



## Planning Report

In respect of:

### **Strategic Housing Development at Lissywollen, Athlone, County Westmeath**



Prepared by:

**Delphi Design  
Architecture + Planning**

On behalf of the applicant:

**Alanna Roadbridge Developments Ltd.**



**Delphi Design,  
Architecture + Planning,  
13, The Seapoint Building,  
44/45 Clontarf Road,  
Clontarf,  
Dublin 3,  
D03 A0H3.**

**T: (01) 47 93 140  
E: [alan@armstrongfenton.com](mailto:alan@armstrongfenton.com)**



## Table of Contents

1.0. Introduction .....	5
2.0. Development Synopsis .....	7
3.0. Pre-Application Consultations .....	10
4.0. Statement of Effects of Environment and European Sites .....	16
5.0. Planning History.....	17
6.0. Proposed Development Overview .....	18
6.1. Site Location .....	18
6.2. Site Description .....	20
6.3. Gross & Net Developable Area .....	22
6.4. Development Description .....	23
7.0. Residential Development .....	25
7.1. Dwelling Mix.....	25
7.2. Residential Density .....	25
7.3. Proposed Houses.....	29
7.4. Proposed Apartments .....	30
7.5. Proposed Duplex Units .....	32
7.6. Building Heights .....	33
7.7. Residential Aspect .....	34
8.0. Non-Residential Development .....	35
8.1. Community Hub .....	35
8.2. Proposed Childcare Facilities.....	35
9.0. Quantum of Development .....	37
10.0. Urban Design.....	38
11.0. Open Space.....	39
11.1. Open Space Provision .....	39
11.2. Open Space Strategy.....	40
12.0. Street Network & Parking.....	43
12.1. Car Parking.....	43
12.2. Bicycle Parking .....	44
12.3. Proposed Lissywollen Avenue / Street Layout .....	45
12.4. Pedestrian and Cyclist Movement.....	47
13.0. Infrastructural Services .....	49
14.0. Part V Requirements.....	52
15.0. Phasing.....	53
16.0. Protected Structures .....	54
17.0. Summary of Planning Report.....	55
18.0. Appendices .....	57



## List of Figures

<b>Figure 1</b> - Proposed site layout detailing the full extent of the application site boundaries.....	8
<b>Figure 2</b> - Proposed site layout detailing residential layout only.....	9
<b>Figure 3</b> - European sites within 15km of the site. ....	17
<b>Figure 4</b> - Application site in the context of Athlone. ....	19
<b>Figure 5</b> - The subject site in its existing state. ....	21
<b>Figure 6</b> – Net developable area for each parcel of residential land of the LSFP. ....	27



## List of Tables

<b>Table 1</b> - Summary of additional information requested in Notification of Pre-Application Opinion. ....	14
<b>Table 2</b> - Proposed dwelling mix. ....	25
<b>Table 3</b> - Proposed house types.....	29
<b>Table 4</b> - Proposed apartments.....	31
<b>Table 5</b> - Proposed duplex units.....	33
<b>Table 6</b> - Gross floor area of development. ....	37
<b>Table 7</b> - Public open spaces. ....	39
<b>Table 8</b> - Communal open spaces.....	40
<b>Table 9</b> - Summary of phasing proposals.....	54



## 1.0. Introduction

### 1.1. Purpose of Report

- 1.1.1. This Planning Report has been prepared by Delphi Design, Architecture + Planning, on behalf of Alanna Roadbridge Developments Ltd. (the applicant) to accompany the application for Strategic Housing Development submitted to An Bord Pleanála in respect of lands at Lissywollen, Athlone, County Westmeath.
- 1.1.2. The subject application comprises a Strategic Housing Development as defined within Section 3 of the Planning and Development (Housing) and Residential Tenancies Act 2016 and has been prepared in accordance with the requirements of the Planning and Development (Strategic Housing Development) Regulations 2017.
- 1.1.3. The purpose of this Planning Report is to provide background information on the application site, detail the proposed development, and demonstrate compliance with the development management standards contained in the relevant development plan / local area plans and Ministerial Guidelines issued under Section 28 of the Planning & Development Act 2000 (as amended).

### 1.2. Accompanying Documents

- 1.2.1. Section 8(1)(a)(iv) of the Planning and Development (Housing) and Residential Tenancies Act 2016 directs an applicant for Strategic Housing Development to submit a statement setting out how a proposed development will be consistent with the objectives of the relevant development plan and/or local area plans. In accordance with same, a 'Statement of Consistency' prepared by Delphi Design is submitted as a separate document accompanying the application.
- 1.2.2. Section 8(1)(a)(iv) of the Planning and Development (Housing) and Residential Tenancies Act 2016 also directs an applicant for Strategic Housing Development to submit a statement indicating why permission should be granted in cases where a proposed development will materially contravene the relevant development plan and/or local area plan other than in relation to the zoning of the land. In accordance with same, a 'Material Contravention Statement' prepared by Delphi Design is submitted as a separate document accompanying the application.
- 1.2.3. Section 172 of the Planning & Development Act 2000 (as amended) directs that an Environmental Impact Assessment is required for certain developments where stated thresholds are exceeded. Under Part 2 (10)(b)(i) of Schedule 5 of the Planning & Development Regulations 2001 (as amended) the proposed development requires an Environmental Impact Assessment as the development caters for the construction of more than 500 dwellings. In accordance with same, an 'Environmental Impact Assessment Report' prepared by Delphi Design is submitted as a separate document accompanying the application.
- 1.2.4. The application is also supported by a comprehensive range of additional planning documentation including for:
- Statement of Response to An Bord Pleanála's Notice of Pre-Application Consultation Opinion
  - Childcare and School Demand Assessment
  - Social Infrastructure Assessment
  - Quality Housing Assessment
- All of these documents have been prepared by Delphi Design and accompany the application as separate standalone documents.
- 1.2.5. In addition to the above, the application is also supported by a comprehensive range of drawings and technical reports prepared by the various disciplines of applicant's design team. A full schedule of all supporting documentation, drawings, and details, submitted as part of the application can be found in the cover letter for the application prepared by Delphi Design which is enclosed with the application.



1.2.6. This Planning Report should be read in conjunction with all the supporting drawings, documentation and details submitted with the application.

### 1.3. Application Distribution

1.3.1. In accordance with the requirements of the Planning and Development (Strategic Housing Development) Regulations 2017 the application has been distributed as follows:

- **An Bord Pleanála** - 2 no. printed copies & 3 no. digital copies submitted.
- **Westmeath County Council** - 6 no. printed copies & 1 no. digital copy submitted.

1.3.2. An Bord Pleanála's Notice of Pre-Application Consultation Opinion directed the applicant send copies of the application to 6 no. prescribed bodies as follows:

- Irish Water
- Transport Infrastructure Ireland
- The National Transport Authority
- Córas Iompair Éireann
- Westmeath County Childcare Committee
- Department of Culture, Heritage and the Gaeltacht (now under remit of Department of Housing, Local Government and Heritage)

Prior to the submission of the application each of the above prescribed bodies have been contacted directly and it has been agreed with each body that, given the ongoing Covid-19 pandemic and associated restrictions related to same, 1 no. digital copy only of the application is acceptable to be sent to each body. A copy of correspondence with each body confirming same is enclosed with the application – for full details please refer to same.

1.3.3. In addition to the above, the application, including for all drawings, documentation and details submitted, is available to view on a dedicated website set up by the applicant at [www.lissywollenshd.ie](http://www.lissywollenshd.ie).



## 2.0. Development Synopsis

2.1. In summary, the proposed Strategic Housing Development consists of 576 no. dwellings comprised of:

- 60 no. 1 bed dwellings
- 212 no. 2 bed dwellings
- 254 no. 3 bed dwellings
- 50 no. 4 bed dwellings

2.2. The above mix is provided for in the form of:

- 285 no. houses
- 246 no. apartments
- 45 no. duplex units

2.3. The apartment and duplex units are provided for in 18 no. blocks (Blocks A-H & K-T) ranging from 2 to 5 storey in height. All the proposed houses are 2 storey dwellings.

2.4. The development caters for 2 no. childcare facilities comprised of a 2 storey crèche (c. 321m<sup>2</sup>) located on the ground & first floors of Block C and a 1 storey crèche (c. 448m<sup>2</sup>) located on the ground floor of Block T. The development also caters for 1 no. community hub (c. 101m<sup>2</sup>) located on the ground floor of Block D.

2.5. The development caters for the construction of a basement level car park of c. 1,089m<sup>2</sup> which forms part of Block L.

2.6. In accordance with the objectives for the application site contained in the relevant local area plan, being the Lissywollen South Framework Plan 2018-2024, the development caters for the construction of an east-west access route (Lissywollen Avenue) extending from the existing Ballymahon roundabout (on the R915 - to the west) to the existing Garrycastle roundabout (on the R916 - to the east) and all associated road development works.

2.7. The development also caters for the provision of public open spaces, hard and soft landscaping, public lighting, car & bicycle parking, pedestrian and cyclist connections to Old Rail Trail Greenway, bin storage, 6 no. ESB sub-stations, drainage and attenuation, utility services etc. and all associated site development works on a gross site area of circa 17.64 hectares.



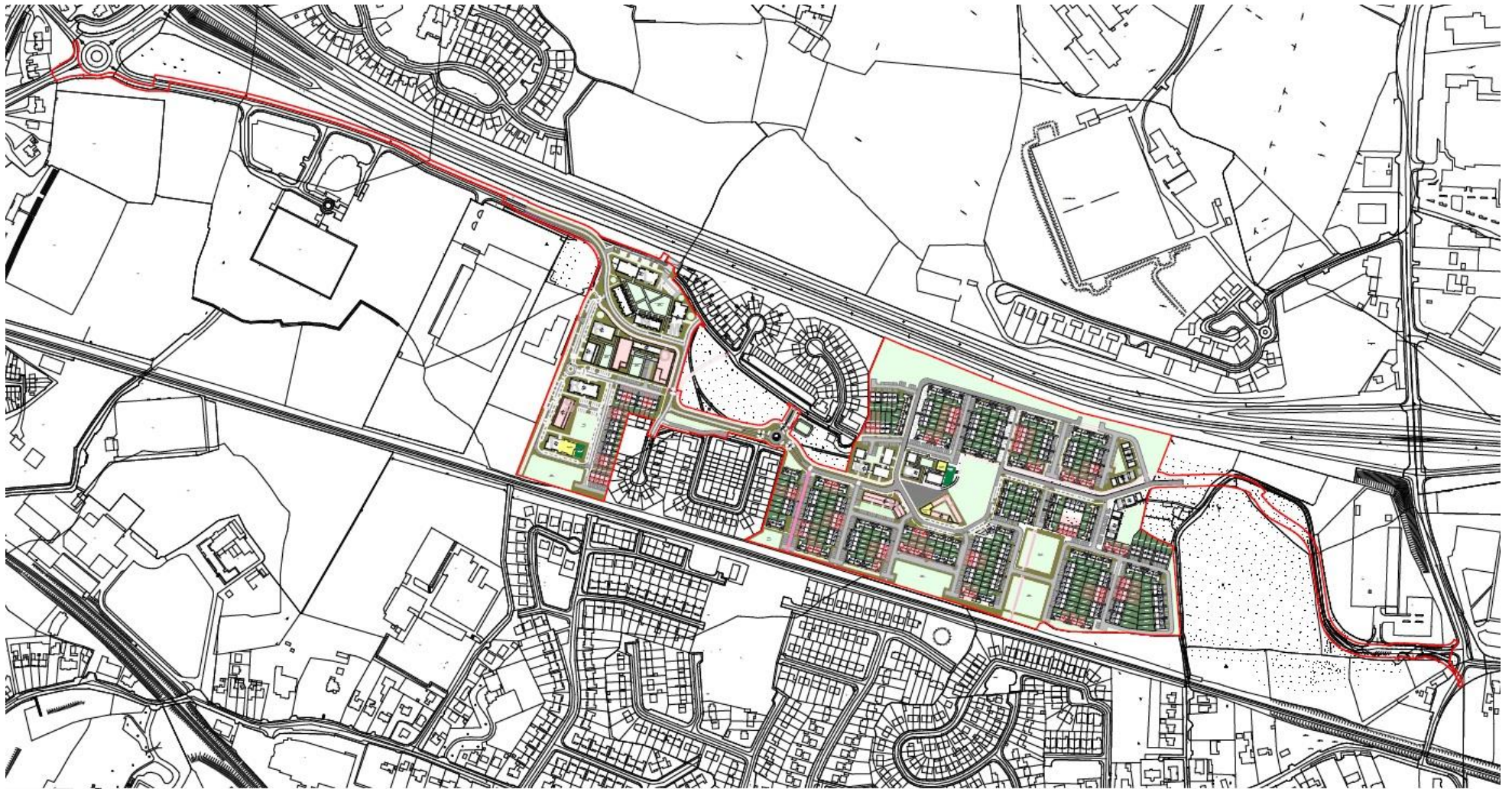


Figure 1 - Proposed site layout detailing the full extent of the application site boundaries.





Figure 2 - Proposed site layout detailing residential layout only.



### **3.0. Pre-Application Consultations**

#### **3.1. Prior Consultation**

- 3.1.1.** The application site is located on lands subject to a specific local area plan known as the Lissywollen South Framework Plan 2018-2024 (hereafter LSFP). The LSFP area has been identified as a strategic landbank in Athlone with the LSFP adopted and approved by Westmeath County Council (WMCC) to meet the development objectives for Athlone in the existing Westmeath County Development Plan 2014-2020 and Athlone Town Development Plan 2014-2020. The LSFP also has regard to the objectives for Athlone detailed in National Planning Framework.
- 3.1.2.** The subject application for has been prepared as a joint venture between the applicant (Alanna Roadbridge Developments Ltd.) and the landowner (WMCC). To this end, a letter of consent from the landowner (WMCC) is enclosed with the application.
- 3.1.3.** Given the above context, several discussions were held between the applicant's design team and WMCC as part of the tender process for the subject site prior to a formal Section 247 meeting for Strategic Housing Development being held between the applicant and the local authority. The tender process greatly informed the initial design parameters and objectives for the development of the site.
- 3.1.4.** It should also be noted that several consultations were also held by the applicant and WMCC with existing local residents throughout the design process to ensure that existing amenity of local residents was judiciously considered in the design.
- 3.1.5.** It is considered that the tender process for the site and the nature of the joint venture between the applicant and the local authority has aided the provision of holistic sustainable development which is now put forward to An Bord Pleanála for permission.

#### **3.2. Section 247 Meeting**

- 3.2.1.** A formal Section 247 pre-application meeting was held between the applicant and WMCC at the offices of WMCC in Mullingar on 25<sup>th</sup> July 2019, chaired by David Hogan, WMCC Director of Services. A copy of WMCC's minutes of this meeting are enclosed within Appendix A of this Planning Report.
- 3.2.2.** The development was discussed in detail at this meeting with all the applicant's design team disciplines / members represented. In addition, representatives of the various WMCC departments were in attendance including for planning, roads / transportation and water services. Feedback from this pre-application meeting was incorporated into the proposed design / layout prior to proceeding to Pre-Application Consultation with An Bord Pleanála.
- 3.2.3.** Furthermore, subsequent to the above meeting, the design team liaised considerably with the various sections of WMCC to work through details of the development which were raised as issues and address any shortcomings prior to holding a tri-partite Pre-Application Consultation with An Bord Pleanála.





### 3.3. Pre-Application Consultations with An Bord Pleanála

- 3.3.1.** A tri-partite Pre-Application Consultation with An Bord Pleanála, under Section 5 of the Planning and Development (Housing) and Residential Tenancies Act 2016, was held at the offices of WMCC in Mullingar on 11<sup>th</sup> December 2019. An Bord Pleanála's Case Reference for the consultation is ABP-305726-19. A record of this meeting is enclosed within Appendix B of this Planning Report. The outcome of the tri-partite meeting was for the arrangement of a second tri-partite Pre-Application Consultation with An Bord Pleanála.
- 3.3.2.** The second tri-partite Pre-Application Consultation with An Bord Pleanála, under Section 5 of the Planning and Development (Housing) and Residential Tenancies Act 2016, was held online via Microsoft Teams on 30<sup>th</sup> March 2020. An Bord Pleanála's Case Reference for the consultation is ABP-305726-19. A record of this meeting is also enclosed within Appendix B of this Planning Report.

### 3.4. An Bord Pleanála Pre-Application Consultation Opinion

- 3.4.1.** The An Bord Pleanála's Notice of Pre-Application Consultation Opinion was issued on 7<sup>th</sup> May 2020 under Case Reference ABP-305726-19. A copy of the Notice of Pre-Application Consultation Opinion is enclosed within Appendix C of this Planning Report.
- 3.4.2.** Enclosed with the application is a separate document prepared by Delphi Design entitled 'Statement of Response to An Bord Pleanála's Notice of Pre-Application Consultation Opinion'. This document fully addresses all the matters raised in the Notice of Pre-Application Consultation Opinion – please refer to same for full details. For convenience, a summary of the matters raised in the Notice of Pre-Application Consultation Opinion is outlined in Sections 3.4.3. & 3.4.4. below.
- 3.4.3.** The Notice of Pre-Application Consultation Opinion identified 1 no. item that needed to be addressed prior to the submission of an application for Strategic Housing Development. This item related to the following:
- The proposed site layout plan and the design of the east-west link road / Lissywollen Avenue
  - Car Parking Strategy
  - Pedestrian and Cyclist Movement across the site
  - Open Space Strategy

Where relevant, this Planning Report addresses the 1 no. item raised in the Notice of Pre-Application Consultation Opinion under the following headings:

- Open Space Provision / Open Space Strategy (Section 11.1 & 11.2)
- Car Parking (Section 12.1.)
- Pedestrian and Cyclist Movement (Section 12.4)
- Proposed Lissywollen Avenue / Street Layout (Section 12.3)

The 1 no. item raised in the the Notice of Pre-Application Consultation Opinion is also addressed in the Traffic & Transport Assessment and Mobility Management Plan prepared by DBFL Consulting Engineers; the Landscape Rationale prepared by Ronan MacDiarmada + Associates; and the Architectural Design Rationale prepared by Delphi Design. All these documents are enclosed with the application as separate standalone documents – for full details please refer to same.



**3.4.4.** In addition to the above, the Notice of Pre-Application Consultation Opinion also directed the applicant to submit 20 no. items of additional specific information with the application. These items of additional specific information are fully addressed in the Statement of Response to An Bord Pleanála’s Notice of Pre-Application Consultation Opinion prepared by Delphi Design which is submitted with the application as a separate document – please refer to same for full details. For convenience, Table 1 below summarises the 20 no. additional items of specific information requested and details how the additional information requested has been addressed within the application.

Item No.	Item Requested	Method of Response
1	<i>“Cross sections and visualisations across the site and a report that addresses/rationalises the site layout with regard to the design of streets, positioning of the built form relative to the streets, overlooking of streets and public open spaces, and design and positioning of car parking, in accordance with the Lissywollen Framework Plan, Urban Design Manual accompanying the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009, and DMURS.”</i>	<p>Cross Sections have been prepared by Delphi Design and Ronan MacDiarmada + Associates. These Cross Sections are enclosed as part of the drawings submitted with the application.</p> <p>Visualisations have been prepared by 3D Design Bureau. These Visualisations are enclosed with the application.</p> <p>An Architectural Design Rationale has been prepared by Delphi Design and is enclosed with the application.</p> <p>A Statement of Compliance with DMURS has been prepared by DBFL Consulting Engineers and is enclosed with the application.</p> <p>A Traffic and Transport Assessment has been prepared by DBFL Consulting Engineers and is enclosed with the application.</p> <p>A Statement of Consistency has been prepared by Delphi Design and is enclosed with the application.</p>
2	<i>“A detailed Car Parking Strategy identifying parking provision and allocation for apartments and houses.”</i>	<p>Car Parking Strategy has been addressed in Section 5 of the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which is enclosed with the application.</p> <p>Car &amp; Bicycle Parking is also addressed in Chapter 5 of the Traffic and Transport Assessment prepared by DBFL Consulting Engineers</p>
3	<i>“Pedestrian and Cyclist Strategy, which considers north-south as well as east-west movements and re-consideration of the location of the cycle lane relative to the school site.”</i>	<p>Pedestrian and Cyclist Strategy has been addressed in Section 9.2 of the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which is enclosed with the application.</p>



		Pedestrian and Cyclist Movement is also addressed in Section 12.4. of this Planning Report.
4	<i>"Cycle Parking Strategy to be submitted and considered in accordance with national guidance."</i>	Cycle Parking Strategy has been addressed in Section 9.2 of the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which is enclosed with the application.
5	<i>"Review all corner sites and open spaces to ensure dwelling designs provide sufficient overlooking and definition of spaces and are of dual aspect design where required, minimising dominance of boundary walls onto streets."</i>	Sufficient overlooking and definition of Spaces has been addressed in the plans and details prepared by Delphi Design and Ronan MacDiarmada + Associates which are enclosed with the application.  Dual aspect units have been incorporated into the design where appropriate. Dual aspect units and their locations are detailed on the enclosed architecture drawings prepared by Delphi Design.
6	<i>"Noise impact assessment in relation to proposed houses to the north, adjacent the N6."</i>	Noise Impact Assessment has been addressed in Chapter 9 the Environmental Impact Assessment Report which is enclosed with the application.
7	<i>"Childcare demand analysis and the likely demand for childcare places."</i>	A Childcare and School Demand Assessment prepared by Delphi Design is enclosed with the application.
8	<i>"Sunlight-daylight analysis in relation to apartments proposed and neighbouring residential dwellings."</i>	A Sunlight, Daylight and Shadow Assessment has been prepared by Chris Shackleton Consulting and is enclosed with the application.
9	<i>"Additional details in relation to issues raised in the report issued by the Roads and Transportation Department dated 24th March 2020."</i>	Comments from the Roads and Transportation Department of WMCC are addressed in Section 9.3 of the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which is enclosed with the application.
10	<i>"Additional details in relation to issues raised in the report issued by the Housing Department dated 23rd March 2020."</i>	Comments from the Housing Department of WMCC have been addressed in the Architectural Design Rationale prepared by Delphi Design which is enclosed with the application.
11	<i>"Additional details in relation to surface water management and SUDS strategy"</i>	Surface Water Management and SUDS Strategy has been addressed in the Engineering Services Report prepared by DBFL Consulting Engineers which is enclosed with the application.



