance with the methodology set out in the 'Guidelines Issued by the Minister for Housing, Planning, Community and Local Government under section 28 of the Planning and Development Act 2000' published January 2017.

House Type	Description	Size	Estimated Cost
Type A	3 Bed End Terrace	113.5 sq.m	€245,000
Type A1	3 Bed Mid Terrace	104.3 sq.m	€235,000
Type B1	3 Bed Semi Detached	123.2 sq.m	€255,000
Type A3	2 Bed Mid Terrace	86.6 sq.m	€225,000
Type 3B1	3 Bed Upr Lev Own Door	119.2 sq.m	€245,000
Type 3B2	3 Bed Own Door end trrc	120.4 sq.m	€250,000
Type 2B1	2 Bed Lwr Lev Own Door	83.7 sq.m	€217,500
Type 1B1(H)	1 Bed Maisonettes Lwr lev	53.1	€176,000
Type 1B2(H)	1 Bed Maisonettes Lwr lev	59.2	€180,000
Type 2B5	2 Bed Apt Dual aspect	79.6 sq.m	€216,000

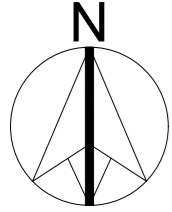
I trust that this is the information you require and please do not hesitate to contact me with any questions you may have.

Yours sincerely,

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**Steve Cassidy**  
**On behalf of Ardstone Homes Ltd**





