

STRATEGIC HOUSING DEVELOPMENT  
APPLICATION  
**STATEMENT OF CONSISTENCY**  
FOR LANDS AT DEVOY BARRACKS,  
NAAS, CO.KILDARE

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**Brady Shipman  
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CLIENT  
**The Land Development Agency**

DATE  
**April 2022**

## DEVOY BARRACKS SHD

### Statement of Consistency

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## 1 INTRODUCTION

This Statement of Consistency has been prepared in support of a Strategic Housing Development Application to An Bord Pleanála, on behalf of the Land Development Agency (LDA). The subject application site known as the Devoy Barracks Site (hereafter called 'the site') is located at Devoy Road, Naas, Co. Kildare.

The development for which permission is being sought, can be summarised as follows:

*The development site is located on John Devoy Road, Naas, Co Kildare, known as Devoy Barracks. The proposed development is for the construction of 219 no. residential units, comprising of a mix of terraced houses (42 no. in total), and duplex / apartment units (177 no. in total) ranging in height from 2 to 5 storeys, a 59-place childcare facility, public and communal open spaces and all associated site works and infrastructure. Vehicular and pedestrian access is proposed via an existing access point on the John Devoy Road along the southern boundary with additional pedestrian and cycle access provided to the east, and future pedestrian and cycle connection opportunities provided to the north, west and east.*

This statement of consistency with planning policy has been prepared to specifically address the requirements of the strategic housing development guidance document issued by An Bord Pleanála. This SHD Application is also accompanied by a Planning Report which includes further details in respect of the proposed development in relation to the site location and context, the development description and the relevant planning history.

This standalone planning policy consistency statement, prepared by Brady Shipman Martin, demonstrates that the proposal is consistent with the relevant national planning policy, guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), and with local planning policy. It should be read in conjunction with the accompanying detailed documentation prepared by Coady Architects, MCORM Architects, Mitchell & Associates Landscape Architects, Brady Shipman Martin, Cronin & Sutton Consulting Engineers, JV Tierney & Co. Engineers.

## 2 CONSISTENCY WITH NATIONAL AND REGIONAL PLANNING POLICY

The key provisions of national (including relevant Section 28 guidelines) and regional planning policy as it relates to the proposed development is set out in the following sections. The key policy and guidance documents of relevance to the proposed development are as follows:

- Housing For All – A New Housing Plan for Ireland (2021);
- Rebuilding Ireland – Action Plan for Housing and Homelessness (2016);
- Project Ireland 2040 - National Planning Framework (2018) ;
- Eastern and Midland Regional Assembly - Regional Spatial & Economic Strategy 2019-2031 (RSES) (2019);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas , and the accompanying Urban Design Manual(2009);
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines - Quality Housing for Sustainable Communities;
- Sustainable Urban Housing: Design Standards for New Apartments (2020)
- Design Manual for Urban Roads and Streets (2013);
- Urban Development and Building Heights Guidelines for Planning Authorities (December 2018)
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- Transport Strategy for Greater Dublin Area 2010-2022
- The Planning System and Flood Risk Management (2009); and
- Birds and Habitats Directive – Appropriate Assessment (92/43/EEC)
- EIA Directive (2014/52/EU)

### 2.1 Housing for All – A New Housing Plan for Ireland (2021)

*Housing for All*, published in September 2021, is the Government’s new housing plan to 2030. It provides an overview of the existing housing scenario as follows:

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

### Statement of Consistency

The overarching aim of the *Housing for All* plan is that “Everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life” (p. 17). With a view to achieving this aim, the plan sets out four overarching housing policy objectives as follows:

1. Supporting homeownership and increasing affordability;
2. Eradicating homelessness, increasing social housing delivery and supporting social inclusion;
3. Increasing new housing supply; and
4. Addressing vacancy and efficient use of existing stock.

A suite of actions are set out under the four above-listed headings. The *Housing for All* plan allocates a housing budget of in excess of €20 bn through the Exchequer, the Land Development Agency (LDA) and the Housing Finance Agency over the next five years. According to the plan, this constitutes the largest housing budget in the history of the State.

The plan provides for the following key targets / actions, among others:

- Increased supply of new housing overall, up to an average of at least 33,000 per year to 2030
- An average of 6,000 affordable homes to be made available every year for purchase or for rent
- Provision of more than 10,000 social homes each year, with an average 9,500 new-build Social Housing Homes to 2026
- Increased contribution by developers under Part V, up from 10% to 20%, to include affordable housing and cost rental housing

The estimates of housing demand which form the basis of the *Housing for All* plan’s targets have been developed by the Department of Housing, Local Government and Heritage (DHLGH)’s Housing Need and Demand Assessment (HNDA) model, which has been adapted from the Scottish HNDA. The plan seeks to ensure that new housing is delivered in an environmentally sustainable manner, with a greater proportion of residential development in the existing built-up footprint of towns and cities, and all new homes being built to Nearly Zero Energy Building (NZEB) standards, as well as a policy of retrofitting existing housing stock.

With a view to supporting sustainable communities (“places where people want to live and work”), the plan states a commitment “to continuing the policy of having mixed-tenure communities, including through the mechanism of Part V of the Planning and Development Act 2000, to ensure that social and affordable housing are part of the mix across housing developments” (p. 122).

It is noted that the plan sets out the Government’s intention to replace the SHD process with new planning arrangements for large-scale residential developments (LSRD) of 100+ homes (or 200+ student accommodation bed spaces) with a view to maintaining the efficiency of decision-making for

developments of this nature, while returning decision-making to the local level and securing associated benefits in terms of public participation. This change in process came into effect from the 17<sup>th</sup> December 2021. This application in line with transition arrangements is made under the Strategic Housing Development process.

The proposed project is consistent with the Government's new *Housing for All* plan. It will provide approx. 219 new, high-quality homes on lands zoned for residential development by the Land Development Agency. In accordance with Government housing policy, the units will be of a range of tenure and housing types, including social housing and affordable housing distributed throughout the proposed development.

## 2.2 Rebuilding Ireland – Action Plan for Housing and Homelessness (2016)

Rebuilding Ireland is the Government's Action Plan for Housing and Homelessness, launched in 2016. The Plan's aim is to accelerate housing supply by addressing the needs of homeless people and families in emergency accommodation, accelerate the provision of social housing, deliver more housing, utilise vacant homes and improve the rental sector.

The Plan contains five key pillars:

- Pillar 1 – Address Homelessness: Provide early solutions to address the unacceptable level of families in emergency accommodation; deliver inter-agency supports for people who are currently homeless, with a particular emphasis on minimising the incidence of rough sleeping, and enhance State supports to keep people in their own homes.
- Pillar 2 – Accelerate Social Housing: Increase the level and speed of delivery of social housing and other State-supported housing.
- Pillar 3 – Build More Homes: Increase the output of private housing to meet demand at affordable prices.
- Pillar 4 – Improve the Rental Sector: Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents.
- Pillar 5 – Utilise Existing Housing: Ensure that existing housing stock is used to the maximum degree possible - focusing on measures to use vacant stock to renew urban and rural areas.

The Plan outlines that one new mechanism of delivery is to be through the active pursuit of housing development on State lands, including local authority lands, will form a major part of the new approach to housing provision. In actively targeting State sites in prime residential locations and investing in infrastructure and State-supported housing, this should encourage and incentivise housing on adjacent lands owned privately.

The proposed development at Devo Barracks is consistent with Pillars 2, 3 and 4 as the scheme is proposing to construct 219 no. residential units on well-located and serviced state owned lands and delivered by the Land Development Agency. The scheme will deliver on the 20% Part V Social & Affordable Housing units while the remainder will be subject to the provision of affordable housing under the remit of the LDA.

### 2.3 Project Ireland 2040 National Planning Framework (Published 16/02/2018)

Project Ireland 2040 is the Government's plan to 're-imagine' Ireland and prepare for the future. Project Ireland 2040 seeks to achieve ten strategic outcomes (common to both Plans), building around the overarching themes of wellbeing, equality and opportunity, including:

1. Compact Growth
2. Enhanced Regional Accessibility
3. Strengthened Rural Economies and Communities
4. Sustainable Mobility
5. A Strong Economy, supported by Enterprise, Innovation and Skills
6. High-Quality International Connectivity
7. Enhanced Amenity and Heritage
8. Transition to a Low Carbon and Climate Resilient Society
9. Sustainable Management of Water and other Environmental Resources
10. Access to Quality Childcare, Education and Health Services

Project Ireland 2040 contains two key plans: the National Planning Framework (NPF); and the National Development Plan Framework (NDP) which, in tandem, set out infrastructure priorities and plan regional development for the country. The NPF is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040.

The plan identifies that by 2040 it is expected that an additional one million people will live in Ireland, an additional two-thirds of a million people will work here. These are huge increases: more people will be travelling to work, school and universities, more buildings will be needed to accommodate them, clean water will be needed for homes, farms and industry, more and better care facilities will be required for the elderly.

One of the key objectives of the NPF relates to compact growth. The plan seeks to carefully manage the sustainable growth of compact cities, towns and villages and to add value and create more attractive places in which people can live and work. The NPF identifies that activating '*strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development*' as a top priority.