12	<i>"A building life cycle report shall be submitted in accordance with section 6.3 of the Sustainable Urban housing: Design Standards for New Apartments (2018)".</i>	A Building Life Cycle Report has been prepared by Delphi Design and is enclosed with the application.
13	<i>"Mobility Management Plan".</i>	A Mobility Management Plan has been prepared by DBFL Consulting Engineers and is enclosed with the application.
14	<i>"Ecological impact assessment including inter alia a bat survey and ecological connectivity across the site, specifically addressing trees/hedgerows that are to be removed and to be retained".</i>	The Ecological Impact Assessment is addressed in the Chapter 5 of the Environmental Impact Assessment Report which is enclosed with the application.
15	<i>"Construction and Demolition Waste Management Plan".</i>	A Construction and Waste Management Plan prepared by Alanna Roadbridge Developments Ltd. and is enclosed with the application.
16	<i>"Land ownership/consent submitted to include road network to west and east".</i>	A letter of consent from the landowner (WMCC) is enclosed with the application.
17	<i>"A map indicating the net development area".</i>	The net developable area is detailed on Drawing No. D1408-PL11 'Net Developable Area' prepared by Delphi Design and enclosed with the application. The net developable area is also addressed in Section 6.3 of this Planning Report.
18	<i>"Consideration to be given to e-car infrastructure".</i>	E-Car Infrastructure has been addressed in Section 5.1 of the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which is enclosed with the application.
19	<i>"A detailed schedule of accommodation which shall indicate compliance with relevant standards in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities' 2018".</i>	A Quality Housing Assessment has been prepared by Delphi Design and is enclosed with the application.
20	<i>"A detailed phasing plan, including proposals in relation to the east-west Lissywollen Avenue and upgrades to the existing roundabouts at both access points, in addition to the associated bicycle and pedestrian infrastructure".</i>	A proposed phasing plan is detailed in Section 15 of this Planning Report and should be read in conjunction with Drawing No. D1408-PL12 'Proposed Phasing Plan' prepared by Delphi Design which is enclosed with the application.

**Table 1 - Summary of additional information requested in Notification of Pre-Application Opinion.**



**3.4.5.** The Notice of Pre-Application Consultation Opinion also directed the applicant send copies of the application to 6 no. prescribed bodies as follows:

- Irish Water
- Transport Infrastructure Ireland
- The National Transport Authority
- Córas Iompair Éireann
- Westmeath County Childcare Committee
- Department of Culture, Heritage and the Gaeltacht (now under remit of Department of Housing, Local Government and Heritage)

As detailed in Section 1.3.2, each of these prescribed bodies has been provided with a copy of the application as required.

**3.4.6.** The layout now put forward for permission has been considerably revised to address any concerns raised by An Bord Pleanála at the pre-application consultations. For details of the main revisions made to the layout in the time since pre-application consultations were held please refer to the Architectural Design Rationale prepared by Delphi Design which is enclosed with the application. It is considered that the layout now put forward for permission appropriately addresses the issues raised at the pre-application consultations and represents proper planning and sustainable development of the subject site.





## 4.0. Statement of Effects of Environment and European Sites

### 4.1. Environmental Impact Assessment Report

- 4.1.1. Section 172 of the Planning & Development Act 2000 (as amended) directs that an Environmental Impact Assessment is required for certain developments where stated thresholds are exceeded. Under Part 2 (10)(b)(i) of Schedule 5 of the Planning & Development Regulations 2001 (as amended) the proposed development requires an Environmental Impact Assessment as the scheme caters for the construction of more than 500 no. dwellings.
- 4.1.2. An Environmental Impact Assessment Report (EIAR) has been prepared by Delphi Design and is submitted as with the application as a separate document. The EIAR includes for a Non-Technical Summary as required. The EIAR has been prepared in accordance with Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment as adopted on 16 April 2014 as an amendment of Directive 2011/92/EU.
- 4.1.3. As required, the public notices for the development have detailed that an EIAR has been prepared as part of the application and that the EIAR is available for inspection and/or purchase from offices of An Bord Pleanála and WMCC. The EIAR has also been uploaded to national EIAR portal – a confirmation notice of same is enclosed with the application. Furthermore, the EIAR is available to view on the dedicated application website set up by the applicant at [www.lissywollenshd.ie](http://www.lissywollenshd.ie).
- 4.1.4. The EIAR has considered the likely, significant, and adverse effects of the proposed project on the receiving environment. Mitigation measures are included for to reduce impacts on the environment where considered necessary. These mitigation measures have been incorporated into the design of the proposed development to avoid or reduce the effects on the environment, as appropriate. For full details please refer to the EIAR which accompanies the application.

### 4.2. Appropriate Assessment

- 4.2.1. An Appropriate Assessment (AA) Screening Report for the development has been prepared by FGE Consulting and is submitted with the application as a separate document. The AA screening report has evaluated the development to determine whether or not significant negative impacts on Natura 2000 sites are likely to arise by virtue of the development's construction and use.
- 4.2.2. The European sites relevant to the site are as follows:
- River Shannon Callows SAC No. 000216
  - Middle Shannon Callows SPA No. 004096
  - Crosswood Bog SAC No. 002337
  - Lough Ree SAC No. 000440
  - Lough Ree SPA No. 004064
  - Carn Park Bog SAC No. 002336
  - Pilgrim's Road Esker SAC No. 001776
  - Mongan Bog SAC No. 000580
  - Mongan Bog SPA No. 004017
  - Castlesampson Esker SAC No. 001625
  - Ballynamona Bog & Corkip Lough SAC No. 002339
  - Fin Lough (Offaly) SAC No. 000576
  - Lough Funshinagh SAC No. 000611

4.2.3. The AA Screening Report concludes that there will be no significant adverse effects to the ecological integrity of any European sites as a result of the development, alone or in combination with other plans or projects. The development is not located within 1.49 km of any European site, as demonstrated in Figure 3 below.

4.2.4. Given the nature of the proposed development, its scale, the localised and temporary nature of the construction and the localised nature of the operational effects identified as potential sources, the development will not lead to a significant in-combination effect with any other plans or projects. Consequently, a Stage Two AA Screening is not required.

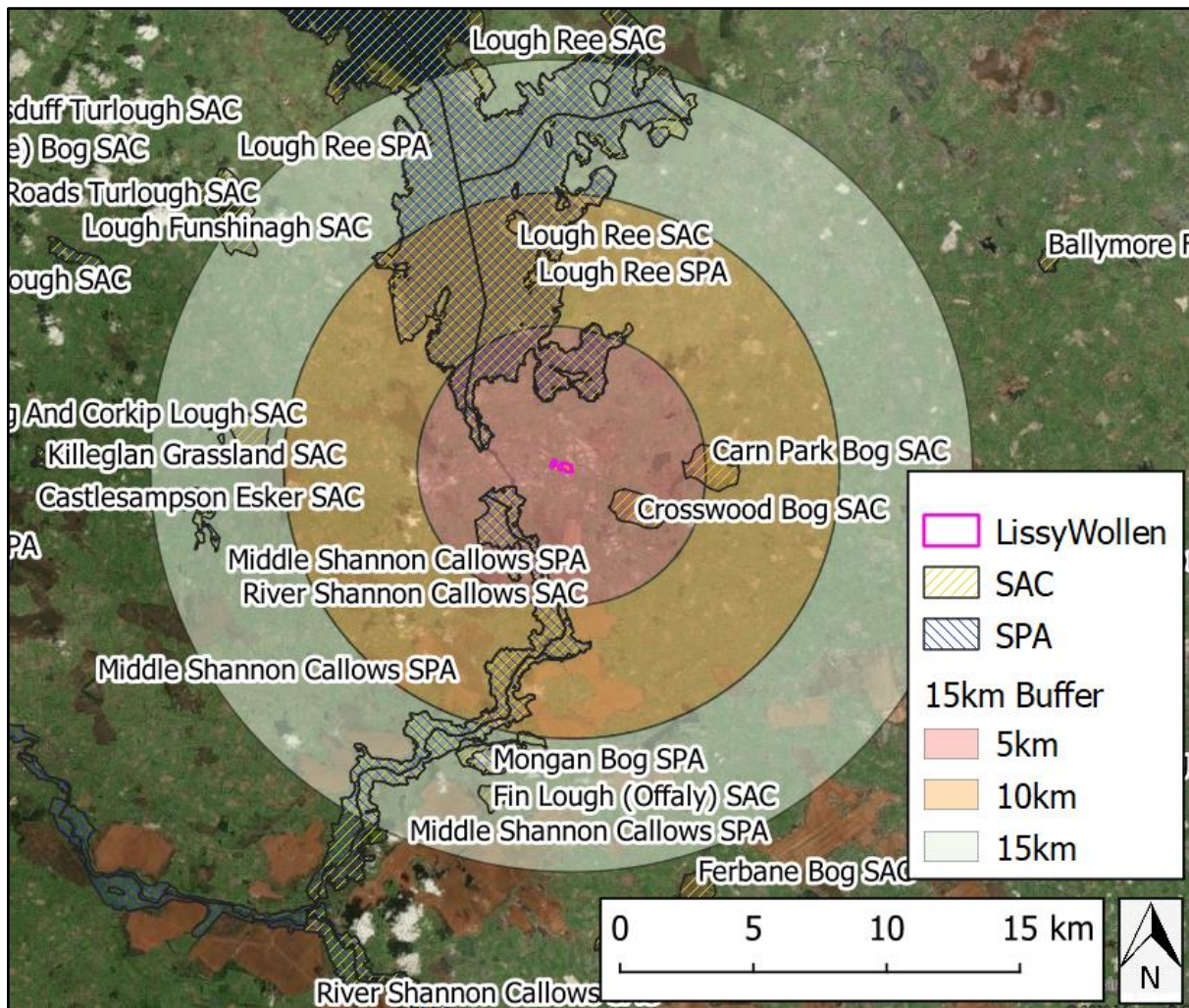


Figure 3 - European sites within 15km of the site.

## 5.0. Planning History

5.1. There is no relevant or significant recent planning history attached to the subject site.



## 6.0. Proposed Development Overview

### 6.1. Site Location

- 6.1.1.** The application site is located approximately 1 kilometre to the northeast of Athlone town centre, County Westmeath, in the townlands of Lissywollen, Kilnafaddoge & Retreat, and partially traversing the townlands of Curragh, Cloghanboy (Strain) & Cloghanboy (Homan).
- 6.1.2.** The site is located within lands designated for the Lissywollen South Framework Plan 2018-2024 (hereafter LSFP). The LSFP area is bounded to the north by the N6, which connects Kinnegad to Galway, to the west by the R915 (Ballymahon Road) and to the east by the R916. The LSFP lands are partially bisected along the south by the Old Rail Trail Greenway which forms a section of the Dublin-Galway National Cycle Network.
- 6.1.3.** The site to which the application relates (i.e. that within the red line boundary detailed on the enclosed site location map / site layout drawings prepared by Delphi Design) is generally bounded to the north by the N6, and to the south by the Old Rail Trail Greenway. To the west, the site is bounded by Scoil na gCeithre Máistrí primary school and the facilities of Athlone Regional Sports Centre. The eastern boundary of the site is defined by an old boreen road further east of which lies undeveloped greenfield lands, ESB Regional Headquarters and Athlone Training Centre (formerly known as FÁS).
- 6.1.4.** The development caters for the construction of an east-west access route (Lissywollen Avenue) which is being delivered as per the objectives of the LSFP and as such the full extent of the site boundaries extends from the existing Ballymahon roundabout (on the R915 - to the west) to the existing Garrycastle roundabout (on the R916 - to the east) as detailed on site location map submitted with the application.
- 6.1.5.** In total, the gross site area (i.e. that within the red line boundary detailed on the enclosed site location map / site layout drawings prepared by Delphi Design) measures c. 17.64 hectares. Section 6.3 of this Planning Report has regard to the net developable area of the site – please refer to same.





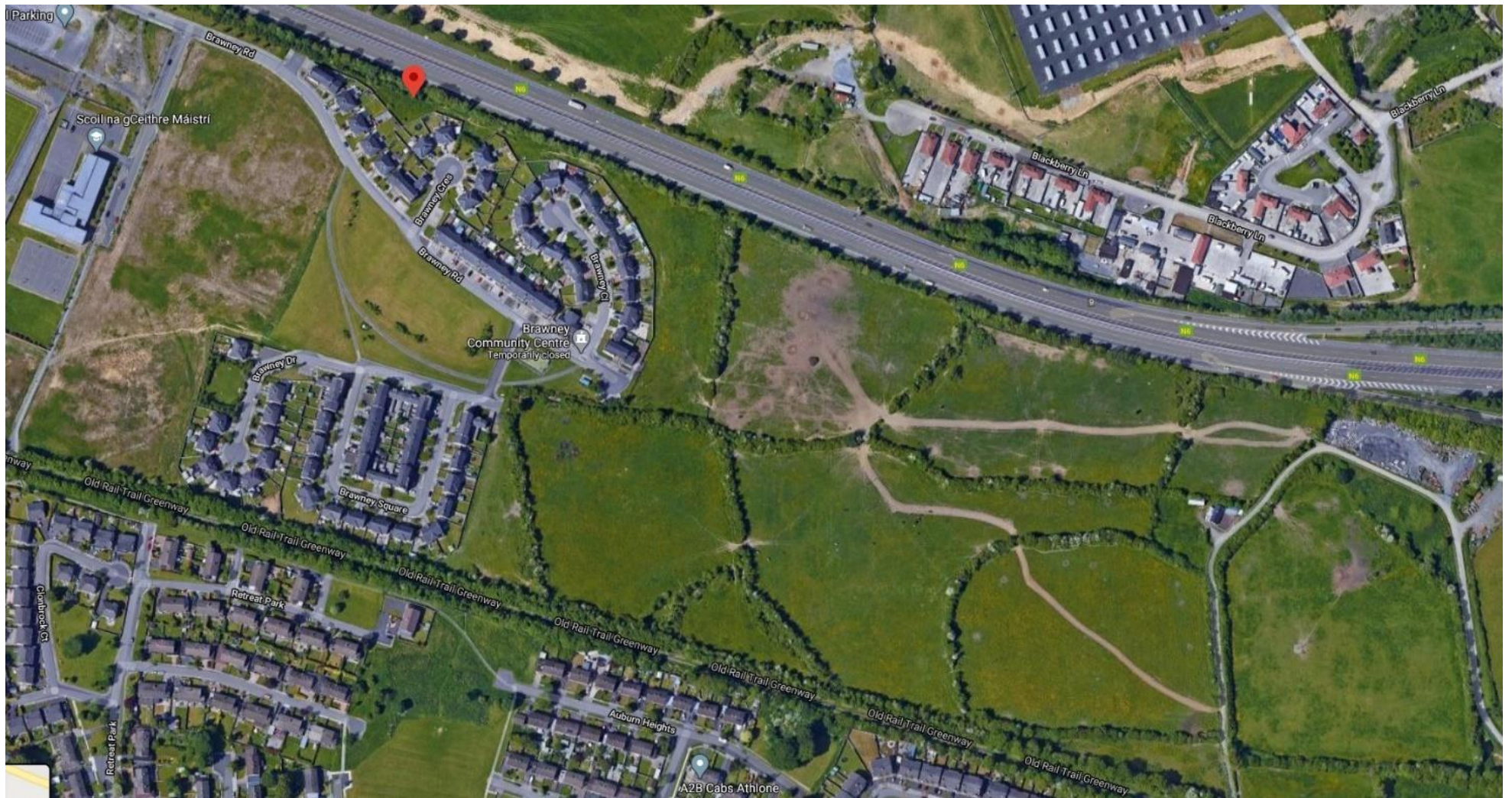
*Figure 4 - Application site in the context of Athlone.*



## 6.2. Site Description

- 6.2.1. The site currently consists of undeveloped greenfield lands and is zoned proposed residential development / open space in the LSFP. Given the nature of the construction of the east-west access route (Lissywollen Avenue) other zoning designations are traversed by the application boundaries, however, save for the route of the avenue and associated road development works, the site is zoned for proposed residential development.
- 6.2.2. It is noted that part of the site is also designated for the encouragement of 'live-work' units in the Athlone Town Development Plan 2014-2020, however, 'live work' is not listed as one of the 11 no. land use zoning categories in the written text of Athlone Town Development Plan 2014-2020. Live work units which are defined in the Athlone Town Development Plan 2014-2020 as *"a single unit within a building that is both a place to live and a place of business or commerce"*. The LSFP does not have reference to live-work provision. Notwithstanding same, the development is considered to support these principles as it caters for dwellings of a generous accommodation standard which can easily be converted into home offices etc. by future residents.
- 6.2.3. To summarise the above, save for the route of the east-west avenue, the development is located on greenfield lands zoned for resident development.
- 6.2.4. The site is bisected by the existing Brawny residential estate (comprising approximately 160 no. dwellings). Access to the site is currently limited to a distributor road (Brawny Road) which serves the Brawny residential estate / Athlone Regional Sports Centre and enters the site from the west off the R915 (Ballymahon Road).
- 6.2.5. The western boundary of the site is defined by an existing cycleway, running along the perimeter of the Scoil na gCeithre Máistrí primary school, which connects to the Old Rail Trail Greenway to the south. The western section of the site (i.e. that to the west of the existing Brawny estate) has a largely non-descript landscape character and slopes in a south westerly direction at an approximate gradient of 1 in 230.
- 6.2.6. The eastern section of the site (i.e. that to the east of the existing Brawny estate) has a landscape typical of the rural countryside, with small, irregular and enclosed field patterns defined by hedgerows and trees. The eastern boundary of the site is defined by an old boreen which provides access to a former residence. The eastern section of the site slopes in a north easterly direction at an approximate gradient of 1 in 165.
- 6.2.7. The site is bounded to the north by the N6, which connects Kinnegad to Galway, and to the south by the Old Rail Trail Greenway which forms a section of the Dublin-Galway National Cycle Network.





*Figure 5 - The subject site in its existing state.*



### 6.3. Gross & Net Developable Area

- 6.3.1. The gross site area (i.e. that within the red line boundary detailed on the enclosed site location map / site layout drawings prepared by Delphi Design) measures to c. 17.64 hectares as stated in the public notices.
- 6.3.2. An Bord Pleanála's Notice of Pre-Application Consultation Opinion requested a map indicating the net developable area. This map is provided for in Drawing No. D1408-PL11 '*Net Developable Area*' prepared by Delphi Design and enclosed with the application. The enclosed drawing should be read in conjunction with this section of the Planning Report.
- 6.3.3. The development caters for the construction of an east-west access route (Lissywollen Avenue) extending from the existing Ballymahon roundabout (on the R915 - to the west) to the existing Garrycastle roundabout (on the R916 - to the east) which is being delivered as per the objectives of the LSFP.
- 6.3.4. The development also caters for a landscape / noise mitigation buffer located along the northern boundary of the site adjacent to the N6. The provision of this buffer is an objective of the LSFP.
- 6.3.5. For the purposes of calculating the net developable area and net density, areas which are not to be developed for housing and directly associated uses have been excluded from the net developable area. As such major roads and significant landscape buffer strips have been excluded from calculating the net developable area and net density as per the recommendations of Appendix A '*Measuring Residential Density*' of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009).
- 6.3.6. In the layout put forward for permission these areas include for:
- The entire route of the east-west avenue extending from Ballymahon roundabout (on the R915 -to the west) to the Garrycastle roundabout (on the R916 - to the east) which acts a major road through the scheme and is being delivered as per the objectives of the LSFP - total area c. 3.13 hectares.
  - The landscape / noise mitigation buffer located along the northern boundary of the site adjacent to the N6, which acts as a significant landscape buffer - total area c. 0.87 hectares.
- 6.3.7. Subtracting the above areas from the gross site area (c. 17.64 hectares) equates to a net developable area of c. 13.64 hectares. The net developable area is detailed on Drawing No. D1408-PL11 '*Net Developable Area*' prepared by Delphi Design and enclosed with the application – please refer to same.
- 6.3.8. For details of gross / net density please refer to Section 7.2. of this Planning Report.