**GENERAL NOTES**

SITE BOUNDARY OUTLINED IN RED

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

FOR ROAD AND SITE LEVELS REFER TO DBFL CONSULTING ENGINEERS DRAWINGS

**PART V ALLOCATED UNIT**

**Schedule of Part V Allocated Units**

Unit No.	Type	Description	CHARACTER AREA	BED SPACES	UNIT AREA M <sup>2</sup>	AGG. LIVING AREA M <sup>2</sup>	BED 1	BED 2	BED 3	BED 4	BED 5	AGG. BED AREA M <sup>2</sup>	STORAGE M <sup>2</sup>	ATTIC STORAGE M <sup>2</sup>	Aspect	Garden Open Space M <sup>2</sup>
<b>HOUSING</b>																
4.12	A3	2 bedroom mid terrace house	2	4	86.6	28.8	14.8	13.0	0.0	0	0	27.8	5.0	3.5	dual	47
4.14	A3	2 bedroom mid terrace house	2	4	86.6	28.8	14.8	13.0	0.0	0	0	27.8	5.0	3.5	dual	72
4.16	A3	2 bedroom mid terrace house	2	4	86.6	28.8	14.8	13.0	0.0	0	0	27.8	5.0	3.5	dual	67
8.05	A	3 bedroom end of terrace house	2	5	113.5	41.9	14.1	12.4	7.1	0	0	33.6	5.8	3.5	dual	81
8.07	A1	3 bedroom mid terrace house	2	5	104.3	36.9	13.0	11.4	7.4	0	0	31.8	5.8	3.5	dual	65
8.09	A1	3 bedroom mid terrace house	2	5	104.3	36.9	13.0	11.4	7.4	0	0	31.8	5.8	3.5	dual	63
8.11	A	3 bedroom end of terrace house	2	5	113.5	41.9	14.1	12.4	7.1	0	0	33.6	5.8	3.5	dual	79
14.13	B1	3 bedroom semi detached house	1	5	123.2	48.0	16.3	11.4	7.1	0	0	34.8	6.0	3.5	dual	72
14.15	B1	3 bedroom semi detached house	1	5	123.2	48.0	16.3	11.4	7.1	0	0	34.8	6.0	3.5	dual	72
15.19	A3	2 bedroom mid terrace house	1	4	86.6	28.8	14.8	13.0	0.0	0	0	27.8	5.0	3.5	dual	83
15.21	A3	2 bedroom mid terrace house	1	4	86.6	28.8	14.8	13.0	0.0	0	0	27.8	5.0	3.5	dual	83
<b>OWN DOOR DUPLEXES / APARTMENTS</b>																
4.15	2B1	2 Bedroom Lower Level Own Door	3	4	83.7	32.2	13.0	12.2	0	0	0	25.2	6.0	0.0	dual	20(1)
4.19	2B1	2 Bedroom Lower Level Own Door	3	4	83.7	32.2	13.0	12.2	0	0	0	25.2	6.0	0.0	dual	20(1)
11.06	1B2	1 Bedroom Upper Level Own Door	1	2	59.2	24.5	11.7	0.0	0	0	0	11.7	3.2	0.0	dual	44
11.08	1B1	1 Bedroom Lower Level Own Door	1	2	53.1	27.0	11.5	0.0	0	0	0	11.5	4.0	0.0	dual	38
11.10	1B1	1 Bedroom Lower Level Own Door	1	2	53.1	27.0	11.5	0.0	0	0	0	11.5	4.0	0.0	dual	38
11.12	1B2	1 Bedroom Upper Level Own Door	1	2	59.2	24.5	11.7	0.0	0	0	0	11.7	3.2	0.0	dual	44
12.05	1B2	1 Bedroom Upper Level Own Door	1	2	59.2	24.5	11.7	0.0	0	0	0	11.7	3.2	0.0	dual	44
12.07	1B1	1 Bedroom Lower Level Own Door	1	2	53.1	27.0	11.5	0.0	0	0	0	11.5	4.0	0.0	dual	38
12.09	1B1	1 Bedroom Lower Level Own Door	1	2	53.1	27.0	11.5	0.0	0	0	0	11.5	4.0	0.0	dual	38
12.11	1B2	1 Bedroom Upper Level Own Door	1	2	59.2	24.5	11.7	0.0	0	0	0	11.7	3.2	0.0	dual	44
15.02	1B2	1 Bedroom Upper Level Own Door	1	2	59.2	24.5	11.7	0.0	0	0	0	11.7	3.2	0.0	dual	59
16.04	1B1	1 Bedroom Lower Level Own Door	1	2	53.1	27.0	11.5	0.0	0	0	0	11.5	4.0	0.0	dual	44
15.06	1B1	1 Bedroom Lower Level Own Door	1	2	53.1	27.0	11.5	0.0	0	0	0	11.5	4.0	0.0	dual	44
15.08	1B2	1 Bedroom Upper Level Own Door	1	2	59.2	24.5	11.7	0.0	0	0	0	11.7	3.2	0.0	dual	59
17.01	2B1	2 Bedroom Lower Level Own Door	3	4	83.7	32.2	13.0	12.2	0	0	0	25.2	6.0	0.0	dual	20(1)
17.03	2B1	2 Bedroom Lower Level Own Door	3	4	83.7	32.2	13.0	12.2	0	0	0	25.2	6.0	0.0	dual	20(1)
17.14	3B1	3 Bedroom Own Door Duplex	3	5	119.2	38.4	14.1	12.5	8.9	0	0	35.5	9.6	0.0	dual	24.9(1)
17.16	3B1	3 Bedroom Own Door Duplex	3	5	119.2	38.4	14.1	12.5	8.9	0	0	35.5	9.6	0.0	dual	24.9(1)
17.25	2B1	2 Bedroom Lower Level Own Door	3	4	83.7	32.2	13.0	12.2	0.0	0	0	25.2	6.0	0.0	dual	20(1)
17.27	2B1	2 Bedroom Lower Level Own Door	3	4	83.7	32.2	13.0	12.2	0.0	0	0	25.2	6.0	0.0	dual	20(1)
17.28	3B2	3 Bedroom Own Door Duplex end of terrace special	3	5	120.4	39.6	14.1	12.5	8.9	0	0	35.5	9.6	0.0	triple	24.9(1)
17.29	2B1	2 Bedroom Lower Level Own Door	3	4	83.7	32.2	13.0	12.2	0.0	0	0	25.2	6.0	0.0	dual	20(1)
17.31	2B1	2 Bedroom Lower Level Own Door	3	4	83.7	32.2	13.0	12.2	0.0	0	0	25.2	6.0	0.0	dual	20(1)
17.40	3B2	3 Bedroom Own Door Duplex end of terrace special	3	5	120.4	39.6	14.1	12.5	8.9	0	0	35.5	9.6	0.0	triple	24.9(1)
<b>APARTMENT BLOCK</b>																
1.37	2B5	2 Bedroom Apartment	3	4	79.6	30.0	13.0	11.5	0.0	0	0	24.5	6.3	0.0	dual	7.1(B)

**NOTES:**

DO NOT SCALE FROM DRAWINGS. WORK TO FIGURED DIMENSIONS ONLY. ARCHITECT TO BE NOTIFIED OF ALL DISCREPANCIES.

REVISIONS		
DATE	DESCRIPTION	No.

**PROJECT TITLE:** Capdoo, Clane  
**DRAWING TITLE:** Part V Allocated Units  
**Site Layout**

**DATE:** Mar 2019  
**SCALE:** 1:1000  
**JOB NO:** 16016  
**DRAWING NO:** PL70

**DRIVEN BY:** PMcN  
**REVISION:**  
**DRAWING NO:** 16016  
**PL70**

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**APPENDIX B**

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**Urban Development and Building Heights Guidelines for Planning Authorities**