With regards to Kildare the NPF states that due to its strategic location proximate to Dublin City it has resulted in a region dominated by Dublin and managing the challenges of future growth is critical to this regional area. Further the NPF states that:

*A more balanced and sustainable pattern of development, with a greater focus on addressing employment creation, local infrastructure needs and addressing the legacy of rapid growth, must be prioritised. This means that housing development should be primarily based on employment growth, accessibility by sustainable transport modes and quality of life, rather than unsustainable commuting patterns.*

National Policy Objective 4 in this regards states:

*Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.*

National Policy Objective 11 in this regards states:

*In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.*

National Policy Objective 13 in this regards states:

*In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.*

Considering the above development on the subject site is fully supported by the NPF given its proximity to Naas Town Centre, an existing town, with its own local employment and services.

The National Planning Framework identifies the creation of the State-Led Strategic Land Development Agency to ensure strategically that the State must take a stronger role in proactively managing and enhancing the development potential of its own lands, to deliver on wider public policy and to ensure that overall development needs are met. While referred to in the NPF as the Regeneration and Development Agency, the agency has ultimately become the

Land Development Agency. As such the proposed scheme is a direct objective of the NPF in delivering housing on state owned lands.

Naas is the location of some significant employment lands, all of which are within a combination of walking, cycling or bus connections to the site. For example the site is located within a 10 min walking distance of the town centre, and 20 min walking distance of the Aldi Distribution Centre and Newhall Business Park to the west of the site and Naas General Hospital to the east of the site. The site is a 10 minute cycle to the M7 Business Park, a 6 minute cycle to Naas General Hospital and a 15 minute cycle to Millenium Park and 20 min cycle to Sallins & Naas Train Station.

In addition the site is directly adjacent to the Kildare County Council Head Office and the newly constructed MERITS building, which will attract up to 120 tech entrepreneurs and with further build out of the MERITS complex is proposed providing for further directly adjacent employment.

The LDA, in its role as the state led agency for the delivery of cost rental housing has worked with the design team to develop this scheme at Devoy Barracks in line with the above National Policy Objectives by providing for a scheme which provides for an appropriate density, mix of typologies to suit varying household types, an appropriate level of parking given the sites location and a scheme which maximises orientation, natural assets and promotes sustainable development.

#### **2.4 Eastern and Midland Regional Assembly –Regional Spatial & Economic Strategy 2019-2031 (RSES)**

The Regional Spatial and Economic Strategy (“RSES”) is a strategic plan and investment framework to shape the future development of the Eastern & Midland Region to 2031 and beyond. The region is the smallest in terms of land area but the largest in population size and is identified as the primary economic engine of the state.

*The Strategy identifies that the region ‘is home to over 800,000 households, with 4 out of 5 living in conventional housing while apartments account for around 18% of our housing stock. One of the challenges facing the region is the continued growth rates of household formation coupled with a severe slowdown in the development of new housing stock during the economic recession, resulting in housing supply and affordability pressures in both sale and rental markets, particularly in Dublin and urban areas but affecting all of the region’.*

The Strategy is underpinned by key principles that reflect the three pillars of sustainability; Social, Environmental and Economic, and expressed in a manner which best reflects the challenges and opportunities of the Region. The plan identifies that the central need is for the RSES to be people focussed, as ‘quality

of life' encapsulates strong economic output and stability, good environmental performance and a good standard of living for all.

In relation to Naas the RSES states:

*Naas is located in the 'Core Region', which includes the peri-urban 'hinterlands' in the commuter catchment around Dublin, which covers the Mid-East counties of Louth, Meath, Kildare and Wicklow, extending down the East Coast and into parts of the Midlands. These towns are considered a strong network of county and market towns, with good levels of employment, services and amenities.*

Naas is considered a 'key town':

*Large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres.*

The policy response for these towns is to:

*Provide for the sustainable, compact, sequential growth and urban regeneration in the town core of identified Key Towns by consolidating the built footprint through a focus on regeneration and development of identified Key Town centre infill / brownfield sites.*

The RSES provides more detail in relation to the future development of Naas (page 80): The RSES highlights the consolidation of Devoy Quarter as a key priority for Naas. This entails the regeneration of the historic town centre with enhancement of retail and commercial functions and consolidation of strategic development areas.

The RSES sets out the following relevant Regional Policy Objectives for Naas:

*RPO 4.48: Promote the improvement of the transport network within and serving Naas town, including delivery of a robust and efficient walking, cycling and bus network with strong links to Sallins Railway Station, key destinations within the town and to the North West Quadrant and town centre area.*

*RPO 4.49: Support the development of the Grand Canal for amenity, recreation and sustainable transport purposes including the Naas to Sallins and Naas to Corbally harbour greenways and linking these to the national Grand Canal Greenway.*

*RPO 4.50: Regeneration and consolidation of the historic centre to improve the retail and commercial functions of the town core, with enhanced permeability and*

*sustainable mobility within the town centre and improve links between the core and surrounding residential and employment areas through the further development of walking and cycling routes and improved public transport.*

*RPO 4.51: Strengthen the local employment base including through the development of MERITS, Millennium Park in the North West Quadrant and the regeneration of underutilised lands including industrial lands in the north east of the town.*

*RPO 4.52: Support the delivery of new and enhanced public transport infrastructure in Naas and Sallins, including Park and Ride and interchange facilities as identified by the NTA and Kildare County Council.*

*RPO 4.53: Support an enhanced role and function of Naas as the County town of Kildare, particularly as a hub for high quality employment, residential and amenities.*

The proposed residential development will promote sustainable travel patterns due to its location, layout, design and proximity to the public transport and cycle networks. The site is located in proximity to Naas Town Centre (750m/10 minute walk), the availability of nearby public transport bus facilities (500m/6 minute walk), proximity to Sallins & Naas Rail Station (20 min cycle via cycle route along the Canal) and national objectives to reduce reliance on the private car as the primary mode of transport in line with the National Planning Framework and the Sustainable Urban Housing: Design Standards for New Apartments 2020.

The subject site is located approx. 750m from the town centre and within walking distance of a number of reasonably frequent bus routes, to both Dublin and to local towns. There are two bus stops within 500 metres of the site on Newbridge Road, and a further two c. 800 metres from the site. These stops are served by routes 125, 126, 826, 726 and 846 which connect to the local towns in the surrounding area and to Dublin city and airport. Destination and frequency of these routes are identified below.

Naas is also served by Naas & Sallins railway station on the Dublin to Cork/Limerick rail line, with commuter trains serving the station at intervals of approximately 20 minutes at peak times. The station is just over 3km from the town centre.

Naas is the location of some significant employment lands, all of which are within a combination of walking, cycling or bus connections to the site. For example the site is located within a 10 min walking distance of the town centre, and 20 min walking distance of the Aldi Distribution Centre and Newhall Business Park to the west of the site and Naas General Hospital to the east of the site. The site is a 10 minute cycle to the M7 Business Park, a 6 minute cycle to Naas General Hospital

and a 15 minute cycle to Millenium Park and 20 min cycle to Sallins & Naas Train Station.

In addition the site is directly adjacent to the Kildare County Council Head Office and the newly constructed MERITS building, which will attract up to 120 tech entrepreneurs and with further build out of the MERITS complex is proposed providing for further directly adjacent employment.

All of the above further strengthens Naas's existing and future potential employment by providing for cost rental housing adjacent the town centre in an attractive and mixed typologies scheme.

Considering the location of the subject site, the proposed development will assist in the sustainable consolidation of the Naas Town Centre. The site is within the urban extent of Naas, and within walking and cycling distance of the town centre. Further, the density proposed will assist in utilising the existing services such as public transport, road and other infrastructure.

## **2.5 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009)**

The aim of these guidelines is to set out the key planning principles which should guide the delivery of residential development in urban areas. The Guidelines provide guidance on the core principles of urban design when creating places of high quality and distinct identity. The Guidelines recommend that planning authorities should promote high quality design in their policy documents and in their development management process. In this regard, the Guidelines are accompanied by a Design Manual discussed in the section below which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.

The Guidelines reinforce that planning authorities '*should promote increased residential densities in appropriate locations, including city and larger town centres*' and that '*firm emphasis must be placed by planning authorities on the importance of qualitative standards in relation to design and layout in order to ensure that the highest quality of residential environment is achieved*'.

These qualitative standards have been brought through in the Design Manual as referenced above, the County Development Plan and in the Sustainable Urban Housing: Design Standards for New Apartments which have guided the design approach of the scheme. This is set out in detail in the accompanying Design Statement prepared by Coady Architects.

In identifying appropriate locations for increased density the Guidelines note that City and town centres offer '*the greatest potential for the creation of sustainable*

*patterns of development'* and of which in particular brownfield sites should be promoted.

Having regard to the above the Core Strategy of the Development Plan promotes the continued consolidation of the existing zoned lands and to maximise the efficient use of existing and proposed infrastructure. In this way the Council can ensure an integrated land use and transport strategy in line with national and regional policy.