## 6.4. Development Description

6.4.1. The application for Strategic Housing Development is detailed in full below, as per the public notices:

Alanna Roadbridge Developments Ltd. intend to apply to An Bord Pleanála for permission for a strategic housing development, on a site of c. 17.64 hectares, located in the townlands of Lissywollen, Kilnafaddoge & Retreat, and partially traversing the townlands of Curragh, Cloghanboy (Strain) & Cloghanboy (Homan), Athlone, County Westmeath. The development site is bisected by the existing Brawny residential estate and is generally bounded to the north by the N6, to the south by the Old Rail Trial Greenway, to the west by Scoil na gCeithre Máistrí, and to the east by undeveloped lands, further east of which are ESB Regional Headquarters. Access to the development will be from the Ballymahon roundabout (on the R915 - to the west) and the Garrycastle roundabout (on the R916 - to the east).

The development will consist of the following:

- (1) Construction of 576 no. residential dwellings comprised of 285 no. houses and 291 no. apartments and duplex units consisting of:
  - 285 no. 2 storey semi-detached & terraced houses (50 no. four beds, 200 no. three beds & 35 no. two beds);
  - 8 no. apartments & duplexes (4 no. one beds & 4 no. three beds) in Block A (3 storeys);
  - 8 no. apartments & duplexes (4 no. one beds & 4 no. three beds) in Block B (3 storeys);
  - 15 no. apartments (15 no. two beds) in Block C (3 storeys);
  - 16 no. apartments & duplexes (7 no. one beds, 5 no. two beds & 4 no. three beds) in Block D (3 storeys);
  - 9 no. apartments & duplexes (5 no. one beds, 1 no. two bed & 3 no. three beds) in Block E (3 storeys);
  - 8 no. apartments & duplexes (4 no. two beds & 4 no. three beds) in Block F (3 storeys);
  - 4 no. apartments (4 no. one beds) in Block G (2 storeys);
  - 12 no. apartments & duplexes (12 no. three beds) in Block H (3 storeys);
  - 21 no. apartments (21 no. two beds) in Block K (3 storeys);
  - 36 no. apartments (36 no. two beds) in Block L (part 4 storey / part 5 storey);
  - 20 no. apartments (6 no. one beds, 6 no. two beds & 8 no. three beds) in Block M (part 3 storey / part 4 storey);
  - 27 no. apartments (27 no. two beds) in Block N (3 storeys);
  - 43 no. apartments & duplexes (14 no. one beds, 24 no. two beds & 5 no. three beds) in Block O (2 to 4 storeys);
  - 12 no. apartments (6 no. one beds & 6 no. two beds) in Block P (3 storeys);
  - 8 no. apartments & duplexes (4 no. two beds & 4 no. three beds) in Block Q (3 storeys);
  - 18 no. apartments (6 no. one beds & 12 no. two beds) in Block R (3 storeys);
  - 12 no. apartments & duplexes (6 no. two beds & 6 no. three beds) in Block S (3 storeys);
  - 14 no. apartments (4 no. one beds & 10 no. two beds) in Block T (3 storeys).
- (2) Construction of 2 no. crèches comprised of: a 2 storey crèche of c. 321m<sup>2</sup> located on the ground & first floors of Block C & a 1 storey crèche of c. 448m<sup>2</sup> located on the ground floor of Block T.
- (3) Construction of 1 no. community hub of c. 101m<sup>2</sup> located on the ground floor of Block D.





- (4) Construction of basement level car parking of c. 1,089m<sup>2</sup> comprising 34 no. car parking spaces & 36 no. bicycle parking spaces, forming part of Block L.
- (5) Construction of an east-west access road through the development site, extending from the Ballymahon roundabout (on the R915 - to the west) to the Garrycastle roundabout (on the R916 - to the east) and all associated road development works.
- (6) Provision of public open spaces, hard and soft landscaping, public lighting, car & bicycle parking, pedestrian and cyclist connections to Old Rail Trail Greenway, bin storage, 6 no. ESB sub-stations, drainage and attenuation, utility services etc. and all associated site development works.

The application contains a statement setting out how the proposal is consistent with the objectives of the Westmeath County Development Plan 2014-2020, the Athlone Town Development Plan 2014-2020 and the Lissywollen South Framework Plan 2018-2024, and also contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land.

An Environmental Impact Assessment Report (EIAR) has been prepared in respect of the development proposal and accompanies the application. The application, together with the Environmental Impact Assessment Report, may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of An Bord Pleanála and Westmeath County Council. The application may also be inspected online at the following website set up by the applicant: [www.lissywollenshd.ie](http://www.lissywollenshd.ie).



## 7.0. Residential Development

### 7.1. Dwelling Mix

7.1.1. In summary, the residential element of the development consists of 576 no. dwellings comprised of 285 no. houses, 246 no. apartments and 45 no. duplex units. A summary of the dwelling mix can be found in Table 2 below.

Unit Type	1 bed	2 bed	3 bed	4 bed	Total
Houses	-	35	200	50	285
Apartments	60	169	17	-	246
Duplex Units	-	8	37	-	45
Overall Mix	10%	37%	44%	9%	576 (100%)

*Table 2 - Proposed dwelling mix.*

7.1.2. The above mix provides for:

- 60 no. 1 bed dwellings
- 212 no. 2 bed dwellings
- 254 no. 3 bed dwellings
- 50 no. 4 bed dwellings

7.1.3. It is considered the above dwelling mix caters for a diverse and appropriate range of housing needs. The mix is put forward in consideration of the average household size in Westmeath, which is marginally higher than the State average at 2.76 persons, and the required housing need for the county, with the Westmeath County Development Plan 2014-2020 and the Athlone Town Development Plan 2014-2020 stating that the greatest demand in the county / town is for 2 bed dwellings. A full Quality Housing Assessment detailing the external and internal areas of each individual dwelling is enclosed with the application – please refer to same for details.

### 7.2. Residential Density

7.2.1. The subject application essentially represents a masterplan for the lands zoned for residential development in the LSFP. The LSFP states that, in general, a residential density of 35 units per hectare shall apply across the plan area. The LSFP does not distinguish between gross and net density.

7.2.2. The gross site area (i.e. that within the red line boundary detailed on the enclosed site location map / site layout drawings prepared by Delphi Design) measures c. 17.64 hectares. Based on a development of 576 no. dwellings this equates to a gross residential density of c. 33 dwellings per hectare.

7.2.3. As outlined in Section 6.3. of this Planning Report, for purposes of calculating the net developable area and net density, areas which are not to be developed for housing and directly associated uses have been excluded from the net developable area. As such major roads and significant landscape buffer strips have been excluded from calculating the net developable area and net density as per the recommendations of Appendix A 'Measuring Residential Density' of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009).

7.2.4. In the layout put forward for permission these areas include for:



- The entire route of the east-west avenue extending from Ballymahon roundabout (on the R915 - to the west) to the Garrycastle roundabout (on the R916 - to the east) which acts a major road through the scheme and is being delivered as per the objectives of the LSFP - total area c. 3.13 hectares.
- The landscape / noise mitigation buffer located along the northern boundary of the site, adjacent to the N6, which acts as a significant landscape buffer - total area c. 0.87 hectares.

7.2.5. Subtracting the above areas from the gross site area (c. 17.64 hectares) equates to a net developable area of c. 13.64 hectares. The net developable area is detailed on Drawing No. D1408-PL11 *'Net Developable Area'* prepared by Delphi Design and enclosed with the application.

7.2.6. Based on a development of 576 no. dwellings on a net developable area of c. 13.64 hectares, the development puts forward a net residential density of c. 42 dwellings per hectare.

7.2.7. The proposed net density is put forward with regard to the guidance set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009). The application site can be described as an 'Outer Suburban / Greenfield Site' with Section 5.11 of the aforementioned guidelines defining such sites *"as open lands on the periphery of cities or larger towns"*. The guidelines state that:

*"the greatest efficiency in land usage on such lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be encouraged generally. Development at net densities less than 30 dwellings per hectare should generally be discouraged in the interests of land efficiency, particularly on sites in excess of 0.5 hectares"*.

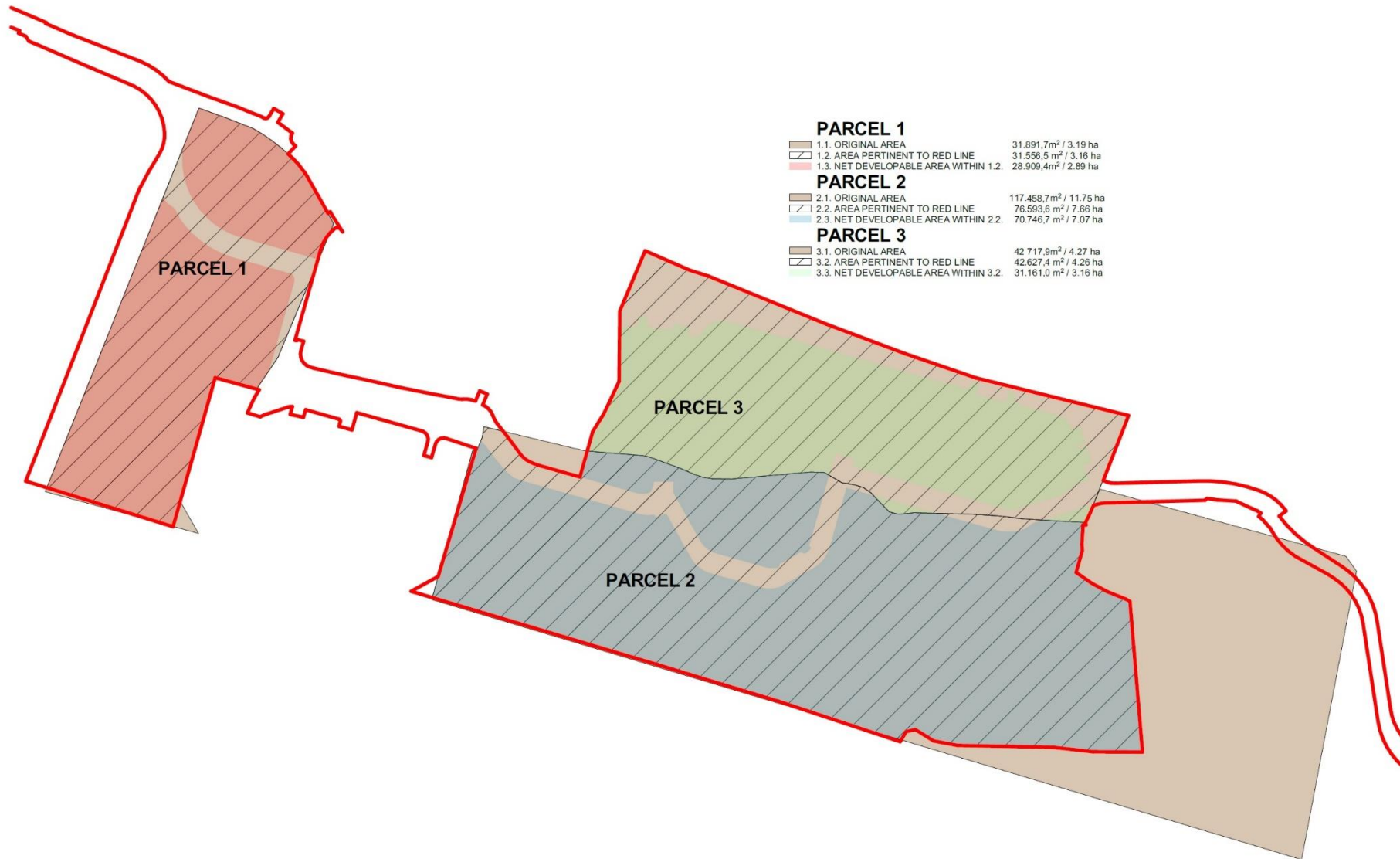
7.2.8. The proposed net density complies with the above planning guidance for net residential densities in the general range of 35-50 dwellings per hectare on outer suburban / greenfield sites, with the net density of the proposed development being c. 42 dwellings per hectare. The proposed net density is therefore considered appropriate.

7.2.9. The proposed net density is also put forward in accordance with the guidance of the LSFP. The LSFP states that, in general, a residential density of 35 units per hectare shall apply across the plan area. The LSFP does not distinguish between gross and net density. While a general parameter of 35 dwellings per hectare across the plan area is given, the LSFP also references the need for variation in density throughout the plan lands in order to provide distinct physical characteristics and visual amenity throughout the plan area. To this end, the LSFP states that higher densities may be permitted in areas adjoining public open space and in response to site specific characteristics, as long as they regard to surrounding dwellings, the existing character of development, and are achieved in tandem with the protection of the amenity of the existing and future residents in the area.

7.2.10. The proposed net density / site layout supports the LSFP objectives which seek to vary density across the plan area. In particular, the proposed layout has been informed by the following objectives of the LSFP:

- **Objective P1-KS07** - *"Consideration may be given to higher density units adjoining existing public open space area to the east of Parcel 1, provided that the residential amenity of adjacent dwellings is protected."*
- **Objective P2-KS07** - *"Consideration may be given to higher density units adjoining existing public open space area to the east of Parcel 1, provided that the residential amenity of adjacent dwellings is protected."*

The public open space referred to in the above objectives is the existing public open space serving the Brawny estate which bisects the site.



*Figure 6 – Net developable area for each parcel of residential land of the LSFP.*



- 7.2.11.** Figure 6 above details of the net developable area of each parcel of residentially zoned land of the LSFP in relation to the application site.
- 7.2.12.** Within the Parcel 1 area of the LSFP, the development caters for Blocks L-T, comprising 190 no. duplex & apartment units, and 22 no. houses - total 212 no. dwellings. The application site contains c. 2.89 hectares of developable land (i.e. when the route of the east-west avenue in that part of the site is discounted) within Parcel 1 of the LSFP. This equates to a net density of c. 73 dwellings per hectare within the Parcel 1 lands of the LSFP. The provision of higher density in the western section of the scheme complies with the LSFP objectives to promote higher densities in appropriate locations adjacent to existing public open space. Careful consideration has been given to the design of the apartment/duplex blocks to ensure that the existing amenity enjoyed by residents of the Brawny estate is maintained. Enclosed with the application is a Sunlight, Daylight and Shadow Assessment which confirms that the higher density area in the western of the scheme is appropriate – please refer to same for full details.
- 7.2.13.** Within the Parcel 2 area of the LSFP, the development caters for Blocks C, D, E, F, G, H & K, comprising 85 no. duplex & apartment units, and 176 no. houses - total 261 no. dwellings. The application site contains c. 7.07 hectares of developable land (i.e. when the route of the east-west avenue in that part of the site is discounted) within Parcel 2 of the LSFP. This equates to a net density of c. 37 dwellings per hectare within the Parcel 2 lands of the LSFP. The net density in this section of the scheme is put forward with consideration to the context of the site which abuts the Old Rail Trail Greenway to the south and the prevailing type of development further south of the greenway which is generally 2 storey housing. Notwithstanding same, the 3 story apartment / duplex blocks provide for appropriate building typologies adjacent to the existing public open space at Brawny.
- 7.2.14.** Within the Parcel 3 area of the LSFP, the development caters for Blocks A & B, comprising 16 no. duplex & apartment units, and 87 no. houses - total 103 no. dwellings. The application site contains c. 3.16 hectares of developable land (i.e. when the route of the east-west avenue in that part of the site and the landscape buffer in the northern part of the site are discounted) within Parcel 3 of the LSFP. This equates to a net density of c. 33 dwellings per hectare within the Parcel 3 lands of the LSFP. The net density in this section of the scheme is put forward with consideration to the existing development at Brawny and the contextual setting of the dwellings adjacent to the habitat/landscape buffer.
- 7.2.15.** For clarity, we again confirm that the overall net density of the development equates to c. 42 dwellings per hectare which is considered appropriate and in accordance with Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009). The breakdown detailed in Figure 6 and Sections 7.2.11-7.2.14 illustrate that the density of development varies across the scheme in response to the context of the site and in accordance the guidance of the LSFP which seeks to vary density across the plan area.
- 7.2.16.** The LSFP states that the overriding determination of density will be based on the quality and sustainability of development with regard to surrounding dwellings, the existing character of development, and the protection of the amenity of the existing and future residents. It is considered that the proposed development is of a high quality design, appropriately responds to the context of the site, protects amenity for both existing and future residents while also providing for an appropriate level of density. For more details on the rationale behind the site layout, individual character areas and density variation, please refer to the Architectural Design Rationale prepared by Delphi Design which is enclosed with the application.



### 7.3. Proposed Houses

- 7.3.1.** The proposed houses are all 2 storey dwellings in the form of semi-detached and terrace dwellings and cater for 35 no. 2 bed, 200 no. 3 bed, and 50 no. 4 bed dwellings. This totals 285 no. houses which represents c. 49% of the overall mix of units.
- 7.3.2.** The range of housing typologies on offer are capable of catering for traditional family living as well as young couples, single workers, first time buyers, and/or older residents who may be looking to downsize. All the proposed houses are also capable of supporting living for people with disabilities and the principles of housing for life.
- 7.3.3.** Individual plot layouts provide for a generous accommodation standard with all the proposed houses having a gross floor area that exceeds the recommendations of Table 5.1. of the Quality Housing for Sustainable Communities Guidelines for Planning Authorities (2007). A summary of the gross floor areas can be found in Table 3, while full details of the internal and external spatial provisions for each individual house can be found in the Quality Housing Assessment prepared by Delphi Design which accompanies the application - please refer to same.

House Type	Description	No. of Houses Proposed	Gross Floor Area (m <sup>2</sup> )	Total Floor Area (m <sup>2</sup> )
A1	4 bed end terrace / semi-detached	48	119 -123.3 (range)	5,866.3
A2	4 bed terrace	2	123.3	246.6
B1	3 bed end terrace / semi-detached	56	106.4	5,958.4
B2	3 bed terrace	31	106.4	3,298.4
B3	3 bed end terrace / semi-detached	3	103.8 -106.4 (range)	316.6
C1	3 bed end terrace / semi-detached	50	121.7	6,085
C2	3 bed end terrace / semi-detached	44	112.9	4,967.6
C3	3 bed terrace	16	112.9	1,806.4
D1	2 bed end terrace / semi-detached	19	94.2	1,789.8
D2	2 bed terrace	16	94.2	1,507.2
<b>Total</b>	-	<b>285</b>	-	<b>31,842.3</b>

*Table 3 - Proposed house types.*

- 7.3.4.** Private amenity space for each house is in the form of a rear garden, all of which are provided with a quantum of space that exceeds the standards recommended in Chapter 14, Development Management Standards, of the existing Westmeath County Development Plan 2014-2020. Details of individual garden sizes can be found in the Quality Housing Assessment prepared by Delphi Design which accompanies the application. The majority of the gardens are orientated east-west to maximum solar gain throughout the day and enhance amenity and use for future residents. Proposed boundary treatments, detailed on the landscaping plans which accompany the application, have sought to ensure privacy while also catering for an appropriate level of passive surveillance.





- 7.3.5.** Car parking for the proposed houses is provided for in a mix of in-curtilage and on-street parking. The proposed car parking rationale has sought to ensure that the scheme is not dominated by parking while also providing for an appropriate level of provision. In total 455 no. car parking spaces are provided for the 285 no. houses which equates to a provision of 1.6 parking spaces per house. This provision is compliant with the car parking standards of the Westmeath County Development Plan 2014-2020. For full details of car parking please refer to Section 12.1. of this Planning Report, as well as the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which accompanies the application.
- 7.3.6.** Bicycle parking has also been considered for the proposed houses. It is considered that bicycle parking for houses with either a rear or side access to their gardens will be catered for within the curtilage of the dwelling. The long term cycle parking provision for the scheme includes for terraced houses which do not have a side / rear access to their gardens. For full details please refer to Section 12.1. of this Planning Report and the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which is enclosed with the application
- 7.3.7.** Careful consideration has been given to the layout of the houses to ensure that that an adequate level of separation distance is provided to each dwelling which ensures privacy. To ensure minimisation of potential for overlooking / overshadowing the layout has paid due cognisance to the relationship between houses and apartment / duplex blocks with none of the houses backing onto apartment / duplex blocks. The design of the houses has also been carefully considered to incorporate dual aspect houses where necessary, i.e. at corner sites, to provide for passive surveillance onto public open spaces and avoiding large blank gables facing onto roads / public open spaces.
- 7.3.8.** It is considered that the standard of accommodation for the houses caters for a high quality of living for future residents while also providing the opportunities for future alterations to each dwelling to cater for sustainable living across the course of the lifecycle. The size of accommodation on offer also supports the provision of 'live work' units with additional bedroom capable of being used/converted into home offices. The site layout also ensures efficient use of the lands available – please refer to Section 7.2. of this Planning Report for details on residential density.
- 7.3.9.** While the development generally caters for 10 no. house types, ranging from 2 bed houses to 4 bed houses, the external / material finishes of these house types are varied across the scheme in order to form 5 no. character areas which will create visual interest and a sense of place throughout the scheme. For more details on house types and character areas please refer to the Architectural Design Rationale and house type drawings prepared by Delphi Design which are enclosed with the application.