**Development Management Criteria (Section 3.2)**



**Response to Qualification Criterion for Additional Height**

<b>1. At the scale of the relevant city/town</b>	
<p><i>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</i></p>	<p>The subject site benefits from proximity to public transport routes, increasing accessibility levels to residents. The R403 forms part of various bus routes linking Clane to Naas, Celbridge and Dublin, whilst the R407 links Clane to Naas and Kilcock. The bus stops along the R403 are both within 800m of walking routes from the furthest points of the residential sites, meaning that all points within the proposed development will be within a reasonable walking distance, and thus, will be capable of accessing the bus stops along both the R407 and R403 regional roads.</p> <p>Bus Eireann operates some services which service the surrounding area, and as previously mentioned, bus stops are within walking distance of the site. Bus Eireann routes 120 (Dublin-Tullamore) and 123 (Dublin-Naas via Clane) service this road for both Northbound and Southbound directions</p>
<p><i>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</i></p>	<p>The South Dublin County Development Plan does not list any protected views or prospects in the vicinity of the site. The proposed development is not located within an architecturally sensitive area. The proposed development is located on lands zoned for residential development in the Clane Local Area Plan, directly adjacent to existing and proposed residential developments. Therefore, the impact of the proposed development on the landscape is considered to be low. The scale, height and design of the proposed dwellings has had due regard to the existing residential developments adjoining the site. The scheme incorporates a mix of 2 and 3 storey detached, semi-detached and terraced units, and 3 and 4 no. storey residential blocks with apartments and duplexes.</p> <p>The EIAR submitted as part of this application provides a full Visual Impact Assessment of the proposed development.</p>
<p><i>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in</i></p>	<p>The proposed layout has been informed by the LAP requirements for KDA2 and in particular the requirement to deliver the Link Road previously permitted under Part 8. The proposed development results in the creation of high-quality streets and public spaces. Increased heights of 3 and 4 storeys have been provided at discrete locations in order to ensure that the proposed development takes place at a sustainable density. Increased heights are proposed at locations adjoining public spaces and in particular along the</p>

<p><i>the streetscape.</i></p>	<p>proposed Link Road and overlooking the central open space. The building heights assist in providing a variety in scale and form, assisting in overlooking and enclosing the new Link Street and public open space and will create visual interest in the landscape.</p>
<p><b>2. At the scale of district/neighbourhood/street</b></p>	
<p><i>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</i></p>	<p>Three and four storey elements have been carefully consisted and will integrate successfully with existing development making a positive contribution to the streetscape, particularly along the Link Road.</p>
<p><i>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</i></p>	<p>The taller elements proposed are at discrete locations. Three storey duplexes are provided in terraces which have been broken up to reduce massing. The massing of the apartment blocks has been reduced by the introduction of setback circulation corridors the case of Block 1 &amp; 2 and setback links over two storeys in the case of Blocks 3. The proposed setbacks result in the Blocks being broken up into distinct elements reducing the overall massing.</p>
<p><i>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009).</i></p>	<p>The taller elements, have been carefully selected to ensure that the height is appropriate to the existing and future context. In particular, the apartment blocks are proposed at locations where they will create a sense of scale and enclosure adjoining the Link Road and also providing enhance passive surveillance.</p>
<p><i>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</i></p>	<p>The taller elements have been proposed at locations to enhance a sense of place and improve legibility. The apartment blocks have been located at either end of the proposed new Link Road. The four-storey element (Block 1) is located at the entrance to the site adjacent to the roundabout as a gateway to the proposed development and to Clane town beyond. Block 1 and 2 have been positioned to create a robust street frontage at this location. Similarly Block 3 has been orientated towards the Link Road providing to address the Link Road and has been faceted to follow the curvature of the street.</p>
<p><i>The proposal positively contributes to the</i></p>	<p>The proposed development is consistent with the residential</p>

<p><i>mix of uses and/ or building/ dwelling typologies available in the neighbourhood.</i></p>	<p>land use zoning of the lands and in particular provide a range of dwelling typologies to serve future housing needs.</p>
<p><b>3. At the scale of the site/building</b></p>	
<p><i>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</i></p>	<p>The duplex units and the apartment blocks have been designed to maximise access to natural daylight and ventilation. Opportunities for views across open spaces have been maximised with appropriate separation distances from existing and proposed dwelling to ensure future potential overshadowing or overlooking is minimised.</p>
<p><i>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.</i></p>	<p>The duplex units and the apartment blocks have been designed and sited to maximise daylight to units.</p> <p>The units in the duplex blocks have dual or triple aspect with the roof terraces orientated toward the south/west sunlight where possible and/ or overlooking adjacent areas of public open space.</p> <p>The units in apartment blocks 1, 2 and 3 are mostly dual aspect. These along with single aspect units are identified in the HQA accompanying this application as well as the orientation of the single aspect units. These face east, south or west. Also, in order to maximise natural light into the apartments and duplexes, large, full height glazing is proposed for all habitable rooms</p>
<p><i>Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration.</i></p>	<p>See comments above.</p>