To maximise the return on public transport investment the Guidelines identify that it is important that land use planning underpins the efficiency of public transport services by sustainable settlement patterns – including higher densities – on lands within existing or planned transport corridors- this includes 500 metres walking distance of a bus stop, or within 1km of a light rail stop or a rail station.

This underutilised greenfield in nature site is located proximate to Naas Town Centre (750m/10 minute walk), the availability of nearby public transport bus facilities (500m/6 minute walk), proximity to Sallins & Naas Rail Station (20 min cycle via cycle route along the Canal) and national objectives to reduce reliance on the private car as the primary mode of transport in line with the National Planning Framework and the Urban Housing: Design Standards for New Apartments 2020.

The subject site is located approx. 750m from the town centre and within walking distance of a number of reasonably frequent bus routes, to both Dublin and to local towns. There are two bus stops within 500 metres of the site on Newbridge Road, and a further two c. 800 metres from the site. These stops are served by routes 125, 126, 826, 726 and 846 which connect to the local towns in the surrounding area and to Dublin city and airport. Destination and frequency of these routes are identified below.

Naas is also served by Naas & Sallins railway station on the Dublin to Cork/Limerick rail line, with commuter trains serving the station at intervals of approximately 20 minutes at peak times. The station is just over 3km from the town centre.

Local public transport information, within a 10 min walk of the site, is provided as follows:

Route No.	Operator	Destinations	Weekday	Peak Interval
125	Go-Ahead	Newbridge / UCD	2	-
126 <sup>2</sup>	Go-Ahead	Rathangan / Dublin	35	20 min
717	Avalen	Clonmel / Dublin Airport	2	-
726	Dublin Coach	Portlaoise / Dublin Airport	24	60 min
736	Kenneally's	Tramore / Dublin Airport	3	-
826	Kyanitedale	Monasterevin / Naas	9	60 min
846	Kenneally's	Clane / Naas	10	30 min

<sup>1</sup> Average number of services per day in each direction, Monday-Friday

<sup>2</sup> Including route variants a,b,d,e,n,t,u

3no. further bus routes serve stops within a 20-minute walk of the subject development. Details of these are given as follows:

Route No.	Operator	Destinations	Weekday	Peak Interval
130/a	Go-Ahead	Athy / Dublin	5	120 min
139	JJ Kavanagh	Corduff / Naas	9	120 min
737	JJ Kavanagh	Naas / Dublin Airport	12	30 min

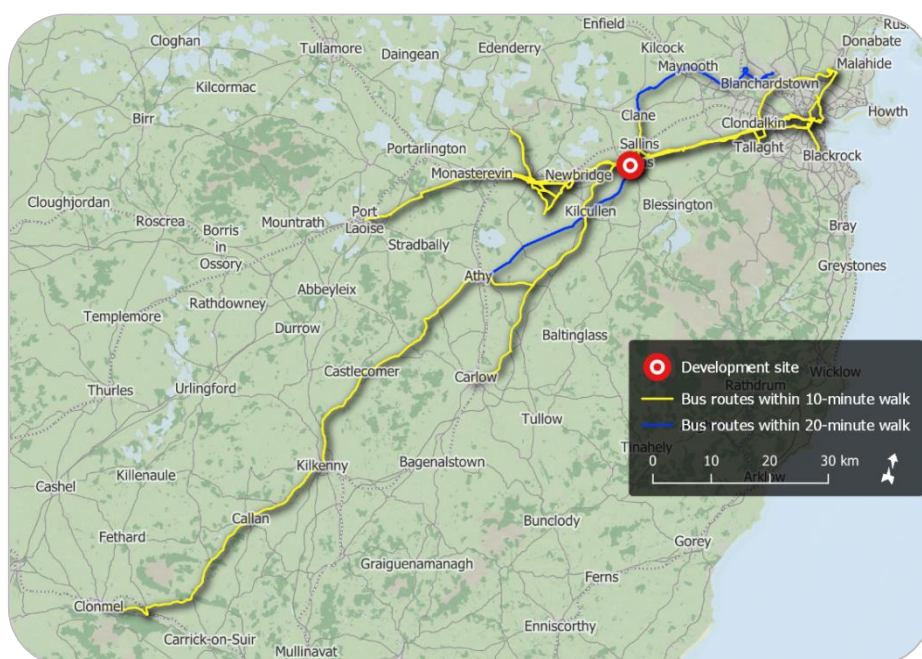


Fig 6.1 Bus routes in proximity to development site



In addition, high-quality cycle parking and associated facilities are provided in the proposed development with a total of 482 no. cycle parking spaces provided (84 no. for house residents, 298 no. for apartment/duplex residents, 90 no. for apartment/duplex visitors, and 10 no. for the crèche). Residents parking is provided in secure locations in addition to visitor spaces located throughout the landscaped open space in the scheme providing easy access for visitors.

In respect to pre-application consultations with the Planning Authority and An Bord Pleanála, the design team had regard to the advice set down in the 'In Practice' section of the Urban Design Manual (2009).

## **2.6 Urban Design Manual – A Best Practice Guide (2009)**

As outlined in Section 2.5 above the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) are accompanied by a Design Manual which considers how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings. The Design Manual sets out a series of 12 criteria which it recommends should be used in the assessment of planning applications. The Architect's Design Statement, in Section 6.0, sets out a detailed response to each of the 12 items.

## **2.7 Sustainable Urban Housing: Design Standards for New Apartments (2020)**

The Sustainable Urban Housing Design Standards for New Apartments were approved by the Minister for Housing, Planning and Local Government and published in December 2020. The guidelines update previous guidance from 2015 and 2018 and note that this is done so *in the context of greater evidence and knowledge of current and likely future housing demand in Ireland taking account of the Housing Agency National Statement on Housing Demand and Supply, the Government's action programme on housing and homelessness Rebuilding Ireland and Project Ireland 2040 and the National Planning Framework, published since the 2015 guidelines.*

The Guidelines note that the NPF projects a need for a minimum of 550,000 new homes, at least half of which are targeted for provision in Ireland's five cities and of particular relevance to this site it notes a shift in Government policy towards securing more compact and sustainable urban development, to enable people to live nearer to where jobs and services are located, which requires at least half of new homes within Ireland's cities to be provided within the current built-up area of each, i.e. on sites within the existing urban 'envelope'.

The Guidelines have been updated, from the previous 2015 Guidelines, to amend and address new areas including:



- Enable a mix of apartment types that better reflects contemporary household formation and housing demand patterns and trends, particularly in urban areas;
- Make better provision for building refurbishment and small-scale urban infill schemes;
- Address the emerging 'build to rent' and 'shared accommodation' sectors; and
- Remove requirements for car-parking in certain circumstances where there are better mobility solutions and to reduce costs.

The subject site represents a significant development on accessible lands within the urban extent of Naas town and as such represents a project that is fully supported by these Guidelines.

This Strategic Housing Development Application is accompanied by a Housing Quality Assessment, prepared by Coady Architects which demonstrates the compliance of the proposed development with the relevant quantitative standards required under the Apartment Guidelines 2020.

The HQA illustrates in tabular format how each apartment within the proposed scheme meets or exceeds the relevant standards as set out in the Guidelines including SPPR3: Minimum Apartment Floor Areas and SPPR 4: Dual Aspect Apartments.

Another key update in the 2020 Guidelines is the ability to reduce car parking standards. The Guidelines identify that *'in larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances'*.

A detailed justification to the proposed approach to parking is set out in the Planning Report, the Material Contravention Statement and the Traffic Impact Assessment.

The Guidelines identify Intermediate Urban Locations are suited to higher or medium density developments as a result of its location within an 'Intermediate Urban Location'. When local considerations such as the existing adjacent context are taken into account, it is considered that the site may be considered to be categorised as an 'Intermediate Urban Location', as defined by the 2020 Design Standards for New Apartments. In respect of Intermediate Urban Locations, and their definition, the Guidelines states:

*Such locations are generally suitable for smaller-scale (will vary subject to location), higher density development that may wholly comprise apartments, or alternatively, **medium-high density residential development of any scale that***

*includes apartments to some extent (will also vary, but broadly >45 dwellings per hectare net), including:*

- *Sites within or close to i.e. within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions;*
- *Sites within walking distance (i.e. between 10-15 minutes or 1,000-1,500m) of high capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e. between 5-10 minutes or up to 1,000m) of high frequency (i.e. min 10 minute peak hour frequency) urban bus services or where such services can be provided;*
- *Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) of reasonably frequent (min 15 minute peak hour frequency) urban bus services.*

*The range of locations is not exhaustive and will require local assessment that further considers these and other relevant planning factors. [Our emphasis]*

As noted above this list is not exhaustive however it is considered, notwithstanding both KCC and An Bord Pleanála's consideration of this in the refused application, that the site is located within walking distance of Naas, a principal town, within walking distance of a frequency of urban bus services in line with the above and within cycling/walking distance of a number of significant employment centres. In this regard we note the Inspector's Report on the refused permission in this regard states the following:

*'The applicant makes a case for the proposed density on the basis that the site is at an inner suburban location and can define its own density. Given the sites proximity to the town centre of Naas and to established housing that is sequentially further from the town centre, I would concur with the applications classification of the site as an inner suburban rather than outer suburban / greenfield site. The KCDP (Table 4.2) indicates that density on inner suburban sites will be site specific',*

and,

*'The site meets the definition of an 'Intermediate Urban Location' given its proximity to Naas town centre (<1000 m)'.*

In this regard it is considered that the proposition of 1.22 no. car parking spaces per apartment/duplex unit provides a balanced approach to this development site given the proximity of the development to Naas Town Centre (750m/10 minute walk), the availability of nearby public transport bus facilities (500m/6 minute walk), proximity to Sallins & Naas Rail Station (20 min cycle via cycle route along the Canal) and national objectives to reduce reliance on the private car as

the primary mode of transport in line with the National Planning Framework and the Urban Housing: Design Standards for New Apartments 2020.