## **7.4. Proposed Apartments**

- 7.4.1.** The proposed apartments comprise of 1, 2 & 3 bedroom dwellings catered for in 18 no. blocks ranging from 2 to 5 storey in height and dispersed throughout the scheme. The rationale for the siting of each individual block is detailed in the Architectural Design Rationale prepared by Delphi Design which accompanies the application – please refer to same.
- 7.4.2.** The apartments cater for 60 no. 1 bed, 169 no. 2 bed, & 17 no. 3 bed dwellings. This totals 246 no. apartments which represents c. 43% of the overall mix of units.
- 7.4.3.** All the apartments have a gross floor area which meets with and/or exceeds the requirements of the Sustainable Urban Housing: Design Standards for New Apartments (2018). A summary of the total gross floor area for the apartments can be found in Table 4 below, while full details of gross floor areas for each individual apartment



can be found in the Quality Housing Assessment prepared by Delphi Design which is enclosed with the application.

Block	No. of 1 beds	No. of 2 beds	No. of 3 beds	Total No. of Units	Total Floor Area (m <sup>2</sup> )
A	4	-	-	4	223.2
B	4	-	-	4	223.2
C	-	15	-	15	1266.4
D	7	1	-	8	446
E	5	1	-	6	337.3
F	-	4	-	4	265.6
G	4	-	-	4	202
H	-	-	4	4	384.3
K	-	21	-	21	1777.7
L	-	36	-	36	3018.7
M	6	6	8	20	1633.3
N	-	27	-	27	2079
O	14	20	5	39	2864.2
P	6	6	-	12	905.1
Q	-	4	-	4	312
R	6	12	-	18	1205.7
S	-	6	-	6	470.4
T	4	10	-	14	962
<b>Total</b>	<b>60</b>	<b>169</b>	<b>17</b>	<b>246</b>	<b>18,576.1</b>

**Table 4 - Proposed apartments.**

- 7.4.4.** Private amenity spaces for each apartment are in the form of terraces at ground floor level and balconies on the upper floors – for details on individual private amenity spaces please refer to the Quality Housing Assessment prepared by Delphi Design which is enclosed with the application. The location / orientation of private amenity spaces for each apartment has been carefully considered in order to maximum use of space and receipt of sunlight/daylight throughout the day. A Sunlight, Daylight and Shadow Assessment prepared by Chris Shackleton Consulting confirming same accompanies the application – please refer to same for full details.
- 7.4.5.** In addition to their individual private amenity spaces, communal open space areas are also provided for the individual apartment / duplex blocks. It is considered that these communal spaces will aid the sense of community within individual apartment / duplex blocks. For more details on the rationale for same please refer to Section 11 of this Planning Report and the Architectural Design Rationale which accompanies the application.
- 7.4.6.** Car parking for the apartment / duplex blocks is generally provided in the form of surface level on-street parking. 34 no. car parking spaces are catered for at basement level in Block L. In total, 295 no. parking spaces are provided for the apartment / duplex units (including basement level parking in Block L) which equates to a provision of 1.01 parking spaces per dwelling. For further details on the rationale for same please refer to Section 12.1 of this Planning Report.
- 7.4.7.** 791 no. short and long term bicycle parking spaces are proposed for the apartment / duplex units. Bicycle parking is comprised of a mix Sheffield stands and single / double stacked Cardiff Stands and are conveniently located in close proximity to block access locations. The specific locations of the proposed on-site bicycle parking facilities are illustrated on Drawing No. 180176-DBFL-TR-SP-DR-C-1001 & Drawing No. 180176-DBFL-TR-SP-DR-C-1002 prepared by DBFL Consulting Engineers which accompany the application – please refer to same for details.





- 7.4.8.** In compliance with Specific Planning Policy Requirement (SPPR) 1 of the Sustainable Urban Housing: Design Standards for New Apartments (2018), the development comprises less than 50% 1 bed / studio apartment units (60 no. 1 bed apartments are proposed representing c. 10% of total dwelling mix and c. 24% of the apartment mix).
- 7.4.9.** In compliance with SPPR 3 of the aforementioned guidelines, each apartment has been designed to meet with and/or exceed the minimum apartment floor areas – for full details please refer to the Quality Housing Assessment prepared by Delphi Design which is enclosed with the application.
- 7.4.10.** In compliance with SPPR 4 of the aforementioned guidelines, c. 83% (205 no. apartments) of the apartments are dual aspect. Of the 41 no. single aspect apartments, the majority of the units are orientated south, east or west in order to maximise light throughout the day.
- 7.4.11.** In compliance with SPPR 5 of the aforementioned guidelines, floor to ceiling heights at ground floor level are a minimum of 2.7 meters – please refer to the enclosed apartment plans & elevations prepared by Delphi Design for full details.
- 7.4.12.** In compliance with SPPR 6 of the aforementioned guidelines, less than the maximum of 12 no. apartments per core is catered for (8 no. per core maximum in Block L).
- 7.4.13.** For full details on the rationale behind the design and siting of each apartment block please refer to the Architectural Design Rationale prepared by Delphi Design which is enclosed with the application.

## **7.5. Proposed Duplex Units**

- 7.5.1.** The duplex units consist of 2 & 3 bed dwellings provided for in 9 no. of the 18 no. blocks; being Blocks A, B, D, E, F, H, O, Q & S.
- 7.5.2.** The duplex units cater for 8 no. 2 bed & 37 no. 3 bed dwellings. This totals 45 no. duplex units which represents c. 8% of the overall mix of units.
- 7.5.3.** Duplex units in Blocks A, B, D, E, F, H & O consists of ground & first floor duplex units (35 no. duplex units). Blocks Q & S consist of first & second floor duplex units (10 no. duplex units). All the duplex units are dual aspect and own door access.
- 7.5.4.** The duplex units are provided with a generous accommodation standard which meets with and /or exceeds the recommendations of the Sustainable Urban Housing: Design Standards for New Apartments (2018), full details of which can be found in the Quality Housing Assessment prepared by Delphi Design which accompanies the application. A summary of the gross floor areas for the duplex units can be found in Table 5.



Block	No. of 2 beds	No. of 3 beds	Total No. of Units	Total Floor Area (m <sup>2</sup> )
A	-	4	4	476.4
B	-	4	4	476.4
D	4	4	8	848.8
E	-	3	3	376.2
F	-	4	4	545.6
H	-	8	8	860
O	4	-	4	414.4
Q	-	4	4	481.6
S	-	6	6	722.4
<b>Total</b>	<b>8</b>	<b>37</b>	<b>45</b>	<b>5201.8</b>

*Table 5 - Proposed duplex units.*

- 7.5.5.** Private amenity spaces for each duplex unit are in the form of terraces at ground floor level and balconies on the upper floors – for details on individual private amenity spaces please refer to the Quality Housing Assessment prepared by Delphi Design which is enclosed with the application. The location / orientation of private amenity spaces for each duplex unit has been carefully considered in order to maximum use of space and receipt of sunlight/daylight throughout the day. A Sunlight, Daylight and Shadow Assessment prepared by Chris Shackleton Consulting confirming same accompanies the application – please refer to same for full details.
- 7.5.6.** Car and bicycle parking for the duplex units is included for with the car and bicycle parking provisions for the apartments as detailed in section 7.4 of this Planning Report. For further details on the rationale for same please refer to Section 12.1 of this Planning Report. The proposed duplex units also benefit from the communal open spaces provided for each individual apartment / duplex block.

## 7.6. Building Heights

- 7.6.1.** The development caters for building heights of 2, 3, 4, and 5 storeys.
- 7.6.2.** The 285 no. houses are all 2 storeys dwellings.
- 7.6.3.** The majority of the apartment / duplex blocks are 3 storey in height (Blocks A, B, C, D, E, F, H, K, N, P, Q, R, S & T). The height of these blocks is put forward with cognizance to the context of the application site and prevailing height both within the scheme and in the surrounding area.
- 7.6.4.** The height of the apartments / duplex blocks which are not 3 storey are as follows:
- Block L - part 4 / part 5 storey
  - Block M - part 3 / part 4 storey
  - Block O - 2 to 4 storey
  - Block G - 2 storey
- 7.6.5.** The 2 story height of Block G is put forward to ensure the block is in keeping with the proposed houses adjacent to this block, while also providing for a different housing typology at a corner location along the main avenue traversing the scheme.



- 7.6.6.** The LSFP seeks to create a 'Gateway' entrance to the plan area and the development a new urban quarter for Athlone in the western section of the scheme i.e. Parcel 1 lands of the LSFP. The height of Blocks L, M & O (in the northwest of the site) is put forward in recognition of the need to create an attractive modern gateway into the scheme as one approaches from Athlone town centre. The building heights also have regard to the need to protect the existing amenity of the Brawny residential estate and ensure that the development, while achieving an appropriate level of density, does not appear overbearing or negatively affect the existing amenity enjoyed by residents at Brawny.
- 7.6.7.** Where increased building heights are found, appropriate separation distances have been provided to ensure that issues of overlooking and overshadowing will not arise. A Sunlight, Daylight and Shadow Assessment has been prepared by Chris Shackleton Consulting and accompanies the application – please refer to same for full details.
- 7.6.8.** It is considered that the development caters for a variety of building heights which provide for the new urban form envisaged by the LSFP while also achieving an appropriate level of density and protecting existing amenity in the area. For more details on the rationale behind the building heights please refer to the Architectural Design Rationale prepared by Delphi Design which accompanies the application.

## **7.7. Residential Aspect**

- 7.7.1.** All the proposed houses and duplex units are dual aspect.
- 7.7.2.** Of the 246 no. apartments, 205 no. apartments (c. 83%) are dual aspect in compliance with SPPR 4 of the Sustainable Urban Housing: Design Standards for New Apartments (2018) which requires apartment schemes in suburban or intermediate locations to deliver at least 50% of apartment units as dual aspect units.
- 7.7.3.** Of the 41 no. single aspect apartments; 14 no. apartments are south facing, 13 no. apartments west facing, and 9 no. apartments east facing. This ensures the receipt of sunlight / daylight is maximised throughout the day for these units.
- 7.7.4.** 5 no. apartments are single aspect north facing units, 3 no. Block R and 2 no. Block T. In compliance with the Sustainable Urban Housing: Design Standards for New Apartments (2018) these north facing units have been located so as to be overlooking public open space / the main avenue with appropriate separation distances ensuring that the windows are not overshadowed by adjacent buildings.



## 8.0. Non-Residential Development

### 8.1. Community Hub

- 8.1.1. The development caters for a 1 storey, double height, community hub measuring c. 101m<sup>2</sup> located on the ground floor of Block D.
- 8.1.2. The community hub is centrally located, fronting onto the main avenue which traverses the scheme and the urban plaza adjacent. It is considered that the community hub will form an important community space for both future and existing residents. The facility has been designed as a welcoming space, with large windows maximising light and amenity use. It is considered that the facility has the potential to cater for a number of functions and will offer a focal point within the overall scheme. The community hub and the urban plaza adjacent also ensure that there will be a consistent level of activity at the centre point of the main avenue / overall scheme.
- 8.1.3. The provision of this community hub is put forward in recognition of the consultations held with existing local residents which indicated that there is currently a lack of community facilities in the surrounding area. The LSFP also recognises the lack of existing community facilities in Lissywollen. It is considered that the community hub, together with the adjacent urban plaza, will create a sense of place and community with the overall scheme, tying individual neighbours together and forming an important meeting point within the scheme.
- 8.1.4. It is envisaged that the management of this facility will be operated by a specified management company should a grant of permission be forthcoming.
- 8.1.5. For further details on the rationale behind the community hub please refer to the Architectural Design Rationale prepared by Delphi Design which accompanies the application.

### 8.2. Proposed Childcare Facilities

- 8.2.1. The development caters for 2 no. childcare facilities. These childcare facilities are put forward in compliance with the standards recommended by the Childcare Facilities-Guidelines for Planning Authority (2001).
- 8.2.2. The proposed childcare facilities also support the following objectives of the LSFP:
- **Objective P1-KS06** - *"To provide for a childcare facility to serve the needs of new residential communities which should cluster with existing Primary School."*
  - **Objective P2-KS05** - *"To provide a childcare facility to serve new residential communities and the adjacent Business Park."*
- 8.2.3. The first of the proposed childcare facilities is comprised of a 2 storey crèche measuring c. 321m<sup>2</sup> located on the ground & first floors of Block C. This facility has an associated outdoor play area of c. 167m<sup>2</sup> located to its east. The creche has a capacity for 62 no. childcare places based upon the internal spatial standards detailed in the Childcare Facilities-Guidelines for Planning Authority (2001).
- 8.2.4. The second of the proposed childcare facilities is comprised of a 1 storey creche measuring c. 448m<sup>2</sup> located on the ground floor of Block T. This facility has an associated outdoor play area of c. 241m<sup>2</sup> located to its east. The creche has a capacity for 83 no. childcare places based upon the internal spatial standards detailed in the Childcare Facilities-Guidelines for Planning Authority (2001).



**8.2.5.** The Childcare Facilities - Guidelines for Planning Authorities (2001) recommend that, in general, one new childcare facility catering for 20 no. childcare places should be developed for every 75 new residential dwellings. Based on the development of 576 no. dwellings this would equate to a childcare requirement of c. 154 no. childcare places however, with regard to childcare facilities, the Sustainable Urban Housing: Design Standards for New Apartments (2018) recommend that:

*“One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision.”*

As such when 1 bed apartments are discounted (60 no. 1 bed apartments), the development caters for 516 no. dwellings. Based on the provision of 20 no. childcare places for every 75 new dwellings, the development therefore has a requirement to provide for 138 no. childcare spaces.

**8.2.6.** The development caters for 2 no. childcare facilities which have a combined capacity for 145 no. childcare places. This provision is in compliance with the recommendations of the Childcare Facilities - Guidelines for Planning Authorities (2001). It is therefore considered that the development caters for an appropriate provision of childcare places.

**8.2.7.** As part of the application a detailed Childcare and School Demand Assessment has been prepared by Delphi Design and is enclosed with the application – please refer to same for full details.



## 9.0. Quantum of Development

### 9.1. Gross Floor Area

- 9.1.1. The proposed residential accommodation comprises a total gross floor area of c. 55,620.2m<sup>2</sup>, details of which were previously summarised in Tables 3, 4, & 5 of this Planning Report. A full schedule of accommodation can be found in the Quality Housing Assessment prepared by Delphi Design which accompanies the application - please refer to same.
- 9.1.2. The proposed non-residential development includes for a community hub located on the ground floor of Block D (101m<sup>2</sup>) and 2 no. childcare facilities comprised of a 2 storey creche located on the ground & first floors of Block C (321m<sup>2</sup>) and a 1 storey creche located on the ground floor of Block T (448m<sup>2</sup>).
- 9.1.3. Details of the total gross floor area associated with the development can be found in Table 6 below.

Residential	Gross Floor Area (m <sup>2</sup> )	Total (m <sup>2</sup> )
Houses	31,842.3	-
Apartments	18,576.1	-
Duplex units	5201.8	55,620.2
-	-	-
<b>Non-Residential</b>	-	-
Community Hub	101	-
Crèche (Block T)	448	-
Crèche (Block C)	321	870
-	-	-
<b>Total Gross Floor Area</b>		<b>56,490.2.</b>

Table 6 - Gross floor area of development.

### 9.2. Plot Ratio & Site Coverage

- 9.2.1. The development has total gross floor area of c. 56490.2.m<sup>2</sup> (including the non-residential elements) and, based upon the gross site area of 17.64 hectares, produces a plot ratio of 0.32. If only the net developable area is considered, being 13.64 hectares, the resultant plot ratio is 0.41. This is considered to be in appropriate to the site location and indicative plot ratios detailed in the Westmeath County Development Plan 2014-2020 and the Athlone Town Development Plan 2014-2020.
- 9.2.2. The site coverage is 24% based on the gross site area of 17.64 hectares. If only the net developable area is considered only, being 13.64 hectares, the resultant site coverage is 31%



## 10.0. Urban Design

- 10.1.** The layout put forward for permission has due regard to the 12 urban design principles set out in the Urban Design Manual - A Best Practice Guide (2009). Details of the development's compliance with the 12 design criteria can be found in the Architectural Design Rationale prepared by Delphi Design which is enclosed with the application - please refer to same for full details.
- 10.2.** The development has also been assessed against the residential design guidance of the LSFP. The LSFP seeks to create sustainable residential neighbourhoods with a wide range of dwelling sizes and typologies while also protecting existing residential amenity. It is considered that the layout put forward for permission sensitively addresses existing residential areas, in particular the existing Brawny estate, while also catering for an appropriate level of density, building height and urban form.
- 10.3.** As outlined in the Architectural Design Rationale which accompanies the application, the main design characteristics of the development, from an urban design viewpoint, are as follows:
- Cater for an east-west access route through the scheme which acts as an avenue with a strong urban edge creating a sense of place and activity. Careful consideration has been given in the design of the avenue to ensure it is not dominated by cars and promotes sustainable transport modes and pedestrian / cyclist priority.
  - Cater for pedestrian / cyclist priority throughout the scheme through the provision of segregated pedestrian / cycle routes promoting connectivity and permeability both within the scheme and to surrounding areas, with particular regard to the Old Rail Trail Greenway.
  - Deliver a high quality network of public open spaces and landscaping which offer variety and visual amenity throughout the scheme, retain existing environmental features of value where appropriate and supplement any loss with new planting.
  - Cater for distinctive character areas within the scheme to create neighbourhoods with a sense of place, character, and local distinctiveness.
  - Cater for diverse housing typologies which support a range of user needs, whole life-cycle homes, and adaptability.
  - Ensure the creation of inclusive and socially balanced residential communities which maximise for privacy and amenity for both existing and future residents.
  - Provide for new community facilities to support the scheme and promote a sense of community.
- 10.4.** It is considered that the development achieves the vision of the LSFP to deliver a sustainable new urban quarter in Athlone and accords with best practice urban design principles. The proposed scheme prioritises sustainable transport modes and provides for accessibility, permeability, and connectivity throughout. Dwelling typologies cater for distinct character areas and a range of accommodation which support the principles of life-time living and promotes a high quality of living for future residents.
- 10.5.** Full details of the rationale behind the layout and compliance with the 12 urban design principles of the Urban Design Manual - A Best Practise Guide (2009) can be found in the Architectural Design Rationale which accompanies the application - please refer to same.



## 11.0. Open Space

### 11.1. Open Space Provision

- 11.1.1.** The development caters for public open space throughout and is provided for at a standard which complies with the LSFP requirement of 15% public open space provision. An open space hierarchy and landscape rationale has been prepared Ronan Mac Diarmada + Associates and accompanies the application - please refer to same for full details.
- 11.1.2.** The development caters for a hierarchy of public open spaces which include for a parkland, pocket parks, habitat area, an urban plaza, and communal spaces. Where feasible existing trees & hedgerows have been retained with any loss supplemented by new planting as per the enclosed landscaping details with accompany the application.
- 11.1.3.** All areas of public open spaces are adequately overlooked to maximise passive surveillance and create a sense of security throughout the scheme. The development caters for 5 no. pocket parks, 1 no. urban plaza, 1 no. parkland area and 1 no. habitat area. Details of these open space areas can be found in Table 7 below.

Public Open Space Designation	Quantum of Space (m <sup>2</sup> )	Location in Relation to Site Layout
<b>Habitat / Buffer</b>	8,669.8	Along the northern boundary, adjacent to the N6
<b>Parkland</b>	3,042.7	Northeast of Block D
<b>Urban Plaza</b>	956.1	Northwest of Block D
<b>Pocket Park</b>	2,112.6	South-west corner of the scheme, south of Road 5
<b>Pocket Park</b>	764.3	West of Road 21
<b>Pocket Park</b>	2,445.8	South of Road 26
<b>Pocket Park</b>	2,802.8	South of Road 29
<b>Pocket Park</b>	2,535.7	North of Road 29
<b>Total</b>	<b>23,329.8</b>	-

*Table 7 - Public open spaces.*

- 11.1.4.** As detailed in Table 7 the total proposed public open space provision equates to c. 23,329.8m<sup>2</sup>. Based on a gross site area of 17.64 hectares (176,400m<sup>2</sup>) this equates to a public open space provision of c. 13%, however, given that the development caters for a new east-west access route extending from Ballymahon Roundabout (on the R915 - to the west) to Garrycastle Roundabout (on the R916 - to the east), which is being delivered as per the objectives of the LSFP, it is considered appropriate that area of the full route of this avenue is discounted for the purposes of calculating public open space provision.





- 11.1.5.** If the route of the east-west access avenue (Lissywollen Avenue) is discounted (c. 3.13 hectares – as detailed in Section 6.3 of this Planning Report and on Drawing No. D1408-PL11 ‘*Net Development Area*’ prepared by Delphi Design) public open space provision for the development equates to c. 16% of the site area. This is considered to be appropriate and in compliance with the standards of the LSFP. It is considered that the quantum of the public open space provision is further supported by the quality / variety of proposed public open spaces, the site’s location in relation to the Old Rail Trail Greenway and the River Shannon, and the appropriate level of density which has been achieved.
- 11.1.6.** Furthermore, in addition to the above areas of public open space, the development caters for 9 no. areas of private / semi-private communal open spaces which are associated with individual apartment / duplex blocks. Details of these communal open spaces are provided for in Table 8 below. For further details please refer to the Landscape Rationale and associated drawings prepared by Ronan MacDiarmada + Associates which are enclosed with the application.

Communal Spaces	Quantum of Space (m <sup>2</sup> )	Location in Relation to Site Layout
Communal	1,420.2	Encompassed by Blocks L, M & N
Communal	283.9	East of Block Q
Communal	290.2	South of Block O
Communal	595.7	East of Block S
Communal	280	South of Block H
Communal	168.6	North of Block C
Communal	85	Encompassed by Block D
Communal	160.5	West of Blocks A & B
Communal	717.1	East of Blocks E & F
-	<b>4,001.2</b>	-

*Table 8 - Communal open spaces.*

- 11.1.7.** For clarity, we confirm that these communal areas, which are associated with individual apartment / duplex blocks, do not form part of the public open space calculations for the development and are provided for in addition to same.

## 11.2. Open Space Strategy

- 11.2.1.** The LSFP states that a network of passive and active open spaces, which are central to the design of development proposals, is required to positively contribute to the quality of life of future residents of the plan area while also enhancing the natural environment. Careful consideration has been given within the proposed scheme to ensure that a variety of interconnected public open spaces which support sustainable transport modes are catered for.
- 11.2.2.** The open space strategy for the scheme has derived from a number of factors. A key consideration was the integration of the existing public open space that Brawny. This existing open space is a large area of open space which bisects the scheme into eastern and western halves. The subject layout has been careful to avoid providing another large area of open space which lacks definition, scale, or visual amenity. It is considered that the proposed open space hierarchy provides for a variety of appropriately scaled interconnected spaces which offer breaks in the residential development.



- 11.2.3.** Another key consideration with regard to open space is the relationship between the development and the Old Rail Trail Greenway to the south. To this end, 5 no. pocket parks are catered for along the southern boundary of the scheme adjacent to the Old Rail Trail Greenway. These pocket parks are designed, and strategically located, to provide for a welcoming visual amenity / recreation spaces for users of the Old Rail Trail Greenway as they enter and exit the development. While being generally 'smaller' green areas the pockets parks are of a size which allows for functional and enjoyable open space areas. Footpaths and cycle routes are provided where appropriate to allow for permeability between the open spaces, homezones areas, and to and from the Old Rail Trail Greenway.
- 11.2.4.** The pocket parks will be planted with trees, wildflowers, blub and shrub planting, and provide for kick about space and informal play areas as appropriate. Where feasible existing planting has been retained. Seating offering respite to users of the Old Rail Trail Greenway, as well as future and existing residents, is also catered for. It is considered that the pocket parks cater for a soft welcoming landscape adjacent to the Old Rail Trail Greenway which will promote the use and enjoyment of the greenway.
- 11.2.5.** In the centre of the scheme an urban plaza (to the northwest of Block D) and a parkland area (to the northeast of Block D) are catered for. These open space areas are connected for pedestrian / cyclist use only to allow for enhanced permeability and usability. The urban plaza represents a formal urban landscape area which will act as a focal point for the scheme in conjunction with the proposed community hub in Block D. The urban plaza caters for seating while a variety of high quality landscape materials and changes in landform will delineate different congregation spaces. These features will aid the creation of a sense of place which is visually attractive and welcoming for people to meet. Natural and formal tree and shrub planting will soften the appearance of the plaza and introduce biodiversity to the the area. The adjacent parkland area is an open grassy area which will be defined by paths and semi-mature trees. The parkland allows for an active recreation space and a green focal point which contrasts with the urban plaza. Existing hedgerows have been retained where feasible and the addition of new wildflower and blub planting will create a biodiversity friendly area in the centre of the scheme. A natural play area, multi-use games area, outdoor gym equipment and seating ensure that there is activity in the centre of the scheme adjacent to the main avenue.
- 11.2.6.** Along the northern boundary of the scheme, adjacent to the N6, a habitat buffer is catered for. Existing hedgerows has been retained to provide a screen between the development and the N6. While the habitat buffer has the benefit of acting as a noise mitigation measure from the N6, the design of the habitat buffer ensures that it is a usable attractive space. A woodland walk is catered for along the length of the habitat buffer to provide for off road permeability. To create activity, kickabout areas, a natural playground, outdoor gym equipment and seating are proposed. New wildflower planting, in combination with existing planting, create a visually pleasant and biodiversity friendly area for recreation and relaxation.
- 11.2.7.** With regard to the eastern section of the scheme (i.e. to the east of the existing Brawny estate) open spaces are strategically located and interconnected via the proposed street and pedestrian / cycle network. Pedestrian / cyclist prioritisation has been a key consideration for the open space strategy. Homezones are provided for in appropriate locations which interconnect open spaces in the eastern half of the scheme.
- 11.2.8.** The habitat buffer provides for a continuous open space / walking route in the eastern section of the scheme. Future users of the development can safely move from the habitat buffer at the northern boundary of the scheme through the homezones on Road No. 14 & Road No. 15 to the pedestrian / cycle routes on the public open spaces adjacent to Road No'.s 27 & 28 and access the Old Rail Trail Greenway to the south of the scheme.
- 11.2.9.** Pedestrian connectivity is provided for between the 3 no. pocket parks in the eastern section of the scheme which are bounded by the Old Rail Trail Greenway. The homezone on Road No. 27 provides a link between the



open spaces at Road No. 27 / 28 and the parkland area to the northeast of Block D. Pedestrian / cyclist permeability is catered for between this parkland space and the urban plaza to the northwest of Block D.

- 11.2.10.** It is considered that the open spaces in the eastern section of the scheme provide for a variety of spaces (pocket park, habitat, parkland and urban) which can easily be moved between by pedestrian / cyclists.
- 11.2.11.** With regard to the western section of the scheme (i.e. to the west of the existing Brawny estate) cognizance has been paid to the large area of existing public open space at Brawny. The route of the main avenue has ensured that this open space remains largely intact (please refer to Section 12.3 of this Planning Report for a rationale of same). The rationale for building typologies proposed in the western section of the scheme is to provide for a more urban area with higher density as envisaged by the LSFP. As such the western section of the scheme largely provides for private / semi-private communal open spaces associated with individual apartment / duplex blocks. These communal areas provide for usable recreational space for residents of the apartments / duplexes in addition to the other areas of existing and proposed public open spaces.
- 11.2.12.** Notwithstanding same, due consideration has been given to the importance of providing welcoming spaces adjacent to the Old Rail Trail Greenway in the western section of scheme with a pocket park proposed in the southwest corner which is located next to the existing access point onto the Old Rail Trail Greenway.
- 11.2.13.** To summarise, the open space strategy for the scheme caters for a variety of appropriately scaled, usable, spaces with the proposed street network / pedestrian and cycle routes promoting connectivity between these spaces. All open spaces are directly overlooked by dwellings with the positioning of the dwellings / street network providing definition and a sense of enclosure to these open spaces.
- 11.2.14.** It is considered that when taken in combination, the public open space and communal space areas, together with the design and setting of each space within the proposed scheme, accords with the guidance of the LSFP which seeks to provide for a network of passive and active open spaces throughout the plan area to positively contribute to the quality of life of future residents, while also maintaining and enhancing the natural environment
- 11.2.15.** For further details on the open space rationale please refer to the Landscape Rationale prepared by Ronan MacDiarmada + Associates which is enclosed with the application.



## 12.0. Street Network & Parking

### 12.1. Car Parking

- 12.1.1.** A total of 752 no. car parking spaces are provided for within the development. Car parking is provided for in the form of both in-curtilage and on-street parking, while an element of basement parking is also provided for within Block L. Car parking includes for dedicated disabled, electric charging, visitor and car club spaces.
- 12.1.2.** The rationale behind the proposed quantum of car parking is put forward to cater for a scheme which is not dominated by cars and takes advantage of the site's location adjacent to the Old Rail Trail Greenway which forms part of the Dublin-Galway National Cycle Network. The car parking provision is also put forward with cognizance to the proposed east-west avenue (Lissywollen Avenue) which has been specifically designed to cater for public transport with 2 no. bus stops catered for within the scheme.
- 12.1.3.** The 752 no. car parking spaces comprise 718 no. car parking spaces at surface level and 34 no. car parking spaces at basement level (located beneath Block L).
- 12.1.4.** A breakdown of the residential car parking is as follows:
- 455 no. parking spaces for 285 no. houses
  - 295 no. parking spaces for 291 no. apartments & duplex units
- 12.1.5.** 2 no. car parking spaces are provided for the community hub located within Block D, while car parking for the proposed childcare facilities is catered for adjacent to same – for full details please refer to the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which accompanies the application.
- 12.1.6.** The 455 no. car parking spaces for the 285 no. houses is compliance with requirements of the Athlone Town Development Plan 2014 -2020 and equates to a ratio of 1.6 parking spaces per house - for full details please refer to the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which is enclosed with the application.
- 12.1.7.** Of the 455 no. car parking for the houses 212 no. spaces are in-curtilage parking spaces with 243 no. on-street parking spaces. The rationale for the ratio of on-street car parking is to cater for a scheme which reduces car parking fronting onto the main avenue and public open spaces. It is considered that the parking layout for the houses caters for an appropriate provision of car parking, while also maximizing the amenity of public open spaces, protecting the visual amenity of the Old Rail Trail Greenway, and catering for strong frontage onto the proposed avenue. The parking layout, together with the provision of homezones, also aid the create of a scheme where the pedestrian / cyclists are given priority.
- 12.1.8.** The 295 no. car parking spaces for the 291 no. apartments / duplex units equates to a ratio of 1.01 parking spaces per apartment / duplex unit. The quantum of parking proposed for the apartment / duplex units is put forward with regard to the Sustainable Urban Housing: Design Standards for New Apartments (2018). Within same, the development site can be considered a "*Peripheral and / or Less Accessible Urban Location*". Section 4.22. of the guidelines state that the benchmark for such locations is 1 no. car parking space per unit, together with an element of visitor parking. While Section 4.23 of the guidelines state that:

*"For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car*

*sharing club vehicles and cycle parking and secure storage. It is also a requirement to demonstrate specific measures that enable car parking provision to be reduced or avoided."*

- 12.1.9.** The parking provision for the apartment / duplex units complies with the recommended standard of 1 no. car parking space per unit and is put forward in support of the recommendations of the Sustainable Urban Housing: Design Standards for New Apartments (2018) which generally seek to reduce the number of car parking spaces to ensure that new development proposals are not dominated by car parking.
- 12.1.10.** With regard to the requirement to demonstrate specific measures that enable car parking provision to be minimised, it is considered that the site location, which is adjacent to the Old Rail Trail Greenway and in close proximity to Athlone town centre, justifies the quantum of car parking proposed. The development caters pedestrian / cycle routes throughout, provides for 5 no. new connections to the Old Rail Trail Greenway, caters for an ample provision of bicycle parking (See Section 12.2. of this Planning Report) and is within walking distance of a number of existing services and employment centres.
- 12.1.11.** The parking strategy also includes for club car sharing, parking for mobility impaired and visitor parking within the scheme. Furthermore, the development caters for a new east-west avenue which has been designed to accommodate public transport bus routes and includes for 2 no. bus stops. The strategic positioning of the 2 no. new bus stops ensures that all new and existing residents will be within 300m of a bus service which caters for easy access to public transport.
- 12.1.12.** The Traffic and Transport Assessment prepared by DBFL Consulting Engineers, which accompanies the application, includes for an assessment of the Census 2016 car ownership data which concludes that the proposed quantum of car parking is adequate to cater for the development – for full details please refer to same. The application is also accompanied by a Mobility Management Plan prepared by DBFL Consulting Engineers which seeks to reduce the dependency on private car use by promoting sustainable travel alternatives – please refer to same for additional details.
- 12.1.13.** To summarise, it is considered that the car parking proposals for the development are appropriate and will result in new neighbours which are not dominated by cars with the proposed layout promoting a shift to sustainable transport modes. For full details of car parking provisions please refer to the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which is enclosed with the application.

## **12.2. Bicycle Parking**

- 12.1.14.** A total of 1613 no. bicycle parking spaces are catered for within the development comprised of 328 no. short term and 1285 no. long term bicycle parking spaces. A detailed breakdown of the allocation of bicycle parking spaces can be found in Table 5.10. of the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which is enclosed with the application – please refer to same for full details.
- 12.1.15.** The long term cycle parking provision includes for the apartments / duplex blocks as well as terraced houses. It is considered that bicycle parking for houses with either a rear or side access to their gardens will be catered for within the curtilage of the dwelling.
- 12.1.16.** Bicycle parking is comprised of a mix Sheffield stands and single / double stacked Cardiff Stands which are conveniently located in close proximity to block access locations. The specific locations of the proposed on-site bicycle parking facilities are illustrated on Drawing No. 180176-DBFL-TR-SP-DR-C-1001 & Drawing No. 180176-DBFL-TR-SP-DR-C-1002 prepared by DBFL Consulting Engineers which accompany the application – please refer to same. Bicycle parking has been strategically located to be well within the recommended distances of





25m for short stay cycle parking spaces and 50m for long stay cycle parking spaces as per best practise recommendations.

- 12.1.17. Further details of the Bicycle Parking Strategy and the locations of the internal bicycle parking facilities can be found in the Traffic and Transport Assessment prepared by DBFL Consulting Engineers which accompanies the application – please refer to same.

### 12.3. Proposed Lissywollen Avenue / Street Layout

- 12.3.1. Access to the site is currently limited to an existing distributor road, entering from the R915 (Ballymahon Road) to the west, which serves the existing Brawny residential area. The development caters for the construction of a new east-west access route, to be known as 'Lissywollen Avenue', which extends from the existing Ballymahon roundabout (on the R915 – to the west) to the existing Garrycastle roundabout (on the R916 – to the east).
- 12.3.2. The Lissywollen Avenue is noted in the LSFP as being one of the principal movement elements of the plan area. The proposed avenue has received LIHAF funding given the importance of the route to the future development of Athlone. The LSFP details that the avenue shall be in the form of an urban boulevard providing adequate access and permeability throughout the plan area. The LSFP also states that the avenue will need to provide for a degree of through-traffic, thus passive traffic calming measures such as deliberate changes in horizontal alignment will be required. It is also stated that the avenue shall be designed to facilitate public transport and pedestrian / cyclist priority. The relevant objectives of the LSFP are detailed below:
- **O-AM1** - *“To provide a new and extended east west Lissywollen Avenue in the form of an urban boulevard linking and unifying all parts of the plan area.”*
  - **O-AM2** - *“To integrate a secondary network of streets with Lissywollen Avenue and the existing street network.”*
  - **O-AM8** - *“To provide for a bus service to serve the plan area.”*
- 12.3.3. The design of the east-west access route / Lissywollen Avenue (hereafter the “avenue”) has been central to progression of the layout which is put forward for permission. The route of the avenue has derived from several factors including for the extent of the site, existing boundary conditions, the need to accommodate travel desire lines, the need to minimise impact on the existing landscaped areas, and the need to ensure that there is little or no increase in vehicle movements along the existing Brawny Road residential streets.
- 12.3.4. The avenue is designed to have a 6 meter wide carriageway, however, to ensure that the avenue does not become a distributor type road, the route is orthogonal in design with adjacent dwellings positioned in close proximity to the avenue in order to achieve the appropriate level of enclosure. This design allows the avenue to be read as a series of interconnected streets which provide for one permeable and legible avenue connecting the eastern and western sections of the scheme. The orthogonal layout also acts as a passive traffic calming measure, which again ensures that the avenue does not result in a distributor type road. It is proposed that there will be a 30kph speed limit on the avenue.
- 12.3.5. The avenue is designed to cater for public transport routes as required by the LSFP. 2 no. bus stops are proposed, 1 no. in the western section of the site (south of Block N) and 1 no. in the eastern section of the site (at the public space open adjacent to Block D). The strategic positioning of the 2 no. new bus stops ensures that all new and existing residents will be within 300m of a public transport option.



- 12.3.6.** It is considered that the layout of the avenue encourages integration between neighbourhoods located north and south of the avenue, rather than having a defined split between north and south. The layout has also ensured that the entire length of the avenue is fronted onto by houses and / or apartment and duplex blocks. Careful consideration has been given to corner locations with dual aspect dwellings provided where applicable. The layout has also ensured that car parking on the avenue is minimised in order to promote pedestrian / cyclist prioritisation.
- 12.3.7.** The creation of a strong urban edge to the avenue has also been a key consideration. As one enters the residential element of the scheme from the west, buildings of additional height have been provided where appropriate. Block L, being a part 4 / part 5 storey building, caters for a landmark building which acts as a defined entrance into the scheme. Block L together with the 3 storey Blocks P & N and the 2 to 4 storey Block O form a gateway into the scheme along the route of the avenue as one moves from the west toward the existing Brawny residential area.
- 12.3.8.** As the avenue meets the existing public open space area at Brawny a 'T' junction is provided (between Road No. 1 and Road No. 2 on the enclosed site layout plan prepared by Delphi Design) and the avenue runs in a north-south direction along the existing public open space at Brawny. The avenue then turns to the east (at the junction between Road No. 2 & Road No. 10 on the enclosed site layout plan) and runs in an east-west direction along the existing public open space at Brawny. The rationale for the route of the avenue at this section of the scheme derived from several consultations with existing local residents. It was a key concern of residents that the existing amenity of the public open space at Brawny remains intact. Routing of the avenue along the existing open space at Brawny ensures that this existing amenity is not inappropriately split by the avenue which would result in a less usable and enjoyable open space for the existing residents at Brawny. This also has the benefit of providing a strong edge to both the existing open space at Brawny and the avenue, while encouraging reduced traffic speeds through the use of junctions.
- 12.3.9.** The design of the avenue has been careful to integrate not only the existing public open space at Brawny but the existing dwellings to the north and south of the avenue. The development caters for works to the existing Brawny Square and Brawny Drive (to the south of the avenue) to allow for 2 no. connection points into the avenue. It is also proposed to split the existing link between Brawny Drive and Brawny Square through the construction of hammerheads / cul-de-sacs in the existing roads. Homezones are catered for on the revised Brawny Square and Brawny Drive roads. These works ensure that the existing Brawny residents to the south of the avenue can easily access the avenue, while also ensuring that priority is given to pedestrians and cyclists with the provision of safer homezone spaces. A connection point onto the avenue from the existing dwellings to the north of the Brawny public open space has also been catered for to allow existing residents to the north to adequately access the avenue.
- 12.3.10.** As one moves from the existing Brawny estate into the eastern section of the scheme continuous frontage is provided along the southern side of the avenue to cater for passive surveillance of both the avenue and the existing public open space at Brawny.
- 12.3.11.** In the central section of the avenue 5 no. apartment and duplex blocks are proposed (Blocks K, H, C, D & G). Blocks K, H, C & D are all 3 storey buildings with Block G being a 2 storey building. The rationale for the setting of these blocks in the central section of the avenue is to create a second 'gateway' of different building typologies linking the eastern and western sections of the scheme.
- 12.3.12.** It is considered that the proposed layout in the central section of the avenue will create a sense of place, with a more urban feel, for people to enjoy rather than having one continuous transport corridor. Between Blocks C & D an urban plaza is catered for. Within Block D a community hub is catered for. The community hub and the adjacent urban plaza will ensure that there is activity adjacent to central section of the avenue. The proposed



building form at this section of the avenue responds to the bends in the avenue, in particular Blocks G & H, in order to ensure that a strong urban edge is provided.

- 12.3.13.** As one continues eastward the avenue bends in a northerly direction and provides for a 'T' junction between Road No. 12 and Road No. 13 of the avenue. The route of the avenue at this section of the scheme is compliant with the principles of DMURS, will encourage reduce traffic speeds at an appropriate location, and ensure that the avenue does not represent one continuous distributor type road.
- 12.3.14.** Continuous residential frontage is provided along the avenue as one continues eastwards. At the eastern extent of the residential layout, Blocks A, B, E & F (all 3 storey buildings) provide a exit gateway to the lands to the east of the development.
- 12.3.15.** The avenue is put forward in compliance with the principle of DMURS. A Statement of Compliance with DMURS prepared by DBFL Consulting Engineers is enclosed with the application – please refer to same for further details.
- 12.3.16.** To summarise, the route of the proposed avenue has been a key consideration throughout the design process. The avenue provides for one permeable connection between east and west but can be read as a series of streets to ensure that the avenue does not result in a distributor type road which splits north and south. Pedestrians / cyclists have been prioritised in the design of the avenue and throughout the scheme generally (please refer to Section 12.4 of this Planning Report for further details). It is considered that the proposed layout provides for a strong frontage onto the avenue with proposed dwellings / buildings adequately located along the avenue to give definition, while also allowing for activity along the avenue.
- 12.3.17.** For further details regarding the road layout and design please refer to the Traffic and Transport Assessment, Engineering Services Report, and associated drawings prepared by DBFL Consulting Engineers which accompany the application.