## 2.8 Urban Development and Building Heights Guidelines for Planning Authorities (December 2018)

The Urban Building Height Guidelines identify that as reflected in *‘the National Planning Framework .... that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas’* and that *‘securing compact and sustainable urban growth means focusing on reusing previously developed ‘brownfield’ land, building up infill sites (which may not have been built on before) and either reusing or redeveloping existing sites and buildings, in well serviced urban locations, particularly those served by good public transport and supporting services, including employment opportunities’*.

The Guidelines reference NPO 13 (from the NPF) which states that *‘in urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected’*.

It recognises that in meeting the challenge set out above new approaches to urban planning and development are required and that securing an effective mix of uses within urban centres is critical. To bring about this increased density and increased residential development in urban centres the Guidelines state that *‘significant increases in the building heights and overall density of development is not only facilitated but actively sought out and brought forward by our planning processes and particularly so at local authority and An Bord Pleanála levels’*.

As identified in the Urban Development and Building Height Guidelines identify that *‘Newer housing developments outside city and town centres and inner suburbs, i.e. the suburban edges of towns and cities, typically now include town-houses (2-3 storeys), duplexes (3-4 storeys) and **apartments (4 storeys upwards)**. Such developments deliver medium densities, in the range of 35-50 dwellings per hectare net. Such developments also address the need for more 1 and 2 bedroom units in line with wider demographic and household formation trends, while at the same time providing for the larger 3, 4 or more bedroom homes across a variety of building typology and tenure options, enabling households to meet changing accommodation requirements over longer periods of time without necessitating relocation’*. The Guidelines identify that development proposals for more mixed heights can provide for a more attractive streetscape and should move away from 2 storey dominated approaches.

SPPR 4 in this regard states:

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

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

The scheme as provided is considered to be consistent with SPPR4 as it:

- applies densities in line with the *Sustainable Residential Development in Urban Areas (2007)* and site specific density in line with the requirements of the *Kildare Development Plan* and the *Naas Local Area Plan*,
- Provides for a mix of typologies, including 1, 2 and 3 bed apartments and duplex units, as well as 2 & 3 bed houses, with varying heights ranging from 2-5 storeys.
- The varied heights, which are taller at the eastern side of the site, and lower adjacent to existing residential housing, provides for a varied and interesting design and layout.

The proposed scheme, as set out in this Strategic Housing Development Application to An Bord Pleanála seeks to achieve an appropriate level of density for this site at 55.2 units per hectare and with heights of 2-5 storeys in line with the Local Area Plan.

## 2.9 Design Manual for Urban Roads and Streets (DMURS) (2019)

The Design Manual for Urban Roads and Streets (DMURS), was adopted by the Department of Transport and the Department of Environment (now Housing) in 2013, and updated in 2019. It sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

The scheme proposals are the outcome of an integrated urban design and landscaping to create lower traffic speeds through the development and thereby facilitating a safer environment for pedestrians and cyclists. Cronin & Sutton Consulting Engineers along with the rest of the design team have interrogated

the DMURS principles to ensure the final layout provides a high quality consolidation of the urban extent of Naas.

With specific reference to DMURS and car parking, as a component of the reason for refusal of the previous scheme (specifically sub-section 4.4.9), to prevent on-street car parking becoming visually dominant within the development, an undercroft car park is now provided within the southernmost residential block. This undercroft car park accommodates 79 no. car parking spaces and has its entrance close to the development's main access junction on John Devoy Road; this ensures that vehicles travelling to and from these parking spaces are diverted from the majority of the development's internal street network.

The proposed development's internal road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS), in particular through the following measures to deter high vehicle speeds and to prioritise pedestrian and cyclist movement:

- Reduced kerb radii at internal junctions.
- Raised tables at internal junctions and pedestrian crossings.
- Perpendicular on-street car parking spaces at suitable locations.
- Homezone shared surface areas.
- Footpaths and pedestrian crossings to accommodate pedestrian desire lines, with dropped kerbs and tactile paving.

For a more extensive description of the proposed development's compliance with the design principles set out in the Design Manual for Urban Roads and Streets, please refer to the DMURS Statement of Consistency provided separately in support of this planning application. The DMURS Compliance Statement, prepared by Cronin & Sutton Consulting Engineers provides further detail in respect of the compliance of the proposed development with DMURS and particularly addresses the Board's previous refusal for non-compliance with Section 2.2.1 and Section 4.4.9.

## **2.10 Guidelines for Planning Authorities on Childcare Facilities (2001)**

The Guidelines for Planning Authorities on Childcare Facilities (2001) indicate that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing developments where planning authorities should require the provision of a minimum of one childcare facility with 20 places for each 75 dwellings.

A crèche is located on ground floor at the southern end of the linear park and is designed to accommodate c.59 children as per the Development Plan requirements and Childcare Guidelines.

The proposed crèche is c. 411 sq.m with an external play area of 265 sq.m. The crèche will be located on the ground floor of the apartment block at the key focal

and entrance point to the site facilitating ease of access. Parking spaces will be provided for drop off along is provided adjacent to the crèche with staff parking located in the adjacent undercroft. The external play area associated with the crèche will be of a high quality, suited to the needs of the children using the crèche. The external play space is located to the north west of the crèche building to ensure it is removed from the adjacent road and in a safe and secure location on the site.

As such it is considered that the proposed crèche will meet future residents demand for childcare facilities. The proposed crèche is consistent with the requirements of the Development Plan and the Childcare Guidelines.

A Schools Demand & Childcare Assessment Report prepared by Brady Shipman Martin accompanies this application.

## **2.11 Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020**

The Smarter Transport objective contained within Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020 outlines the Government vision that the key goals to achieve transport sustainability are:

- i) to reduce overall travel demand
- ii) to maximise the efficiency of the transport network
- iii) to reduce reliance on fossil fuels
- iv) to reduce transport emissions and
- v) to improve accessibility to transport

The key targets that the Smarter Travel Policy sets to achieve these goals are:

- Future population and employment growth will predominantly take place in sustainable compact forms, which reduce the need to travel for employment and services
- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%
- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels
- A reduction will be achieved on the 2005 figure for greenhouse gas emissions from the transport sector.

The subject site encourages sustainable and smarter travel by providing appropriate density development on lands in close proximity to existing public transport routes, employment areas and Naas town itself. In addition the scheme promotes sustainable travel through the appropriate provision of parking based

on the requirements of national and local planning policy and provision of high quality cycle facilities.

The subject site is located approx. 750m from the town centre and within walking distance of a number of reasonably frequent bus routes, to both Dublin and to local towns. There are two bus stops within 500 metres of the site on Newbridge road, and a further two more c. 800 metres from the site. These stops are served by routes 125, 126, 826, 726 and 846 which connect to the local towns in the surrounding area and to Dublin city and airport. With destination and frequency identified below

The town is also served by Naas & Sallins railway station on the Dublin to Cork/Limerick rail line, with commuter trains serving the station at intervals of approximately 20 minutes at peak times. The station is just over 3km from the town centre and the adjacent site. It is a c.20min cycle along the canal from the site to Sallins Train Station.

Local public transport information, within a 10 min walk of the site, is provided as follows:

Route No.	Operator	Destinations	Weekday	Peak Interval
125	Go-Ahead	Newbridge / UCD	2	-
126 <sup>2</sup>	Go-Ahead	Rathangan / Dublin	35	20 min
717	Avalen	Clonmel / Dublin Airport	2	-
726	Dublin Coach	Portlaoise / Dublin Airport	24	60 min
736	Kenneally's	Tramore / Dublin Airport	3	-
826	Kyanitedale	Monasterevin / Naas	9	60 min
846	Kenneally's	Clane / Naas	10	30 min