## **12.4. Pedestrian and Cyclist Movement**

- 12.4.1.** The prioritisation of pedestrians / cyclists has been a key consideration in the design of the proposed scheme. The central movement element of the scheme is the provision of Lissywollen Avenue. Segregated cycle routes and footpaths are proposed to the north and / or south of the avenue. The routes also move off the avenue, through the proposed public open space / urban plaza in the centre of the scheme, allowing for an more convenient route for pedestrians / cyclists moving from east to west and catering for enhancing pedestrian / cyclist permeability. The provision of these pedestrian / cycle routes along the avenue ensures convenient and safe movement of pedestrians / cyclists from east-west throughout the scheme.
- 12.4.2.** Another key consideration in the design has been connectivity between the avenue and the Old Rail Trail Greenway to the south. To cater for same, homezones are proposed on Roads No's. 21-30 in the eastern section of scheme. The use of homezones ensure that reduced vehicular speeds are encouraged as vehicles moves off the avenue towards the southern section of the scheme thereby giving pedestrians / cyclists priority on the approaches to the the Old Rail Trail Greenway.
- 12.4.3.** In total, 5 no. new formal pedestrian / cyclist connection points are catered for between the development and the Old Rail Trail Greenway (at Roads 21, 22, 23, 25 and at the public open space in the eastern section of the scheme).



- 12.4.4.** Road No. 14 of the scheme is also proposed to be a homezone with a cul-de-sac end, fronting onto the public open space in the eastern section of the scheme. The rationale for same is to ensure that pedestrians / cyclists moving off the avenue, where the avenue is located at a more northern point in the scheme, can be provided with a safe route through the homezones and onto the proposed pedestrian / cycle route which runs through the public open space in the eastern section of the site. The provision of these pedestrian / cyclist routes will ensure safe movement of pedestrians and cyclists from east to west along the avenue and from north to south between the avenue and the Old Rail Trail Greenway encouraging sustainable transport modes within the scheme.
- 12.4.5.** With regard to pedestrians / cyclist movement in the northern part of the scheme (i.e. to the north of the avenue) homezones are catered for on Road No.'s 32, 33 & 15 (to the northeast of the scheme) which provides for pedestrian / cyclist priority for those entering from the east and seeking to move off the avenue into the northern section of the site. A pedestrian / cycle only link is catered for between Road No. 32 & Road No. 12, along the public open space / habitat buffer at the northern boundary, to provide for permeability and pedestrian / cyclist prioritisation. Homezones are also proposed on Road No.'s 16 -20 in the northern section of the scheme which again encourages pedestrian / cyclist prioritisation adjacent to the main avenue.
- 12.4.6.** In the western section of the scheme, pedestrian / cyclist movement is catered for along the route of the avenue and via the existing cycle route, at the boundary with Scoil na gCeithre Máistrí, which connects into the Old Rail Trail Greenway.
- 12.4.7.** With regard to pedestrian / cyclist movement in a north-south direction across the avenue, a total of 6 no. controlled crossing facilities (Zebra) are proposed along the avenue each located on key pedestrian / cycle travel desire routes. These formal facilities, supplemented by courtesy crossings, will provide a high degree of permeability with safe crossing points integrating the residential areas located to the north and south of the avenue – please refer to the transport drawings prepared by DBFL Consulting Engineers for further details.
- 12.4.8.** The development also caters for the provision of new bicycle infrastructure along Brawny Road and Blackberry Lane linking the existing bicycle infrastructure at the R915/east. This new bicycle infrastructure will benefit future residents of the development to access the existing amenities to the northwest and northeast in addition to providing new sustainable routing opportunities for both existing residents of the area and visitors / patrons of the leisure facilities currently located along Brawny Road.
- 12.4.9.** To summarise, the prioritisation of pedestrians / cyclists has been a key consideration within the scheme. Segregated pedestrian / cycle routes are catered for along the entire length of the main avenue. Where appropriate, pedestrian / cycle routes through public open spaces area also catered for. It is considered that the proposed street network promotes the prioritisation of pedestrians /cyclists. 5 no. new connection / access points to the Old Rail Trail Greenway are catered for. 6 no. controlled crossings on the avenue are catered for. It is considered that the proposed scheme allows for ease of safe movement for pedestrians / cyclists travelling from east to west and from north to south.



## 13.0. Infrastructural Services

**13.0.1.** This section of the Planning Report provides an overview of the proposed infrastructure required to support the development. For full details please refer to the Engineering Services Report and associated drawings prepared by DBFL Consulting Engineers which accompany the application.

### 13.1. Foul Sewers

- 13.1.1.** Foul sewage from the site will drain by gravity to an existing 525mm diameter foul sewer that traverses the site from east to west which outfalls towards the Old Rail Trail Greenway. It is noted that there are 2 no. separate Irish Water projects to improve foul drainage infrastructure in Athlone to increase existing capacity at the Athlone Wastewater Treatment Plant.
- 13.1.2.** The proposed foul discharge point is to the existing 525mm diameter sewer located at the southwest corner of the western catchment. Diversion of this existing sewer will be required in order to accommodate the development. Raising of ground levels may also be required in localised areas, particularly in the eastern catchment, in order to enable gravity connections with acceptable levels of cover to the proposed foul drainage network.
- 13.1.3.** The proposed foul drainage network will comprise of a series of main sewers, 150mm/225mm diameter in size, which will serve the majority of the residential dwellings. These will then discharge to the diverted 525mm trunk sewer. Some of the residential dwellings will discharge directly to the diverted trunk sewer due to its proximity. Each residential dwellings will be serviced by individual 100mm diameter connections in accordance with Irish Water Code of Practice. Please refer to Drawing No. 180176-DBFL-FW-SP-DR-C-1021 & Drawing No. 180176-DBFL-FW-SP-DR-C-1022 prepared by DBFL Consulting Engineers for full details.
- 13.1.4.** Using Irish Water parameters, the peak flow from the site is calculated as 20.51 l/s, however using the EN752 method in MICRODRAINAGE the peak flow is 24.7 l/s. The pipes have been sized in MICRODRAINAGE to accommodate the larger value. Pre-connection enquiry feedback received from Irish Water states that the existing watermain network can accommodate the development without upgrade.
- 13.1.5.** Foul sewers have been designed and will be constructed in accordance with the Irish Water's 'Standard Details for Wastewater Infrastructure' and 'Code of Practice for Wastewater Infrastructure' and with existing Building Regulations. Standard drainage details will be in accordance with Irish Water connection and developer services standard details for Wastewater Infrastructure.
- 13.1.6.** For further details please refer to the Engineering Services Report and the associated drawings prepared by DBFL Consulting Engineers which accompany the application.

### 13.2. Surface Water

- 13.2.1.** There is an existing 1350mm diameter surface water sewer traversing the site from east to west - of which a length of approximately 563 meters will be diverted. 2 no. 750mm diameter surface water sewer from existing developments north of the development site also currently discharge to the existing 1350mm diameter sewer at separate locations. The easternmost of these 750mm sewer will need to be diverted as part of the development (approximately 109 meters).
- 13.2.2.** The surface water network will be split into two catchments east and west which each having its own attenuation system and outfall. Surface water management for the development is designed to comply with the 'Greater





Dublin Strategic Drainage Study (GDSDS) Regional Drainage Policies Technical Document – Volume 2, New Developments, 2005’ and the ‘Greater Dublin Regional Code of Practice for Drainage Works, V6.0 2005’. CIRIA Design Manuals C753, C697 and C609 have also been used to design the surface water drainage system within the site.

- 13.2.3. The GDSDS guidelines require 4 no. main criteria to be provided by a development’s surface water design. These criterion have been satisfied within the drainage design for the development.
- 13.2.4. The proposed surface water discharge point is to the existing 1350mm sewer noted above. The site has been split into two separate catchments, which will be served by its own surface water drainage network, both discharging to the existing 1350mm trunk sewer. As mentioned above, this existing sewer traverses the site from east to west, which ultimately discharges to the south-west corner of the western catchment.
- 13.2.5. Diversion of this existing sewer will be required in order to accommodate the development. The existing 750mm diameter surface water sewers will continue to discharge to the diverted 1350mm sewer, however, the easternmost of these sewers will need to be diverted as part of the development works. Surface water runoff from the site’s road network will be directed to a proposed surface water pipe network via road gullies while surface water from roofs will be routed to the proposed surface water pipe network via the porous aggregates beneath permeable paved driveways (providing an additional element of attenuation).
- 13.2.6. For further details please refer to the Engineering Services Report and the associated drawings prepared by DBFL Consulting Engineers which accompany the application.

### 13.3. SuDs

- 13.3.1. It is proposed to use a sustainable urban drainage system (SuDS) approach to stormwater management throughout the site as required by Westmeath County Council, and ‘The Greater Dublin Strategic Drainage Study’ and the ‘Greater Dublin Regional Code of Practice for Drainage Works’. Additionally, these systems are recommended under ‘The Planning System and Flood Risk Management’ guidelines (2009).
- 13.3.2. The overall SuDs strategy aims to provide an effective system to mitigate the adverse effects of urban stormwater runoff on the environment by reducing runoff rates, volumes and frequency, reducing pollutant concentrations in stormwater, contributing to amenity, aesthetics and biodiversity enhancement and allow for the maximum collection of rainwater for re-use where possible. In addition, SuDS features should aim to replicate the natural characteristics of rainfall runoff for any site by providing control of run-off at source.
- 13.3.3. SuDs features incorporated into the development includes for permeable paving, catchpit manholes, filter drains, detention basins, petrol interceptors, cellular attenuation systems & green roofs. For further details please refer to the Engineering Services Report and the associated drawings prepared by DBFL Consulting Engineers which accompany the application.

### 13.4. Watermains

- 13.4.1. There is an existing 200mm diameter uPVC in the Brawny Road to the north west corner of the site, which branches off into 2 no. 100mm mains, and an existing 200mm diameter uPVC watermain on the R916 to the east of the site.
- 13.4.2. A connection will be made to the existing 200mm diameter watermain in Brawny Road to the northwest corner of the site. A second connection will be made to the main in the R916 road to supply the site from the east. A proposed 200mm diameter watermain with fire hydrants will be provided along the spine of the development with



a number of 100mm/150mm looped branch mains off this spine along adjoining roads to service the wider development. Individual houses will have their own 25mm connections to the distribution water mains via service connections and meter / boundary boxes.

- 13.4.3. The average total water demand for the site is 245.68 m<sup>3</sup> per day. The supply arrangements will be carried out to the requirements of Irish Water. Pre-connection enquiry feedback received from Irish Water states that the existing watermain network can accommodate the development without upgrade.
- 13.4.4. For further details please refer to the Engineering Services Report and the associated drawings prepared by DBFL Consulting Engineers which accompany the application

### 13.5. Flood Risk Assessment

- 13.5.1. A Site Specific Flood Risk Assessment (SSFRA) for the development has been prepared by DBFL Consulting Engineers in accordance with the requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities” (2009). The SSFRA is enclosed with the application – please refer to same for full details.
- 13.5.2. The application site is located within Flood Zone C as defined by the Guidelines and based on the Eastern Catchment Flood Risk Assessment and Management (ECFRAMS) mapping. Residential development is therefore appropriate for the application site’s flood zone category and a justification test as outlined in the Guidelines is not required.
- 13.5.3. The Guidelines sequential approach is met with the ‘Justify’ & ‘Mitigate’ principals being achieved. The SSFRA report includes for flood mitigation measure(s) which, if fully implemented, are sufficient to provide a suitable level of protection to the development and will not cause an increased risk of flooding to external properties.
- 13.5.4. In the event of extreme pluvial flooding then overland flood routes would direct water towards the open space areas. Should extreme pluvial flooding occur in excess of the development’s drainage capacity i.e. exceeding 1%AEP, then overland flood routes towards the on-site open spaces would protect the development and houses with lowest proposed floor levels.
- 13.5.5. To summarise, the development is located within Flood Zone C which is appropriate for the development proposal. The development has been designed to ensure that the risk of flooding of the development is reduced as far as is reasonably practicable. The development does not increase the risk of flooding to adjacent area and roads once mitigation measures are implemented.
- 13.5.6. For full details please refer to the SSFRA prepared by DBFL Consulting Engineers which is enclosed with the application.

### 13.6. Other Services

- 13.6.1. There are no impediments to connections to existing natural gas and broadband services infrastructure in the area.



## 14.0. Part V Requirements

- 14.1. The application for Strategic Housing Development is submitted as a joint venture between the applicant (Alanna Roadbridge Developments Ltd.) and the landowner (WMCC). To this end, a letter of consent from the landowner is enclosed with the application – please refer to same for full details.
- 14.2. As part of the development agreement between the applicant and WMCC, the development caters for 174 no. social housing units to be given to the local authority, which represents approximately 30% of the proposed no. of dwellings – for full details on the location of these units please refer to enclosed Drawing No. D1409-PL10 'Proposed Social Housing' prepared by Delphi Design which is enclosed with the application.
- 14.3. Notwithstanding same, the applicant also fully intends to comply with the requirements of Part V, Section 96 (3)(b)(i) of the Planning and Development Act 2000 (as amended). Under Part V, the applicant is required to put forward 58 no. dwellings, representing 10% of the proposed no. of dwellings, to comply with the requirements of Part V of the Planning and Development Act. For clarity, we confirm that Part V provisions are included for within the 174 no. dwellings for social housing which are part of the development agreement between the applicant and WMCC.
- 14.4. We enclose with the application details of the unit types and estimated associated costs for the 174 no. social housing units. The information enclosed is intended to provide a reasonable estimate of the costs and values of the proposed units based on construction costs and values prevailing at the time of the application being submitted to An Bord Pleanála (February 2021). The information set out is for the purposes of facilitating the application and will be subject to finalisation and formal agreement with the local authority (WMCC) should a grant of permission be forthcoming. The ultimate agreement with regard to compliance with Section 96 of the Act is dependent upon receipt of a final grant of permission and on the site value at the time the permission is granted. The applicant intends to fully comply with the requirements of Part V of the Planning and Development Act 2000 (as amended) and the Housing Strategy of WMCC with respect to the provision of social housing.



## 15.0. Phasing

15.1. In order to ensure coherent delivery of development enclosed as part of the application is a proposed phasing plan. The proposed phasing plan is detailed on the enclosed Drawing No. D1408-PL12 'Phasing Plan' prepared by Delphi Design. As detailed on the enclosed drawing the development will be delivered in sectors as per the below:

- **Sector 0:** Delivery of the east-west access route (Lissywollen Avenue) and associated road development works and pedestrian / cyclist routes along the avenue. The avenue has received LIHAF funding and will be delivered prior to residential construction taking place.
- **Sector 1A:** It is proposed to commence the residential elements of the development from the east. Sector 1A is located at the eastern end of the scheme to the north of the avenue. This sector comprises Blocks A, B, C, & D and dwelling no.'s 17-88. Sector 1A will therefore deliver 47 no. duplex and apartment units and 72 no. houses totalling 119 no. dwellings. Sector 1A also includes for the delivery of the creche in Block C and the community hub in Block D. Sector 1A also includes for the delivery of the urban plaza, parkland area, and the habitat buffer.
- **Sector 1B:** Sector 1B is located at the eastern end of the scheme to south of the avenue. This sector comprises Blocks E & F and dwellings no.'s 137-222. Sector 1B will therefore deliver 17 no. duplex and apartment units and 86 no. houses totalling 103 no. dwellings. Sector 1B also includes for 2 no. pocket parks and a connection into the Old Rail Trail Greenway.
- **Sector 2A:** Sector 2A is located in the central part of the scheme to the south of the avenue. This sector comprises Blocks G & H and dwellings no.'s 227-264, 277-292 & 329-364. Sector 2B will therefore deliver 16 no. duplex and apartment units and 54 no. houses totalling 70 no. dwellings. Sector 2A also includes for 1 no. pocket park and 3 no. connections to the Old Rail Trail Greenway.
- **Sector 2B:** Sector 2B is located to the east of the existing Brawny residential estate, both north and south of the avenue. This sector comprises Block K and dwelling no.'s 293-307 & 329-355. Sector 2A will therefore deliver 21 no. apartments and 51 no. houses totalling 72 no. dwellings. Sector 2B also includes for a connection to the Old Rail Trail Greenway.
- **Sector 3A:** Sector 3A is located at the western end of the scheme to the north of the avenue. This sector comprises Blocks L, M, N, O, P & Q. Sector 3A will therefore deliver 146 duplex and apartment units (including for the basement of Block L).
- **Sector 3B:** Sector 3B is located at the western end of the scheme to south of the avenue. This sector comprises Blocks R,S & T and dwellings no.'s 555-576. Sector 3B will therefore deliver 44 duplex and apartment units and 22 no. houses totalling 66 no. dwellings. Sector 3B also includes for the delivery of the creche located on the ground floor of Block T and 1 no. pocket park.

15.2. Table 9 below summaries the above phasing proposals.



Sector	Phasing Sequence	No. of dwellings	Other
<b>Sector 0</b>	First Phase	0	Lissywollen Avenue & associated road development works & pedestrian / cyclist infrastructure
<b>Sector 1A</b>	Second Phase	119	1 no. creche 1 no. community hub 3 no. public open spaces
<b>Sector 1B</b>	Second Phase	103	2 no. public open spaces 1 no. connection the Old Rail Trail Greenway
<b>Sector 2A</b>	Third Phase	70	1 no. public open space 3 no. connections the Old Rail Trail Greenway
<b>Sector 2B</b>	Third Phase	72	1 no. connection the Old Rail Trail Greenway
<b>Sector 3A</b>	Fourth Phase	146	Basement parking (Block L)
<b>Sector 3B</b>	Fourth Phase	66	1 no. creche 1 no. public open space
<b>Totals</b>		<b>576</b>	-

*Table 9 - Summary of phasing proposals.*

- 15.3.** It is considered that proposed phasing of development, as detailed above and on No. D1408-PL12 Phasing Plan' prepared by Delphi Design, represents a coherent and logical phasing proposal for the development which will see infrastructure delivered in an appropriate manner and in tandem with residential development.
- 15.4.** It should be noted that the phasing details submitted above are a proposal and it is considered that, given the scale of the development and the nature of the development agreement between the applicant and the landowner (WMCC), a final phasing plan can be agreed with the local authority prior to commencement of development should a grant of permission be forthcoming.

## 16.0. Protected Structures

- 16.1.** There are no Protected Structures on or in the vicinity of the site.





## 17.0. Summary of Planning Report

- 17.1. Alanna Roadbridge Developments Ltd. are applying to An Bord Pleanála for permission for Strategic Housing Development in the townlands of Lissywollen, Kilnafaddoge & Retreat, and partially traversing the townlands of Curragh, Cloghanboy (Strain) & Cloghanboy (Homan), Athlone, County Westmeath, on site measuring c. 17.64 hectares.
- 17.2. In summary, the proposed Strategic Housing Development consists of 576 no. dwellings comprised of:
- 60 no. 1 bed dwellings
  - 212 no. 2 bed dwellings
  - 254 no. 3 bed dwellings
  - 50 no. 4 bed dwellings
- 17.3. The proposed apartment and duplex units are provided for in 18 no. blocks ranging from 2 to 5 storey in height. All of the proposed houses are 2 storey dwellings. The development caters for 2 no. childcare facilities comprised of a 2 storey crèche (c. 321m<sup>2</sup>) located on the ground & first floors of Block C and a 1 storey crèche (c. 448m<sup>2</sup>) located on the ground floor of Block T. The development also caters for 1 no. community hub (c. 101m<sup>2</sup>) located on the ground floor of Block D.
- 17.4. In accordance with the objectives for the application site contained in the relevant local area plan, being the Lissywollen South Framework Plan 2018-2024, the development caters for the construction of a new east-west access route (Lissywollen Avenue) through the site, extending from the existing Ballymahon roundabout (on the R915 - to the west) to the existing Garrycastle roundabout (on the R916 - to the east) and all associated road development works.
- 17.5. The development also caters for the provision of public open spaces, hard and soft landscaping, public lighting, car & bicycle parking, pedestrian and cyclist connections to Old Rail Trail Greenway, bin storage, 6 no. ESB sub-stations, drainage and attenuation, utility services etc. and all associated site development works.
- 17.6. It is considered the the proposed development caters for an appropriate mix of dwellings and building form which will see the development of the new urban quarter for Athlone envisaged by the Lissywollen South Framework Plan 2018-2024. The building typologies and proposed external / material finishes cater for the development of several neighbourhoods / character areas across the scheme each with an individual sense of place and community. Generous accommodation sizes are provided throughout the scheme to ensure a high quality of living for future residents.
- 17.7. The net density of the development equates to c. 42 dwellings per hectare which is considered appropriate and in compliance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009). In accordance with the guidance of Lissywollen South Framework Plan 2018-2024 the development also caters for variation in density across the scheme which responds to the context of the site.
- 17.8. Careful consideration has been given to the design of the proposed Lissywollen Avenue to ensure that the avenue acts as an avenue, with a strong urban edge, pedestrian / cyclist prioritisation, and an appropriate level of activity and sense of place.
- 17.9. The development caters for segregated pedestrian / cyclist routes throughout and caters for 5 no. new access points onto the Old Rail Trail Greenway. The provision of these routes / connections ensure that the scheme is not dominated by cars and shifts to more sustainable transport modes are promoted.



- 17.10.** A hierarchy of interconnected public open spaces of an appropriate scale are catered for within the scheme which provide usable recreation spaces for future residents. Where appropriate these public open spaces cater for pedestrian / cycle routes to ensure pedestrian / cyclist prioritisation and the promotion of sustainable transport modes.
- 17.11.** It is considered that the proposed Strategy Housing Development represents proper planning and sustainable development of the subject site and supports the objectives of the Lissywollen South Framework Plan 2018-2024, the Athlone Town Development Plan 2014-2020, the Westmeath County Development Plan 2014-2020, as well as the objectives of the national & regional planning policy. Therefore, it is considered that the proposed development should be judiciously considered and granted permission.
- 17.12.** Please see the pages over for appendices.



## **18.0. Appendices**

**Appendix A** - Minutes of Section 247 Pre-Planning Consultation with WMCC

**Appendix B** - Record of Pre-Application Consultations with An Bord Pleanála

**Appendix C** - An Bord Pleanála's Notice of Pre-Application Consultation Opinion



## **Appendix A - Minutes of Section 247 Pre-Planning Consultation with WMCC**

**Project** SHD – Lissywollen Housing Development  
**Time & Date** Thursday 25<sup>th</sup> July 2019 @10.00am  
**Meeting Type** Section 247 Planning Consultation  
**Location** Westmeath County Council Offices, Mullingar

Attendees:	Company/Organisation	Abbreviation
David Hogan – Director of Services	WCC	DH
Cathaldus Hartin – Senior Planner	WCC	CH
Orla McGann – Senior Executive Planner	WCC	OMcG
Lorraine Middleton – Executive Planner	WCC	LM
Damien Grennan – Senior Engineer	WCC	DG
Patrick Nally – Senior Executive Engineer	WCC	PN
Mark Keaveney - Senior Executive Officer	WCC	MK
Jonathan Deane - Senior Engineer	WCC	JD
David Smith	Delphi - Architecture	DS
Alan Fenton	Delphi – Architecture (Planning)	AF
Laura McLoughlin	DBFL - Engineering	Lmcl
Cathal Ross	RMDA Associates - Landscape	CR
Sarah Forde	Alanna Roadbridge	SF

David Hogan Director of Services opened the meeting:

DH: This meeting constitutes a formal planning consultation under Section 247 of the Planning & Development Act. It is one of several other meetings that have taken place in respect of the proposed development at Lissywollen.

All attendees introduced themselves and their role in the project

CH; Proposes an agenda driven meeting format or asks if attendees would prefer an alternative format

DS : Suggests that he goes through the work that has undertaken to date in relation to the completion of the tender submission. He describes the number of houses, Duplex and apartments proposed in the development. The site is connected to the existing road networks parallel to the main road. A lot of work has taken place on the layout design, drainage, roads and open spaces in order to provide the required no of houses. Laura Mc Loughlin from DBFL will answer any queries about drainage, roads and transport and Alan Fenton will summarize the archaeology of the site. In order to progress to a successful application a collaborative approach to resolve problems is necessary.

CH: Queries the role of water services in the project

JD Reiterates the need to liaise with Irish Water



LmCL: Irish water issue a design acceptance certificate once they are satisfied with the submitted design but this may take some time

DS Refers to the current document wherein the site layout and road layout has been tightened, improved and updated with a defined connection to the green spaces from existing housing scheme. The quota for 170 Social and Affordable houses is maintained within the overall quota for units. There are 5 character areas and a central green space. Each character area has its own house type and the west end of the site interacts well with existing housing scheme. The type and style of the buildings integrates into the site. The House types have not changed and are as agreed so far. There will be landscaping in the central green area. The Development will be carried out in phases as in 1a, 1b, 2a,2b, 3a, 3b moving east to west.

CH: Given that Houses are to the east of the site and apartments to the west, he asks if the construction phases follow through in numerical format or is it flexible.

DS: The construction phases are flexible and may jump from 1a to 2b for example if required. The Social units design and numbers have not changed, however the numbers of units for the rest of the development may not be identical and as there is still work to be done. The site plan will be re-issued. The unit for the childcare Creche at the west end has not changed. It is the ground floor unit of one of the apartment blocks and there is provision for a second creche at the north eastern end of the development. The retention of the second Creche will depend on demand however we will be including both in our application.

The house types and apartment types that have been agreed have not changed since the tender submission, however the buildings in the centre have been amended. There is more work to do on these apartment types. He refers to page 59 of the submitted preplanning document pack and adds that there is a slight adjustment to the street hierarchy. The footpaths, access for pedestrians and cyclists and access to the green routes are still the same.

PN: The residents will be required to maintain the green areas within the scheme.

CH: Asks if all work related to the proposed development is contained within the red line of the map. Advises that a letter of consent from the Council is required to make a planning application on Council owned lands.

PN: Advises that there is a missing link of road which serves the Gaelscoil between the school and the Old Rail Trail, which should be included within the red line boundary.

DH: Agrees and further advises that the red line does not extend to the roundabout to the west and Garrycastle to the east.

MK: The land that was made available for development is contained within the blue line under the development agreement and the access road was agreed through the procurement process

CH; A traffic impact assessment is a requirement

LmCL The traffic impact assessment is not finalized

- DH; The traffic impact assessment should include a statement regarding the missing road link beyond the Gaelscoil. We can draw a line on this as this is work that can be finished off by Westmeath County Council
- CH: This could lead to complications with AnBP due to vulnerabilities associated with project splitting and the consent process and delays associated with Part 8.
- DG: The Traffic Impact Assessment will provide a picture of what is required
- LmCL: Requests meeting with the transport team and her staff
- PN; Refers to contradictions in the scoping document, he says that the TIA is most important. TIA to be finalised and issued to DG and PN for comment.
- CH; Proceed with the engineering element of the project as the layout is agreed
- PN: Asks if the drawings for the roads came from DBFL?
- LmCL; Advises that it does
- DG: Advises that from a road's perspective traffic calming issues and pedestrian crossing facilities for vulnerable road users are a priority.
- DH Green space should be maximized around the clusters of houses, and traffic to be slowed through the development
- DG Informs that reference material can be accessed from TII and that controlled crossing is essential
- MK The Green serves Brawny north and south, Measures to control traffic from speeding are required and specific details in relation to these measures need to be submitted as existing residents in Brawny are concerned and they require this information.
- DH Asks the consultancy team to come back with proposals
- MK The concerns of the Brawny residents need to be addressed
- DH; 30km per hour is the speed limit through the estate
- DG: Suggests that the team consult the DMURS and adds that there is a public lighting manual on Westmeath County Council website. He suggests that they consult with TII on their scoping report and to revert with feedback. He refers to the noise report submitted and informs that TII consent is required and that they should engage with TII on noise issues. He advises them to take a look at the TII reports on noise mapping in relation to the N6 through Athlone Town. The TIA requires a lot of attention as it impacts on adjoining road networks.
- LmCL: We will table all of this
- PN There is a section of road beside the Gaelscoil inside the blue line but not inside the red line, there is a missing link.
- DG: We will be happy to meet in relation to the revised site layout.
- CH: One issue that hasn't been flagged at earlier meetings is the proposed pedestrian link across the motorway on the north side. It will be important to look at what this may mean

for both a planning and project perspective. A special contribution would be expected from the developer towards the provision of this pedestrian link.

JD: Ongoing engagement with Irish Water to ensure all services all in order is essential.

PN: WCC won't be maintaining landscaping. He informs the team that there is an existing infrastructure of surface and foul water network on this site.

Lmcl: We haven't seen it

PN: It is a substantive network that cost a 7 figure sum to install. Ciaran Jordan from Westmeath County Council was in charge of this project several years ago when it was expected that this site would be developed before the economic crash. You may be able to tweak the design to retain this.

CR: Considered that it would be a sin to rip it out and that there may be a possibility that the design could be tweaked to accommodate it.

PN: Recalled issues about the manholes on the site and that they had to be raised. The relevant map and drawings are stored in the Housing Department. There were some concerns at the time that the infrastructure may be too close to the surface. The Gas line also runs through this site.

JD Refers to the Climate Adaptation Plan and advised reference to TII Cycle Usage Guidelines. Attention to design where cycle route leads onto the cycle trail adjacent to the site is essential as accessibility and permeability will be a required feature of the design. He queries the SUDS document.

Lmcl: Responds that it will forwarded to JD for comment

OmcG; Refers to the following issues

- Scoping report mistakenly references ATP rather than the Lissywollen South Framework Plan as the relevant planning policy. The existence of Molinia Meadows to the northwest of Brawny referenced in Dept's submissions to the Lissywollen South Framework Plan, objective in Lissywollen Framework Plan in relation to same. With regard to the archaeological report, reference should be made to archaeological find on the adjoining Athone Town football club lands. Revised proposals required for the apartment scheme in the centre of the proposal – three storey apt block considered to be too austere, lacks visual interest. Revised proposals are required for the landmark building to the northwest of the site, concern is raised regarding the height of same, its visual dominance. The design of same should reflect its prominent location at the entry to the proposed scheme. Proposals required for the maintenance/management of the open spaces on site. Design Statement required for the proposed scheme. A School Capacity assessment is required. A Landscaped buffer to the provided along N6 including noise attenuation measures. Outdoor play areas and dedicated parking facilities and set down areas to be provided for both creches. Need to promote place-making principles on site – Lissywollen LAP refers to the provision of public artwork on the green serving Brawny – can liaise with the Arts Officer Miriam Mulrennan in relation to same.

OmcG; Queries intended phasing of the creche facilities. Requirement for the delivery of creches in tandem with development.

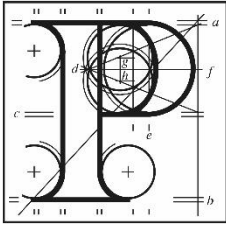
- DS; Explains that the creche on the western end is the ground floor of the apartment block so it will be built at that time and the creche at the eastern end is a standalone building.
- OmcG: Asks about the management of open spaces on the project
- CR: Replies that the estate will be taken in charge
- PN: Advises that even though the estate will be taken in charge, maintenance of the green areas will not be carried out by Westmeath Co Council. Residents committees normally look after the green areas.
- DS; Queries what happens given that there are 170 units in the development will be owned by Westmeath County Council.
- PN: We don't maintain any housing estates.
- CR: There will be management companies put in place to manage the apartments.
- PN: Queries their plans for boundary Treatment
- DG: Informs that the council will require a detailed plan to be agreed in relation to boundary treatment. The developers need to decide on an appropriate treatment plan to prevent the accumulation of litter in this area and they also need to consider hedgerow maintenance
- PN The council take the roads footpaths and lighting in charge
- CH: Asks about the proposed parking provisions
- DS: 1 car per unit and visitor parking
- CR: We will designate off curtilage spaces
- OmcG: Notes the inclusion of chimneys on some of the residential units - queries in light of climate change agenda.
- DS; All the units are highly insulated so much so that residents won't require fires. The house designs are appealing to most people and chimneys have been included in some units to offer buyers choice.
- CR: Informs that the team have been liaising with Sherry Fitzgerald Auctioneers for advice on what sells.
- LM: Advises that the layout, permeability, Character areas, open space distribution, house types and the distribution of open spaces within the scheme is generally accepted. In Parcel 1, the guiding principle in relation to development of this area is to create a strong sense of place with connections to the established community. Concern raised regarding inter-relationship between the apartments in Parcel 1 and Brawny. Concern is also raised regarding the design of the two central apartment blocks in this area. Apartments should be designed for lifelong adaptability. In relation to the road to the southern section of Brawny (through road), need to address the treatment of same bounding existing housing - need to protect amenity of existing residents. Details required of crossing point at this location. Requested details for green route connections onto Galway – Dublin Greenway, given level changes. Queried car parking facilities and the placing/storage and collection of refuse bins serving the proposed apartment blocks.

- DS: Mentions that he could present the plans in a 3Dvisual format for clarity.
- LM: Triple glazing should be installed in the units adjoining the N6 to prevent noise from traffic.
- CH: Queries whether a housing need demand assessment has been undertaken, in particular having regard to the
- DS: A brief housing assessment was carried out for the tender process. The decision to build apartments at the western end is based on market demand.
- CH; The housing assessment may be an issue from AnBP perspective
- CR: A good mix of units is proposed throughout the scheme.
- DH: Our Social Housing need reflects the broader housing need.
- CH: Queries the issue of density.
- DS The red line could be expanded for re-calculation purposes if there is a need to meet density requirements
- CH Advises Laura to liaise with Damien Grennan on the Traffic Impact Assessment, Drainage and revised designs.
- DS: Requests that another meeting is formalized
- DH: Request a time line for the delivery of all the information.
- LmCL: Reminds the meeting that the consultancy team is still awaiting a Design Acceptance Certificate from Irish Water.
- DS: Advises that everything else is complete.
- DH: Asks how long is the project going to take
- CR; Roadbridge will build the road in 3 months
- DS: We are already 9 or 10 months working on the project
- DH: A public consultation exercise will be undertaken in relation to the construction of the spine road through the scheme.
- DS: The road route is fixed
- DG: We can meet next week
- DH: We will be having a further meeting with the Brawny residents
- MK: We will require details of the crossing areas for this meeting
- DS: We will provide a 3D Image of our plans
- MK: The Councilors will require feedback
- DS: We will respond within 2 weeks
- DH: Your response should contain exact details for example whether a crossing is Pelican or Pedestrian . The more information that you submit the better.





## **Appendix B - Record of Pre-Application Consultations with An Bord Pleanála**



An  
Bord  
Pleanála

## Record of Meeting ABP-305726-19

<b>Case Reference / Description</b>	547 no. residential units (279 no. houses, 268 no. apartments), 2 no. creches and associated site works. Lissywollen, Athlone, Co. Westmeath.		
<b>Case Type</b>	Section 5 Pre-Application Consultation Request		
<b>Date:</b>	11 <sup>th</sup> December 2019	<b>Start Time</b>	11:05 a.m.
<b>Location</b>	Offices of An Bord Pleanála	<b>End Time</b>	12:35 p.m.
<b>Chairperson</b>	Tom Rabbette	<b>Executive Officer</b>	Ciaran Hand

### Representing An Bord Pleanála:

Tom Rabbette, Assistant Director of Planning
Una O' Neill, Senior Planning Inspector
Ciaran Hand, Executive Officer

### Representing Prospective Applicant:

Tracy Armstrong, Planning Consultant, Delphi Design
Alan Fenton, Planning Consultant, Delphi Design
David Smith, Architect, Delphi Design
Slavica Polic, Architect, Delphi Design
Thomas Jennings, DBFL
Laura McLoughlin, DBFL
Ronan MacDiarmada, RMDA
Thomas Freeman, Applicant
Sarah Forde, Applicant
Emer O'Brien, Applicant
Cathal Ross, Applicant

## **Representing Planning Authority**

Barry Kehoe, Director of Services Planning and Transportation
Cathaldus Hartin, Senior Planner
Lorraine Middleton, Executive Planner
Paula Hanlon, Senior Executive Planner
Mark Keaveney, Director of Services Housing
Paul Hogan, Senior Executive Architect
Damien Grennan, Senior Engineer Transportation
PJ Carey, Senior Executive Engineer Transportation
Patrick Nally, Senior Executive Engineer (Athlone Moate District Engineer)
Jonathan Deane, Senior Engineer Water Services, Environment and Climate Change

## **Introduction**

The representatives of An Bord Pleanála (ABP) welcomed the prospective applicant, Planning Authority (PA) and introductions were made. The procedural matters relating to the meeting were as follows:

- The written record will be placed on the pre-application consultation file and will be made public, along with that file, should an application arise following the conclusion of this consultation process,
- ABP received a submission from the PA on 14<sup>th</sup> November 2019 providing the records of consultations held pursuant to section 247 and its written opinion of considerations related to proper planning and sustainable development that may have a bearing on ABP's decision,
- The consultation meeting will not involve a merits-based assessment of the proposed development,
- The meeting will focus on key site-specific issues at strategic overview level, and whether the documents submitted require further consideration and/or amendment in order to constitute a reasonable basis for an application,
- Key considerations will be examined in the context of the statutory development plan for the area and section 28 Ministerial Guidelines where relevant,
- A reminder that neither the holding of a consultation or the forming of an opinion shall prejudice ABP or the PA concerned in relation to any other of their respective functions under the Planning Acts or any other enactments and cannot be relied upon in the formal planning process or in legal proceedings.

The ABP representatives acknowledged the letter dated 1<sup>st</sup> November 2019 formally requesting pre-application consultations with ABP. Prospective applicant advised of the need to comply with definition of SHD as set out in the Act of 2016, in relation to thresholds of development. It was also noted that the Inspector dealing with the pre-application consultation request would be different to who would deal with the application when it was submitted. Recording of the meeting is prohibited.

## **Agenda**

1. **Development Strategy for the site to include, inter alia, the layout and design of the street network, specifically the east-west Lissywollen Avenue and urban edge/interface of buildings with this street, with specific reference to criteria set out in the Lissywollen Framework Plan and compliance with the criteria set out in the Urban Design Manual, A Best Practice Guide 2009.**
2. **Pedestrian/Cyclist links across the development, links to the Old Rail Trail, and pedestrian priority from the School to the Old Rail Trail.**
3. **Urban Design Issues.**
4. **Appropriate Assessment Screening.**
5. **Site Services.**
6. **Any Other Matters.**

1. **Development Strategy for the site to include, inter alia, the layout and design of the street network, specifically the east-west Lissywollen Avenue and urban edge/interface of buildings with this street, with specific reference to criteria set out in the Lissywollen Framework Plan and compliance with the criteria set out in the Urban Design Manual, A Best Practice Guide 2009.**

### **ABP sought further elaboration/discussion on:**

- Design and layout of east-west Lissywollen Avenue, its design as a distributor road, lack of a strong urban edge, level of set-back from the road due to parking.
- Lack of enclosure by buildings and question over ability of planting alone to create enclosure.
- Lissywollen Framework Plan and its overall vision for the area.
- Requirement of RSES to create a new urban quarter at this location.
- Landscape strategy, overall hierarchy, function and usability; overlooking of open space, lack of enclosure by buildings.
- Landscaping and noise barriers along N6.
- Density and housing mix.

### **Planning Authority's comments:**

- The east-west route has the potential for a link, but it could function as a local street
- The road layout is linked with the open greenway of spaces.
- Scale and massing could be improved.
- Orientation of blocks relative to Lissywollen Avenue and overlooking of the street.
- Urban design is more of an issue than density.
- The mix should cater for sustainable communities.

### **Prospective Applicant's response:**

- Location of the road is at the desired point of entry.
- Roads are DMURS compliant.
- Definition of entry by blocks D, E and F, and creation of focal points at blocks A, B and C.
- There is linkage between open spaces.
- Hedgerows are being kept.
- Pepper potting of social housing is proposed.
- The density is 43 units per hectare. Roads and open spaces are excluded from the calculation.

- The housing mix is meeting requirements.

**Further ABP comments:**

- There is a need to create a sense of enclosure along the east-west road and greater emphasis on the creation of a new urban quarter is required.
- Re-examine the parking strategy.
- Clarify the number of 2 bed 3 person apartments, in relation to SPPR guidance.
- Density would appear to comply with national guidance.

**2. Pedestrian/Cyclist links across the development, links to the Old Rail Trail, and pedestrian priority from the School to the Old Rail Trail.**

**ABP sought further elaboration/discussion on:**

- Pedestrian and cyclist movement strategy, which is recognised as being key to the success of the area given the existing asset of the Old Rail Trail Greenway and proximity via this route to the town centre, schools, Athlone IT and businesses.
- Proposal for existing pedestrian/cyclist route at western boundary to be altered to incorporate a street catering for car parking.
- Proposal for communal parking spaces located proximate to the pedestrian/cycle links onto the Old Rail Trail.
- Level of overlooking of the Old Rail Trail and ability to highlight/announce the access points through design of dwellings.

**Planning Authority's comments:**

- Pedestrian/cyclist links are important.
- There is good connectivity and permeability for cycles routes.
- There is provision for the proposed bridge over N6 and it is important to connect this appropriately back into this development and to the Old Rail Trail.
- School links to the Old Rail Trail are important.
- The framework allows some flexibility.
- The overall aims are in principle satisfactory.
- Detail how this proposed development respects Athlone.
- This is a transition zone between existing residents and future residents.
- More information is needed for reverse parking.
- There should be provision for 2 more bus stops at the northern side of the road.
- Electric car charging should be included.
- There should be a mobility and management plan included.