<sup>1</sup> Average number of services per day in each direction, Monday-Friday

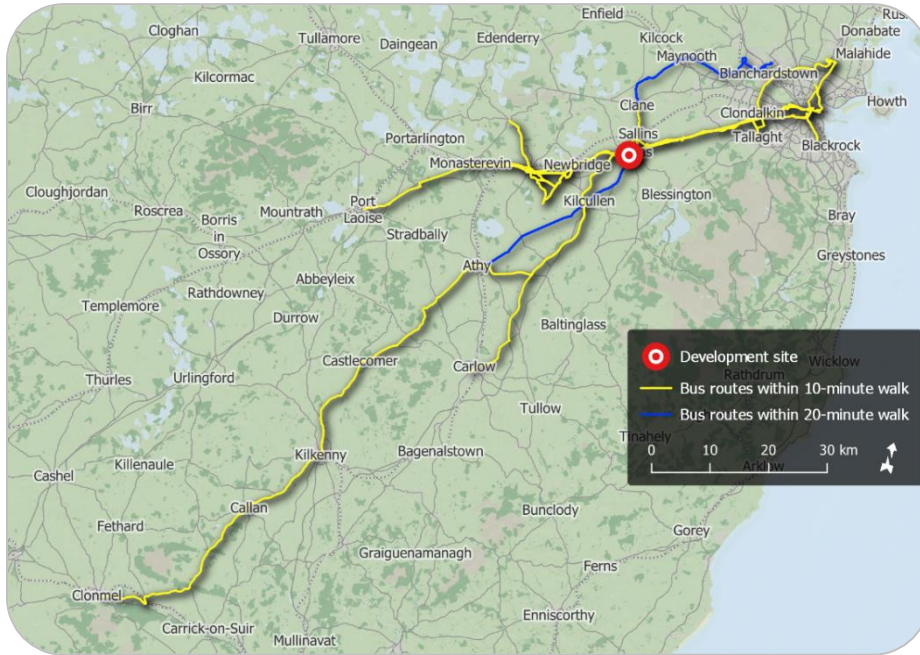
<sup>2</sup> Including route variants a,b,d,e,n,t,u



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3no. further bus routes serve stops within a 20-minute walk of the subject development. Details of these are given as follows:

Route No.	Operator	Destinations	Weekday	Peak Interval
130/a	Go-Ahead	Athy / Dublin	5	120 min
139	JJ Kavanagh	Corduff / Naas	9	120 min
737	JJ Kavanagh	Naas / Dublin Airport	12	30 min



**Fig 6.1 Bus routes in proximity to development site**

In addition, high-quality cycle parking and associated facilities are provided in the proposed development with a total of 482 cycle parking spaces provided (84 for house residents, 298 for apartment/duplex residents, 90 for apartment/duplex visitors, and 10 for the crèche). Residents parking is provided in secure locations in addition to visitor spaces located throughout the landscaped open space in the scheme providing easy access for visitors.



The development's proposed bicycle parking provision significantly exceeds the standard requirements of the Kildare County Development Plan 2017–2023, providing ample cycle parking facilities to support a high modal share for cycling among development residents and visitors. This is in keeping with the approach taken to avoid excessive car parking provision. Cycle parking provision, compared to the Development Plan requirements, is set out below:

Land Use Type	Cycle Parking Standard	Quantum	Standard Provision	Proposed Provision
Apartments	1 [resident's] space per unit	177 units	177 spaces	298 spaces
	1 visitor space per 2 units	177 units	89 spaces	90 spaces
Houses	n/a	42 units	n/a	84 spaces
Crèche	1 space per 5 staff members + 1 space per 10 children	11 staff members + 59 children	8 spaces	10 spaces
Total			274 spaces	482 spaces

Naas is the location of some significant employment lands, all of which are within a combination of walking, cycling or bus connections to the site. For example the site is located within a 10 min walking distance of the town centre, and 20 min walking distance of the Aldi Distribution Centre and Newhall Business Park to the west of the site and Naas General Hospital to the east of the site. The site is a 10 minute cycle to the M7 Business Park, a 6 minute cycle to Naas General Hospital and a 15 minute cycle to Millenium Park and 20 min cycle to Sallins & Naas Train Station.

In addition the site is directly adjacent to the Kildare County Council Head Office and the newly constructed MERITS building which is stated in the LAP as being:

*Located within the town centre is the Mid-Eastern Region Innovation Think Space (MERITS) building currently under construction. Partnering with Enterprise Ireland and Maynooth Works (Maynooth University's business incubator unit) the development aims to attract 120 tech entrepreneurs from all over the Mideast in an innovative co-working space. The building will house both start-ups and expanding businesses as well as providing research and training space for existing companies who wish to access support. It forms part of a network of innovative co-working spaces in the mid-east region. The creation of incubator units and hot-desking in the town centre will give the people who work remotely more than a desk, but an all-inclusive social element also.*

Further build out of the MERITS complex is proposed providing for further directly adjacent employment.

This is set out in detail in the Traffic Impact Assessment and the Residential Travel Plan prepared by Cronin & Sutton Consulting Engineers.

## 2.12 Transport Strategy for the Greater Dublin Area 2016 – 2035

The Transport Strategy for the Greater Dublin Area 2016 – 2035, as prepared by the National Transport Authority, provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) over the next two decades. It also provides a transport planning policy around which statutory agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water and power, can align their investment priorities. It is, therefore, an essential component, along with investment programmes in other sectors, for the orderly development of the Greater Dublin Area over the next 20 years.

The Strategy identifies the challenges for transport in the GDA as being:

- An assumed return to sustained economic growth;
- Substantial population growth;
- Full employment;
- That no one is excluded from society, by virtue of the design and layout of transport infrastructure and services or by the cost of public transport use; and
- That the environment in the GDA is protected and enhanced.

It is considered that since the publication of the Strategy in 2016 economic and population growth has continued to substantially increase and as such the objective of the plan are critical to ensuring a functional GDA region.

Naas is located within Corridor D (Newbridge – Naas – Clondalkin – North Tallaght – to Dublin City Centre) and the Transport Strategy seeks to provide for significantly increased capacity in the transport network along this route in order to meet the increasing demand generated by population growth. This increase in capacity is to be provided in the form of improvements to the Kildare rail line and the reconfiguration and widening of the M7/N7 from the M50 to Naas in order to resolve the various junction and access issues existing along this corridor.

As such the proposed development is consistent with the objectives of the GDA Transport Strategy by developing residential development in proximity to existing employment and public transport networks thereby reducing the requirement on the car and encouraging a shift to more sustainable transport methods.

## 2.13 Guidelines for Planning Authorities on ‘The Planning System and Flood Risk Management (November 2009)’

These Guidelines introduce comprehensive mechanisms for the incorporation of flood risk identification and management into the planning process. In

accordance with the *Planning System and Flood Risk Management Guidelines a Site-Specific Flood Risk Assessment* (SSFRA) has been prepared for the current application by CS Consulting Engineers. The primary objective of the SSFRA is to inform a site design that can manage the impacts of surface water across the site without negatively impacting areas off the site.

The proposed development site was subject to SSFRA in accordance with The OPW Flood Risk Management Guidelines. This SSFRA did not find any indicators of the proposed development being at risk from fluvial, pluvial or groundwater flooding; also, the SSFRA did not find any indicators that the proposed development shall give rise to flood risk elsewhere.

In accordance with the 'The Planning System and Flood Risk Management: Guidelines for Planning Authorities' document, the development has been classified as a "highly vulnerable development." The proposed residential development lies within Flood Zone C and is thus classified as "Appropriate."

This site specific FRA for the proposed development, suggests that the risk of flooding is low across the entire site and no further mitigation measures are necessary. Although the proposed development is classified as a "highly vulnerable development", a Justification Test was not required. This is set out in the SSFRA prepared by CS Consulting Engineers.

#### **2.14 Part V of the Planning and Development Act 2000 – Guidelines 2017**

Guidelines were issued by the Dept. of Housing, Planning & Local Government in 2017 providing guidance on specific issues, largely in relation to the making of the Part V agreement, having regard to the 2015 legislative changes, which have been raised in discussions with local authorities, developers and other stakeholders. These Guidelines are issued under section 28 of the Planning and Development Act 2000 and planning authorities are required to have regard to them in carrying out their functions under the Act.

Initial consultation has taken place with Kildare County Council Housing Department and Cluid Housing in respect of the Part V provision for the site. A submission has been made to Kildare County Council and Cluid Housing in respect of 20% of the scheme to comply with S96 (Part V, now 20%) of the Planning and Development Act 2000 (as amended). A letter from Kildare County Council confirming same is included as part of the Part V Pack.

#### **2.15 Birds and Habitats Directive – Appropriate Assessment**

Under Article 6(3) of the EU Habitats Directive and Regulation 30 of SI no. 94/1997 European Communities (Natural Habitats) Regulations (1997) any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site (i.e. SAC or SPA) must be subject to an Appropriate Assessment.

This requirement is also detailed under Section 177 (U) of the Planning and Development Act 2000-2010.

An Appropriate Assessment is required if likely significant effects on Natura 2000 sites arising from a proposed development cannot be ruled out at the screening stage, either alone or in combination with other plans or projects.

We refer the Planning Authority to the Appropriate Assessment Screening Report prepared by Brady Shipman Martin that accompanies this application which concludes that no likely significant impacts on Natura 2000 sites are predicted. The information contained in this planning application and AA Screening Report seeks to assist the competent authority (in this instance An Bord Pleanála) to undertake a Screening for Appropriate Assessment.