**Prospective Applicant's response:**

- Pedestrian and cycle links will be detailed
- There will be strong connections from the school to the Old Rail Trail.
- Comments noted.

**Further ABP comments:**

- There needs to be more detail regarding open spaces at the greenway entrance



- Outline the pedestrian and cycle links across the development, need to ensure north-south as well as east-west movement. North-south movement would be improved if there was an improved urban edge to the street.

### **3. Urban Design Issues.**

#### **ABP sought further elaboration/discussion on:**

- Passive surveillance of open space and along pedestrian/cycle routes through the scheme.
- Requirement for dual aspect units at appropriate locations.
- Design of apartment block J and interaction with open space.
- Design of entrance blocks and creation of a strong urban edge.
- Positioning of blocks B and C relative to the road and block A at the western entrance.

#### **Planning Authority's comments:**

- This is a public/private development
- Houses are facing the greenway which is positive, with no parking to the front which would have created inappropriate set backs.
- Access to Garrycastle could be stronger
- Block A is not positioned in a sufficiently prominent manner.
- There should be more elevations overlooking open space.
- Gable of end of duplex units onto the road is not appropriate.
- Open space is squeezed between block B and C
- There needs to be more of an urban feel.

#### **Prospective Applicant's response:**

- A strong urban edge is being created at certain points.
- There are small green spaces.
- Houses have a visual link to the green space.
- Northern side of the avenue has a stronger urban edge.
- There needs to be information for blocks B, D, and F in relation to overlooking, overshadowing and connectivity.
- More detail will be provided regarding units on the ground floor of duplex units.
- Two crèches are required by Framework Plan to serve the population.

#### **Further ABP comments:**

- The urban edge needs to be tighter, better defined.
- There are set backs and gable ends onto the east-west route, creating a weak urban area and a suburban feel.
- Separation distances have weakened the urban edge.
- Address dual aspect of duplex units.
- 2 creches are being proposed – ensure scale of crèche to southwest is sufficient to cater for future population as well as being economically viable.

#### **4. Appropriate Assessment Screening**

**ABP sought further elaboration/discussion on:**

- Clarify historic references by NPWS.

**Planning Authority's comments:**

- The habitat was removed during work and is not there/was not there.

**Prospective Applicant's response:**

- Nothing is present, and this will be outlined.

#### **5. Site Services**

**ABP sought further elaboration/discussion on:**

- Swales
- Attenuation tanks
- SUD's measures

**Planning Authority's comments:**

- There should be no increase in the tank size.
- SUDS measures appropriate subject to design.
- More detail is needed for glazing and ventilation for houses in the north east in relation to noise issues,

**Prospective Applicant's response:**

- Alternative SUD'S will be used
- There will be tree catchments, tree pits and long linear lines
- There will be no increase in tank sizes.

**Further ABP comments:**

- The SUD's strategy needs to be robust.

#### **6. Any other matter**

**ABP comments:**

- Ensure all documentation submitted is accurate and drawings legible, eg number of character areas; breakdown of unit mix; site survey.
- To review development in context of objectives set out within Lissywollen Framework Plan.
- Clarify by way of a map what is the net area.
- Clarify the number of 2 bed 3 person apartments being proposed and compliance with SPPRs as set out in the apartment guidelines 2018.
- Crèche requirements.
- Noise impact assessment.
- Clarify flooding is not an issue.

**Planning Authority's comments:**

- No further comments

**Applicants Comments:**

- No further comments

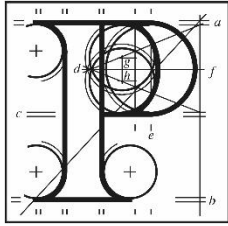
**Conclusions**

**The representatives of ABP emphasised the following:**

- There should be no delay in making the planning application once the public notice has been published.
- Sample notices, application form and procedures are available on the ABP website.
- Irish Water would like prospective applicants to contact Irish Water at [cdsdesignqa@water.ie](mailto:cdsdesignqa@water.ie) **between the Pre-Application Consultation and Application stages**, to confirm details of their proposed development and their proposed design.
- The email address to which applicants should send their **applications** to Irish Water as a prescribed body is [spatialplanning@water.ie](mailto:spatialplanning@water.ie).

---

Tom Rabbette  
Assistant Director of Planning  
May, 2020



An  
Bord  
Pleanála

## Record of Meeting ABP-305726-19

<b>Description</b>	590 no. residential units (279 houses and 311 apartments). Lissywollen, Athlone, Co. Westmeath.		
<b>Case Type</b>	Section 5 Pre-Application Consultation Request (2 <sup>nd</sup> meeting)		
<b>Date:</b>	30 <sup>th</sup> March, 2020	<b>Start Time</b>	11:30am
<b>Location</b>	Offices of An Bord Pleanála	<b>End Time</b>	1:05pm
<b>Chairperson</b>	Tom Rabbette	<b>E.O.</b>	Hannah Cullen

### Representing An Bord Pleanála:

Tom Rabbette, Assistant Director of Planning
Una O'Neill, Senior Planning Inspector
Hannah Cullen, Executive Officer

### Representing Prospective Applicant: (via Microsoft Teams)

David Smith, Architect Delphi Design
Tracy Armstrong, Planner Delphi Design
Alan Fenton, Planner Delphi Design
Thomas Jennings, Roads/Traffic Engineer DBFL
Ronan MacDiarmada, Landscape Architect, RMDA

### Representing Planning Authority (via Microsoft Teams)

Cathaldus Hartin, Senior Planner
Lorraine Middleton, Executive Planner
Paul Hogan, Senior Executive Architect
Damien Grennan, Senior Engineer
PJ Carey, Senior Executive Engineer

## **Introduction**

The representatives of An Bord Pleanála (ABP) welcomed the prospective applicant, Planning Authority (PA) and introductions were made. **This meeting was carried out online by all parties using Microsoft Teams due to COVID-19.** The procedural matters relating to the meeting were as follows:

- The written record will be placed on the pre-application consultation file and will be made public, along with that file, should an application arise following the conclusion of this consultation process,
- ABP received a submission from the PA on **27<sup>th</sup> March 2020**, providing the records of consultations held pursuant to section 247 and its written opinion of considerations related to proper planning and sustainable development that may have a bearing on ABP's decision,
- The consultation meeting will not involve a merits-based assessment of the proposed development,
- The meeting will focus on key site-specific issues at strategic overview level, and whether the documents submitted require further consideration and/or amendment in order to constitute a reasonable basis for an application,
- Key considerations will be examined in the context of the statutory development plan for the area and section 28 Ministerial Guidelines where relevant,
- A reminder that neither the holding of a consultation or the forming of an opinion shall prejudice ABP or the PA concerned in relation to any other of their respective functions under the Planning Acts or any other enactments and cannot be relied upon in the formal planning process or in legal proceedings.

The ABP representatives acknowledged the letter dated **18<sup>th</sup> October 2019**, formally requesting pre-application consultations with ABP. Prospective applicant advised of the need to comply with definition of SHD as set out in the Act of 2016, in relation to thresholds of development. It was also noted that the Inspector dealing with the pre-application consultation request would be different to who would deal with the application when it was submitted. Recording of the meeting is prohibited.

## **Agenda**

- 1. Development Strategy for the site to include discussion on overall layout and urban design approach – rationale for maintaining route of east-west Avenue; interface of buildings with the Avenue; positioning/scale/definition of open space along the Avenue and across the scheme; DMURS and length of straight stretches of street; net area calculation and query over exclusions.**
- 2. Urban Design Issues, including perimeter block designs and lack of variation in house typologies to address corners/blank elevations/high walls to streetscape/open space; proximity of apartment/duplex blocks to each other and sunlight/daylight analysis; dominance of car parking; level of in-curtilage parking and impact on width of streets; overall landscape strategy and design/location of proposed 'urban squares'.**
- 3. Pedestrian/Cyclist link from the School to the Old Rail Trail.**
- 4. Rationale for delivery of a segregated cycle route and compliance with the National Cycle Manual.**
- 5. Any Other Matters.**



**1. Development Strategy for the site to include discussion on overall layout and urban design approach – rationale for maintaining route of east-west Avenue; interface of buildings with the Avenue; positioning/scale/definition of open space along the Avenue and across the scheme; DMURS and length of straight stretches of street; net area calculation and query over exclusions.**

**ABP sought further elaboration/discussion on:**

- This is the 2<sup>nd</sup> subsequent meeting for this pre-application proposal.
- Changes have been noted, including addition of blocks and underground parking to apartment blocks to northwest.
- Scheme remains very road dominant. Question the rationale for maintaining the route of the east-west Avenue as previously proposed and positioning of proposed central open space along the main Avenue.
- ABC option not fully worked out. However an approach which supports design of streets in line with DMURS is welcome. Query compliance of DMURS in relation to existing east-west avenue design.
- Overall layout at present appears to be dictated by the alignment of the east-west avenue, which has urban design consequences.
- Scope to better define and provide a stronger urban edge to main east-west avenue. Scope also to improve urban edge onto existing open spaces, in particular, a stronger urban edge to the existing open space in Brawney to the NW is required; also better definition and overlooking of secondary existing smaller open space. Open space along northern boundary with N6 is poorly addressed and overlooked along its length, and in northwest corner. All open space requires re-examination in terms of urban edge and overlooking.
- Suggest re-examining the location of the proposed central open space away from the main east-west avenue and re-examining the large scale of this OS. This open space requires a strong urban edge and to be located in a less car dominant environment. Opportunity to incorporate hedgerow in a different layout. Links from this hedgerow to other areas of ecological value/appears fragmented as is?
- Roads are currently 5.5 metres in width, home zones could be narrowed as per DMURS.
- These are just some of the issues noted, wider review of layout in accordance with the Urban Design Manual and DMURS required

**PA comments:**

- Scope for reconfiguration of the open space proposed.
- Objective in the Masterplan is to provide a boulevard type area, improvements are noted.
- Maintenance of the hedgerows could be achieved with the moving of the roads position to the south.
- Appearance to the entrance of the site should be more defined looking.
- Open space that appears between Browney north and south is zoned open space, no development to occur here.

**Prospective Applicants response:**

- North west corner of areas H, J and K redesigned to create a stronger edge, potential to pull buildings forward on to the avenue.
- Scope to include a significant pedestrian crossing in this area.
- Relocation of block F along with parking.

- Road layout can be relooked at.
- Want to maintain public open space between Brawney north and south.
- Creation of more urbanised scheme and junctions.
- Various options have been explored for the alignment to the avenue, scope to do this at the eastern end tightening the area.
- Want to maintain the eastern hedgerow.
- Could narrow the roads to 4.8 metres in the home zones.
- Quantum of parking is to be included for areas C and D, must find alternative location to place these spaces if moved.

**Further ABP comments:**

- Encourage more conversation between the applicant and the planning authority in relation to street layout and urban design.
- Put forward arguments/rationale for the size of the proposed open space.
- Boundary plan highlights the issues which exist in terms of urban edge, overlooking and passive surveillance.
- Net open space area, details to be provided of what is excluded and calculation – drawing not clear.

**Further Planning Authority comments:**

- Elevations and 3D imagery should be provided with the application when lodged.
- There are still issues to be resolved with the central green space.
- There is an opportunity to re-align the road, we welcome ideas and further discussions with the applicant.
- Scheme must ensure compliance with DMURS.

**Further Prospective Applicants comments:**

- We will relook at the buffer space between the housing and the main road giving more of a street frontage to clusters of houses.

**2. Urban Design Issues, including perimeter block designs and lack of variation in house typologies to address corners/blank elevations/high walls to streetscape/open space; proximity of apartment/duplex blocks to each other and sunlight/daylight analysis; dominance of car parking; level of in-curtilage parking and impact on width of streets; overall landscape strategy and design/location of proposed ‘urban squares’.**

**ABP sought further elaboration/discussion on:**

- Urban square areas not coming across as such in the scheme; they appear to be raised road crossings.
- Perimeter block design not fully resolved, as highlighted by the boundary drawing submitted which indicates in certain locations the dominance of boundary walls to the street/lack of passive surveillance, etc. Opportunity to incorporate a different unit type to address problematic areas in the perimeter blocks, eg shallow form, L shaped to turn corners etc.
- More information is required in relation to the design of apartments and gable end houses, elevation treatments, and addressing of streetscape.
- Proximity of blocks to each other – sunlight daylight analysis. Consider vistas, positioning of blocks relative to existing dwellings.

- Breakdown needed for the active open spaces. This development is going to generate a large population, which will require a range of open space/play provisions.
- Communal parking at areas C and D appears problematic. This block/street/parking layout is not fully resolved.
- Dominance of parking in the scheme overall, in particular in areas M, N and C.

**PA comments:**

- Orientation of the apartments to provide better urban form.
- This is land with huge potential.

**Prospective Applicants response:**

- Conscious of the issue with urban squares, will try to introduce more of an urban form to the open space.
- Sun/daylight analysis between blocks will be submitted at application stage.
- Will engage further with the planning authority regarding garden spacing/distancing.

**Further ABP comments:**

- Additional house typologies and revised block forms required.

**3. Pedestrian/Cyclist link from the School to the Old Rail Trail.**

**ABP sought further elaboration/discussion on:**

- Pedestrian/cycle lane could be located on same side of street as the school – consider this further. Streets in this area are dominated by parking.

**PA comments:**

- Pedestrian/ cycle way is a secondary function outside the red line boundary.
- Stride scheme will be used to serve the secondary schools from the northwest, the widths of footpaths and cycleway should be maximised here.

**Prospective Applicants response:**

- The location of the pedestrian/cycle link was the most logical choice at the time.
- Further discussions can be had with the planning authority to see can the area in front of the school can be taken into the red line boundary.

**4. Rationale for delivery of a segregated cycle route and compliance with the National Cycle Manual.**

**ABP sought further elaboration/discussion on:**

- Functionality of the segregated cycle route in the proposed development, who will it serve? Refer to National Cycle Manual in relation to the design.

**PA comments:**

- It is mentioned in the Lissywollen framework plan to form a cycle route or further links.

**Prospective Applicants response:**

- The cycle route runs from west to east, it has since been moved to the north.

## 5. Any Other Matters.

### ABP sought further elaboration/discussion on:

- Proposed development requires character areas; high quality design; quality materials and finishes; consider level of render for apartments. From images submitted, it is difficult to determine the quality of the scheme, may want to re-examine the photomontages submitted to demonstrate type of place you are creating.
- Finishes and materials are important, further details required.
- There are benefits to the ABC option, however, what is presented is a preliminary design proposal and further detailed work in consultation with the Planning Authority is required.

### PA comments:

- Potential to break up the layout of the road at the south however further discussion will need to be had first with the applicant.
- Road layout agreed to is not adopting to the urban form currently.
- There is no part 8, the scheme and the road to be designed in parallel, there is flexibility.

### Prospective Applicants response:

- Relocation of the apartment blocks to the west and east of the site along with their orientation to the avenue location.
- There have been further discussions between our design team and the planning authority.

### Further ABP comments:

- A lot more engagement to be had between the two parties.
- More scope for improvement in the scheme overall.

### Conclusions:

#### The representatives of ABP emphasised the following:

- There should be no delay in making the planning application once the public notice has been published
- Sample notices, application form and procedures are available on the ABP website
- Irish Water would like prospective applicants to contact Irish Water at [cdsdesignqa@water.ie](mailto:cdsdesignqa@water.ie) **between the Pre-Application Consultation and Application stages**, to confirm details of their proposed development and their proposed design.
- The email address to which applicants should send their **applications** to Irish Water as a prescribed body is [spatialplanning@water.ie](mailto:spatialplanning@water.ie)

---

Tom Rabbette  
Assistant Director of Planning  
May, 2020



## **Appendix C - An Bord Pleanála's Notice of Pre-Application Consultation Opinion**





An  
Bord  
Pleanála

**Case Reference:  
ABP-305726-19**

---

**Planning and Development (Housing) and Residential Tenancies Act 2016**

**Notice of Pre-Application Consultation Opinion**

---

**Proposed Development: 547 no. residential units (279 no. houses, 268 no. apartments), 2 no. creches and associated site works.**

**Lissywollen, Athlone, Co. Westmeath.**

An Bord Pleanála has considered the issues raised in the pre-application consultation process and, having regard to the consultation meeting and the submission of the planning authority, is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development.

An Bord Pleanála considers that the following issues need to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for strategic housing development.

1. Further consideration/justification of the documents as they relate to the overall layout of the proposed development particularly in relation to the 12 criteria set out in the Urban Design Manual which accompanies the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009, the Design Manual for Urban Roads and Streets, and compliance with the local policy document Lissywollen South Framework Plan. Specifically, further consideration/justification in relation to:

- (a) Site layout plan and design of the east-west link road/Lissywollen Avenue. This should be designed as a street and not as a distributor road, with an active and strong urban edge, and further consideration should be given across the development to achieving an appropriate level of enclosure of streets and open spaces (proposed and existing) through the built form, in addition to landscaping. This may involve a realignment of the east-west route, re-examination of the location and scale of the proposed central public open space, and re-examination of the layout of the building blocks relative to streets and open spaces.
- (b) Car Parking Strategy, which should be re-examined in accordance with DMURS, with a focus on a layout which is not car dominant and which considers the level of in-curtilage parking across the site, including the potential for additional communal parking options such as positioning of car parking behind the building line and in carefully designed courtyards, as well as in communal areas along the street.
- (c) Pedestrian and Cyclist Movement across the site, specifically north south across the proposed east-west Lissywollen Avenue.
- (d) Open Space Strategy, which details the hierarchy, function and usability of open space across the development, and consideration of the requirement for direct overlooking, surveillance and greater sense of enclosure from the surrounding built form of open spaces and removal of inappropriately located turning heads/parking bays within open spaces.

The further consideration of these issues may require an amendment to the documents and/or design proposals submitted.

Furthermore, Pursuant to article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, the following specific information should be submitted with any application for permission:

1. Cross sections and visualisations across the site and a report that addresses/rationalises the site layout with regard to the design of streets, positioning of the built form relative to the streets, overlooking of streets and public open spaces, and design and positioning of car parking, in accordance with the Lissywollen Framework Plan, Urban Design Manual accompanying the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009, and DMURS.
2. A detailed Car Parking Strategy identifying parking provision and allocation for apartments and houses.
3. Pedestrian and Cyclist Strategy, which considers north-south as well as east-west movements and re-consideration of the location of the cycle lane relative to the school site.
4. Cycle Parking Strategy to be submitted and considered in accordance with national guidance.
5. Review all corner sites and open spaces to ensure dwelling designs provide sufficient overlooking and definition of spaces and are of dual aspect design where required, minimising dominance of boundary walls onto streets.
6. Noise impact assessment in relation to proposed houses to the north, adjacent the N6.
7. Childcare demand analysis and the likely demand for childcare places.
8. Sunlight-daylight analysis in relation to apartments proposed and neighbouring residential dwellings.

9. Additional details in relation to issues raised in the report issued by the Roads and Transportation Department dated 24th March 2020.
10. Additional details in relation to issues raised in the report issued by the Housing Department dated 23rd March 2020.
11. Additional details in relation to surface water management and SUDS strategy.
12. A building life cycle report shall be submitted in accordance with section 6.3 of the Sustainable Urban housing: Design Standards for New Apartments (2018). The report should have regard to the long term management and maintenance of the apartments proposed in the scheme. The applicant should consider the proposed materials and finishes to the scheme including specific detailing of finishes, the treatment of balconies in the apartment buildings, landscaped areas, podium design, pathways, and all boundary treatments. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development.
13. Mobility Management Plan.
14. Ecological impact assessment including inter alia a bat survey and ecological connectivity across the site, specifically addressing trees/hedgerows that are to be removed and to be retained.
15. Construction and Demolition Waste Management Plan.
16. Land ownership/consent submitted to include road network to west and east.
17. A map indicating the net development area.
18. Consideration to be given to e-car infrastructure.
19. A detailed schedule of accommodation which shall indicate compliance with relevant standards in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities' 2018.
20. A detailed phasing plan, including proposals in relation to the east-west Lissywollen Avenue and upgrades to the existing roundabouts at both access points, in addition to the associated bicycle and pedestrian infrastructure.

Also, pursuant to article 285(5)(a) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is informed that the following authorities should be notified in the event of the making of an application arising from this notification in accordance with section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016:

1. Irish Water
2. Transport Infrastructure Ireland
3. National Transport Authority
4. Department of Culture, Heritage and the Gaeltacht
5. Coras Iompair Eireann
6. Westmeath County Childcare Committee

**PLEASE NOTE:**

Under section 6(9) of the Planning and Development (Housing) and Residential Tenancies Act 2016, neither the holding of a consultation under section 6, nor the forming of an opinion under that section, shall prejudice the performance by the Board, or the planning authority or authorities in whose area the proposed strategic housing development would be situated, of any other of their respective functions under the Planning and Development Acts 2000 to 2016 or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

---

Tom Rabbette  
Assistant Director of Planning  
May, 2020