## 2.16 EIA Directive

The EIA Directive, Directive 2011/92/EU as amended by Directive 2014/52/EU, is one of the cornerstones of EU Environmental Policy. The EIA Directive aims to determine the likely significant effects of a project on the environment. Screening is the first stage in the EIA process required by Article 4 of the EIA Directive and this process determines whether an EIA is required for a specific project. The Directive outlines in Article 4(1) 24 Annex 1 projects that require a mandatory EIA. Article 4 (2) outlines Annex 2 projects that require consideration for EIA further to a case by case examination or through thresholds and criteria set out by Member States. In an Irish context, projects requiring a mandatory EIA or consideration for EIA further to a case by case examination or thresholds are listed in Schedule 5 of the Planning and Development Regulations 2001 to 2022.

An Environmental Impact Assessment Screening Report (EIAR), which includes a Statement pursuant to Article 299B(1)(b)(ii)(II)(C) in Appendix 5, has been prepared by Brady Shipman Martin, to accompany the planning application, in order to assess the potential impact of the proposed development on the environment and the requirement, or not, for sub-threshold EIA.

The proposed development does not come within a type or scale of project as listed in Part 1 of Schedule 5 of the Planning and Development Regulations 2001, as amended, requiring mandatory EIA.

In terms of screening for potential for requiring of sub-threshold EIA, it has been concluded that the nature or characteristics of the proposed development are not such as to give rise to significant effects on the environment.

## 3 CONSISTENCY WITH LOCAL PLANNING POLICY

This section provides an overview of consistency with local planning policy. The site is located within the administrative area of Kildare County Council and is therefore subject to the land use policies and objectives of the County Kildare Development Plan 2017-2023 and the Naas Local Area Plan 2021-2027.

### 3.1 Kildare County Development Plan 2017-2023

The subject site is located in the administrative area of Kildare County Council therefore subject to the Kildare County Development Plan 2017-2023 ('the Development Plan'). The following areas are considered of key relevance:

#### 3.1.1 Core Strategy

The Core Strategy and Settlement Strategy set out an overarching strategy for the development of the county to 2023 and beyond, translating the strategic planning framework of the national and regional policy to county level. This is a requirement of the Planning and Development Act 2000 (as amended) in order to make local planning policy consistent at local level with national and regional policy.

The Development Plan sets out the following overall aim for the county:

*To respond in a coherent sustainable, spatial fashion to the challenges facing the county, while building on its strengths and providing a more focused approach to planning for future growth. The Core Strategy facilitates a more consolidated compact urban form, maintenance and improvement of a sustainable economic base, and the creation of sustainable and integrated communities, together with the balancing of our natural and built environment with sustainable and appropriate development.*

Further the Development Plan sets out the following areas for new development to focus on:

- (i) Consolidation within the existing urban footprint with particular focus on the Metropolitan and Hinterland towns;*
- (ii) Supporting the achievement of more sustainable towns and villages through residential and employment opportunities together with supporting social and community facilities;*
- (iii) Supporting national investment in public transport services by focusing new development areas in key locations to achieve the integration of land uses and high quality public transport provision;*
- (iv) Achieving economies of scale for services and infrastructure in identified growth towns;*

The Core Strategy for the development Plan was originally informed by the National Spatial Strategy (NSS) and the Regional Planning Guidelines which are

now superseded by the National Planning Framework (NPF) and the Regional Spatial Economic Strategy (RSES), respectively. As such the Development Plan has been varied (Variation No.1) by Kildare County Council to align with these updated policy documents.

In relation to Naas and the subject site, this has not changed the policy context fundamentally. As highlighted above the focus is on promoting compact development within the footprint of existing towns, supporting employment opportunities, existing infrastructure and communities.

Naas is identified as a Key Town in the Development Plan. Key Towns are identified as *‘Large towns which are economically active that provide employment for their surrounding areas. High quality transport links and the capacity to act as regional drivers to complement the Regional Growth Centres’*. Naas is identified as a primary economic growth town to be promoted for regional enterprise. In these towns critical mass is a core objective for economies of scale to justify strategic infrastructure provision.

The housing unit allocation for Naas, set out in the Development Plan (as varied), provides for 898 no. units over the period 2020-2023.

The Core Strategy of the Development Plan sets out a number of key Core Principles that seek to support the Plan’s Vision. These Core Principles include:

- *CS 1 Provide new housing in accordance with the County Settlement Hierarchy.*
- *CS 2- Direct appropriate levels of growth into the designated growth towns as designated in the Settlement Strategy.*
- *CS 4 –Deliver sustainable compact urban areas through the regeneration of towns and villages through a plan-led approach which requires delivery of a least 30% of all new homes that are targeted in these settlements to be within their existing built up footprint.*
- *CS 5 – Support the development of the identified Key Towns of Naas and Maynooth and the Self-sustaining Growth Towns of Leixlip and Newbridge as focal points for regional critical massing and employment growth.*
- *CS 11 – Seek the delivery of physical and community infrastructure including strategic open space and recreational areas in conjunction with high quality residential developments to create quality living environments. Residential Development*

Key Towns are set out in the Core Strategy as having the potential to accommodate commensurate levels of population and employment growth, facilitated by their location on public transport corridors and aligned with requisite investment in services, amenities and sustainable transport. The growth of the Key Towns will require sustainable, compact and sequential development and urban regeneration in the town core.

Naas has a wide range of employers including Kildare County Council, Naas General Hospital, business in the M7 Business Park and Naas Industrial Estate. The subject site is surrounded by planned or existing urban areas. It is also very close to Naas Town Centre (within 750m).

These factors i.e. proximity to town centre, proximity to adjacent employment, accessibility to Dublin City, existing residential adjacent uses etc. combine to highlight the suitability of the site for residential development which is entirely supported by the core strategy.

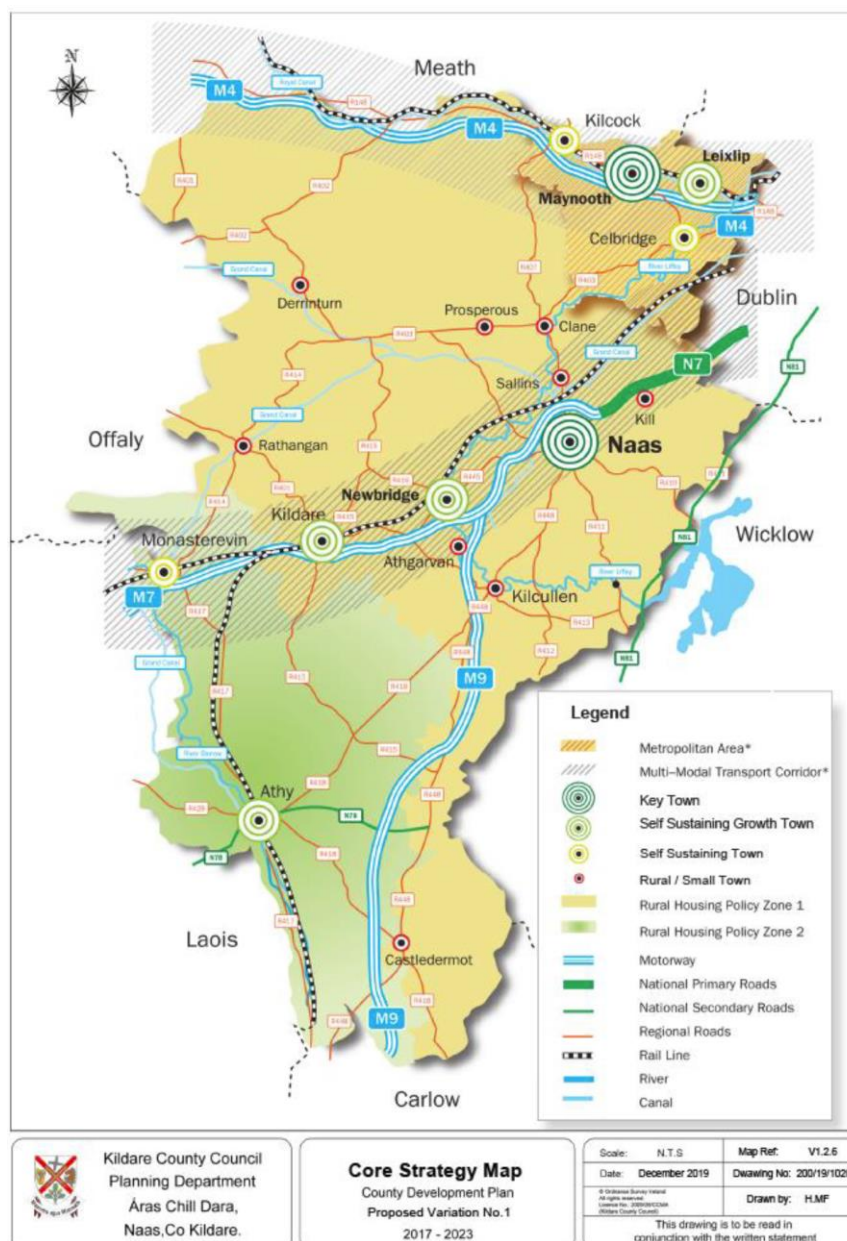


Figure 3.1: Map 2.6 of the Development Plan reflecting 'Core strategy Map'.

### 3.1.2 Settlement Strategy

The Settlement Strategy aims to provide a coherent planning framework for the development of the county. The settlement hierarchy is set out to underpin decisions regarding the location and scale of new developments such as housing, employment



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creation and social and physical infrastructure provision. Investment in infrastructure should be focused on locations that are the most environmentally robust and provide the best economic return.

Within the Settlement Hierarchy each settlement category has a designated role which is underpinned by its position in the overall growth strategy for the county. Maynooth and Naas are the designated Key Towns in the RSES and as such are also in the Kildare Development Plan.

The Development Plan sets out the following population and unit targets:

Settlement Type	Towns / Villages	2016 Census Pop	2016 Dwellings	Allocated Growth (%) 2016-2023	2023 Dwellings Forecast	NPF 2026 Pop Growth	NPF 2026 Pop Growth in housing units	Population Growth to 2023 (annualised from 2026 NPF Figures)	Dwellings Target to 2023
Key Town	Naas	21,393	7,726	14.9%	12,568	5,866	2,095	2,514	898
	Maynooth	14,585	5,171	10.9%	8,713	4,291	1,533	1,839	657

Table 3.2: extract from Table 3.3 and table 3.4 of the Development Plan

The following settlement strategy objectives support the above allocations:

**SS 1** Manage the county's settlement pattern in accordance with the population and housing unit allocations set out in the RPGs, the Settlement Strategy and hierarchy of settlements set out in Table 3.1.

**SS 2** Direct growth into the Key Towns, followed by the Self-Sustaining Growth Towns and the Self-Sustaining Towns, whilst also recognising the settlement requirements of rural communities.

**SO 4** Ensure that the scale and form of developments envisaged within towns and villages is appropriate to their position within the overall Settlement Hierarchy set out in Table 3.1. Due regard will be given to the Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities, DEHLG (2009), the accompanying Urban Design Manual – A Best Practice Guide (2009), Urban Development and Building Height Guidelines (2018) and the Urban Design Guidelines contained within Chapter 15 of this Plan.

On the basis of existing permitted developments, it is not considered that the Core Strategy will be exceeded by this development. Significant developments at Jigginstown and Devoy Quarter plus this development will not result in an exceedance of the 898 number.

The proposed development is consistent with the County Settlement Strategy, providing high quality residential development, of 219 dwellings, within Naas respective of its context and adjacent residential development.



### 3.1.3 Settlement & Housing Strategy:

The Development Plan sets out a series of objectives in order to meet the housing needs of the county in line with wider Development Plan objectives.

Section 2.7 details the preferred development strategy of Kildare County Council. It notes as a focus the achievement of *'Critical mass in the Metropolitan urban areas (Maynooth, Leixlip, Celbridge, Kilcock) and in key towns and villages in the Hinterland (Naas, Newbridge, Athy, Kildare, Monasterevin and Kilcullen)'* [our emphasis].

This strategy has the overarching aim to:

*'facilitate the provision of high quality residential developments at appropriate locations in line with the settlement strategy. To ensure the provision of appropriate densities at suitable locations; to include an appropriate mix of house sizes, types and tenures in order to meet a variety of household needs and to promote balanced and sustainable communities'.*

In respect of Part V and social housing the following objectives are of relevance:

*HSO 2: Apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 (as amended) to all sites that are zoned solely for residential use, or for a mixture of residential and other uses.*

Of relevance in this regard is HSO 7 which aims to:

*Work in partnership with statutory and voluntary agencies in assessing and addressing the needs and requirements of individuals for housing in Kildare.*

The Land Development Agency is a commercial, state sponsored body that has been created to coordinate land within State control for more optimal uses where appropriate, with a focus on the provision of new homes. The proposed development represents an opportunity to address housing needs in the area.

It is respectfully considered that the proposed development in this instance can help to achieve these key policies and objectives identified under the housing settlement strategy. It is respectfully considered that the proposed development which provides for a total of 219 residential units, a crèche and high quality public open space is in accordance with the provisions of the Development Plan. The scheme proposes a mix of unit types, with a high proportion being focused towards 2 and 3 bed units which is considered to provide for greater mix of occupants and household units.

The Part V element of the proposed scheme is subject to final agreement by the Land Development Agency and Kildare County Council to be managed by Cluid Housing ensuing a high quality of social housing as part of state developed affordable housing.

### **3.1.4 Sustainable Communities**

The Development Plan sets out a series of objectives in order to create sustainable communities, referring to key national policies and objectives. Creating sustainable communities requires the provision of quality living spaces, amenity areas and green infrastructure. The following objectives are of relevance in this regard:

*HCO 1 Have regard to the Quality Housing for Sustainable Communities – Design Guidelines, DEHLG (2007), which provide guidance on the efficient use of land, infrastructure and energy, the design and orientation of dwellings, the optimum use of renewable sources of energy and the use of scarce natural resources in the construction, maintenance and management of dwellings.*

*HCO 2 Encourage appropriate densities for new housing development in different locations through the local area plan process while recognising the need to protect existing residential communities and the established character of the area.*

*HCO 3 Ensure that all new urban development is of a high design quality and supports the achievement of successful urban spaces and sustainable communities.*

*HCO 4 Require the submission of a design statement with planning applications that incorporate 10 or more residential units.*

The proposed development strategy entails a highly sustainable approach and is consistent with the above objectives. As set out in the Energy Strategy & BER Report prepared by JV Tierney Engineers the energy strategy for this development is to use efficient passive and active measures coupled with the appropriate renewable technology to deliver a robust, cost effective, efficient and healthy environment within the development site. The development provides an opportunity to create environmentally sound and energy efficient buildings, both domestic and non-domestic, by using an integrated approach to design, planning, construction and operation.

In respect of site layout and design, the scheme has been designed to maximise daylight into residential units and sunlight into external spaces. The scheme also provides for higher densities to the east of the site adjacent the MERITS Building and future commercial development with lower densities to the west adjacent existing residential development providing for a balanced and appropriate

density across the site. For further details please see attached the Architects Design Statement prepared by Coady Architects.

### 3.1.5 Location and Density

The Development Plan outlines the considerations required to meet the justification for increased densities in regard to new development proposals.

Objectives LDO 1 aim to:

*Ensure that the density of residential development maximises the value of existing and planned physical and social infrastructure and makes efficient use of zoned lands in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009). LDO 3 Require higher residential densities at appropriate locations as set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009).*

Objective HDO3 seeks to:

*Encourage appropriate design and densities for new residential development while recognising the need to protect existing residential communities and the established character of the area. Where appropriate, local area plans may incorporate additional guidance in the form of design briefs for important, sensitive or larger development sites.*

The Development Plan, in Table 4.1, outlines some of the potential locations for such development, including Town Centre and Brownfield Sites which are described as follows:

*Large towns often contain central sites of strategic importance, some of which may be brownfield in nature. These sites have the greatest potential for the creation of sustainable patterns of development. They can also assist in regeneration, making more intensive use of existing infrastructure, support local services and employment, encourage affordable housing provision and sustain alternative modes of travel such as walking, cycling and public transport.*

The KCDP identifies sites as either 'Town Centre / Brownfield, Inner Suburban, Outer Suburban In close proximity to public transport or Outer Suburban Remote from public transport'.

Inner Suburban/Infill is set out in the Kildare County Development Plan as:

*The existing built fabric of large towns often contains residential areas where additional dwellings can be accommodated without compromising the existing residential amenity or residential character of the area. The provision of*

*additional dwellings within inner suburban areas of towns can be provided either by infill or by sub-division. Infill residential development may range from small gap infill, unused or derelict land and backland areas, up to larger residual sites or sites assembled from a multiplicity of ownerships. Sub-division of sites can be achieved where large houses on relatively extensive sites can accommodate new residential development without a dramatic alteration in the character of the area or a negative impact on existing residential amenities. Sub-division shall be considered subject to safeguards regarding residential amenity, internal space standards, private and public open space, car parking and maintenance of the public character of the area.*

It is considered that the site is classified as an 'Inner Suburban' site noting:

- its location within the Naas Local Area Boundary,
- its location on appropriately zoned lands proximate to Naas Town Centre, proximate to existing transport connections,
- adjacency to a Town Centre zoned site,
- Its location proximate to the Kildare County Council Head Offices and existing established residential development.

We note the Inspector's Report on the refused permission in this regard states the following:

*'The applicant makes a case for the proposed density on the basis that the site is at an inner suburban location and can define its own density. Given the sites proximity to the town centre of Naas and to established housing that is sequentially further from the town centre, I would concur with the applications classification of the site as an inner suburban rather than outer suburban / greenfield site. The KCDP (Table 4.2) indicates that density on inner suburban sites will be site specific',*

As detailed throughout and within the Planning Report the density is consistent with the site specific density allowed under the Development Plan, as set out in Table 4.2. Please see Section 7.7 in the accompanying Planning Report prepared by BSM for detailed overview of compliance with development management standards as set out in Chapter 17 of the Kildare County Development Plan.

#### **3.1.6 Movement & Transport**

Kildare County Council's policies in respect of Movement and Transport are set out in Chapter 6 of the Development Plan.

In respect of the proposed development the following policies are considered relevant:

*PT2- Generate additional demand for public transport services by strengthening development around existing and planned high capacity transport routes and interchanges throughout the county.*

*PT 8- Increase the catchment of public transport services by reducing walking and cycling distances through the implementation of Local Permeability Improvements.*

*WC1- Prioritise sustainable modes of travel via high quality walking and cycling facilities within a safe street environment.*

*WC2- Promote safe and convenient walking and cycling routes.*

*WC3- Maximise pedestrian and cyclist connectivity in new communities and improve same in existing areas.*

*WC5- Identify new walking and cycling routes and connections on all new development sites and ensure design of streets prioritises pedestrian and cyclist movements.*

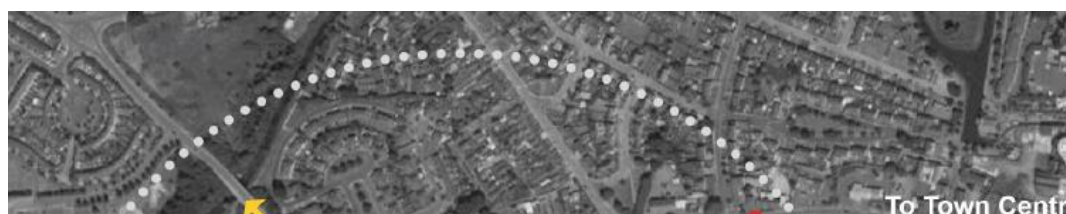
*LR 5- Ensure that all streets and street networks within urban areas are designed to passively calm traffic through the creation of a self-regulating street environment.*

*LR 7- Ensure that all developments allow for and ensure full connectivity (pedestrian, cycle and vehicular) to the adjacent lands which are zoned for development and lands which may be zoned for development in the future.*

*PK 7- Ensure that car parking does not detract from the comfort and safety of pedestrians and cyclists or the attractiveness of the landscape.*

It is considered that the proposed development meets these objectives of the Development Plan by providing for a well design public realm, which includes for proposed connectivity to adjacent sites, thereby improving accessibility to Naas and public transport routes. The scheme also is designed to allow for future connectivity should adjacent lands become available to connect to. On-street parking has been significantly reduced, in line with DMURS, to provide for a more pedestrian and cycle friendly development. Car Parking provision, in respect of apartments/duplexes, is set out in Section 6.1.2 of the Material Contravention Statement.

Vehicular access is proposed to the site via the John Devoy Road as envisaged with a pedestrian and cycle connection provided to the east to adjoin the Merits Building, which is completed and occupied. The exact details of this layout will be agreed with KCC post grant of planning. This route, which is delivered, in conjunction with Kildare County Council through lands under their control, provides for a link between the Devoy Barracks Site and Newbridge Road.



*Fig 3.2- Proposed and Potential Pedestrian/Cycle Connections of Proposed Scheme*

The scheme is designed to seamlessly provide for future connectivity to the west to Arconagh and the north via St. Patrick's Terrace subject.

This is set out further in the Architects Design Statement and Traffic & Transport Assessment Report which accompany this application.

### **3.1.7 Infrastructure**

Kildare County Council's policies in respect of Movement and Transport are set out in Chapter 7 of the Development Plan and seek to ensure that sufficient infrastructure is in place to facilitate and service new developments in respect of wastewater, potable water and surface water and that no developments contribute to flooding.

In respect of the proposed development the following policies are considered relevant:

***WS 1** Work in conjunction with Irish Water to protect existing water infrastructure and to promote investment in the water network to support environmental protection and facilitate the sustainable development of the count.*

***WS 4** Ensure that adequate water services will be available to service development prior to the granting of planning permission and to require developers to consult with Irish Water regarding available capacity prior to applying for planning permission.*

**WW 1** *Work in conjunction with Irish Water to protect drainage infrastructure and promote investment in the drainage network to support environmental protection and facilitate the sustainable growth of the county.*

**WW 4** *Ensure that adequate wastewater services will be available to service development prior to the granting of planning permission. Applicants who are proposing to connect to the public wastewater network should consult with Irish Water regarding available capacity prior to applying for planning permission.*

**WW 8** *Require all new development to provide a separate foul and surface water drainage system and to prohibit the discharge of additional surface water to combined sewers other than in exceptional circumstances.*

**SW 8** *Incorporate Sustainable Urban Drainage Systems as part of all plans to address the potential for sustainable urban drainage at district or site level.*

**SW 9** *Limit the surface water run off from new developments through the use of Sustainable Urban Drainage Systems (SuDS). These systems should not adversely impact on open space provision in residential areas.*

Engagement with both Irish Water and Kildare County Council has taken place prior to the lodgement of this application to ensure that the proposed development is in line with the requirements of both in terms of foul water, surface water etc. as follows:

Stormwater- In accordance with Kildare County Council requirements, storm water shall be managed in two phases. The first requirement is to restrict storm water runoff from the proposed development to greenfield runoff rates. The second requirement for new applications is to incorporate Sustainable Drainage Systems (SuDS) proposals into the scheme. The SuDS concept requires that storm water quality be improved before disposal and, where applicable, storm water is discharged into the ground on site.

Attenuation- In accordance with the requirements of Kildare County Council, all new developments are to incorporate Sustainable Drainage Systems (SuDS). The SuDS principles require a two-fold approach to address storm water management on new developments. In line with observations made by Mr David Hall of Kildare County Council, regarding attenuation tank accessibility and future maintenance, the development's stormwater drainage system includes 3no. separate attenuation systems, rather than a single large attenuation tank.

SUDS- The specific features proposed shall reduce run-off volumes, pollution concentrations and enhance groundwater recharge and biodiversity include the use of rainwater butts, Low water usage sanitary appliances, Permeable paving, Porous Asphalt, Tree pit drainage systems,

Bio-Swales, Soakaways, Constructed Wetlands, Green Roofs, Road gullies, Oil Separator The combination of the above noted elements shall allow the

proposed development to adhere to the principles of sustainable drainage practices while enhancing overall storm water quality.

This is set out in detail in the accompanying the Engineering Services Report prepared by CS Consulting Engineers.

### **3.1.8 Landscape & Green Infrastructure**

Chapter 13 & 14 of the Development Plan sets out the Councils policies in respect of landscape, amenity and green infrastructure. The site is located in a built up area, adjacent to Naas Town Centre, and is set in the context of the adjacent MERITS building and Kildare County Council offices to the east and existing residential developments to the west.

In respect of the proposed development the following policies are considered relevant in respect of landscape and amenity:

***LA 2** Protect and enhance the county's landscape, by ensuring that development retains, protects and, where necessary, enhances the appearance and character of the existing local landscape.*

***LA 4** Seek to ensure that local landscape features, including historic features and buildings, hedgerows, shelter belts and stone walls, are retained, protected and enhanced where appropriate, so as to preserve the local landscape and character of an area, whilst providing for future development.*

***OS 2** Require the provision of good quality, well located and functional open space in new residential developments to cater for all age groups.*

***CP 3** Seek the provision and suitable management of children's play areas in new housing developments and to implement measures to find suitable sites for their provision to serve existing residential areas.*

In respect of the proposed development the following policies are considered relevant in respect of green infrastructure:

***NH 2** Promote the carrying out of basic habitat assessments to inform the design of new developments in order to ensure that proposals for development integrate the protection and enhancement of biodiversity and landscape features wherever possible, by minimising adverse impacts on existing habitats (whether designated or not) and by including mitigation and/or compensation measures, as appropriate.*

***GI 20** Maintain a biodiversity zone of not less than 10 metres from the top of the bank of all watercourses in the county, with the full extent of the protection zone to be determined on a case by case basis by the Council, based on site specific characteristics and sensitivities. Strategic Green Routes / Blueways / Trails will be open for consideration within the biodiversity protection zone, subject to appropriate safeguards and*



*assessments, as these routes increase the accessibility of the Green Infrastructure Network.*

**GI 23** *Contribute towards the protection of rivers, streams and other water courses and, wherever possible, maintain them in an open state capable of providing suitable habitats for fauna and flora while discouraging culverting or realignment.*

**GI 30** *Require multifunctional open space provision within all new developments; this includes provision for ecology and sustainable water management.*

**GIO 6:** *Showcase good examples of Sustainable Urban Drainage Systems (SuDS) which maximise amenity and biodiversity.*

As set out in the Landscape Design Report, the overall aim of the landscape design is to create a high quality attractive environment with amenity facilities for the surrounding proposed residences and users of the park spaces / green links. The proposal takes into account the landscape objectives within the Kildare County Council Development Plan 2017-2023, the Local Area Plan 2021-2027 and the National Guidelines to ensure a strong sense of place for the proposed development appropriate within the surrounding landscape context. Existing trees and hedgerows to be protected, retained and managed to maximise their visual softening of the proposed scheme and to maintain and improve the sites biodiversity

The landscape design elements shall be robust, accessible, useable, connected and passively supervised. The open spaces are multifunctional, catering for amenity uses both active and passive but also fulfilling objectives of movement and access, biodiversity, microclimate/shelter and SUDS requirements. The external open space arrangement has been designed to allow for flexibility in recreational activity. They allow for social interaction, for active play but also for spaces that are quiet and calming. All spaces are accessible and inclusive for all ages and abilities and are interconnected via the pedestrian/cycle routes and shared surface spaces.

The development has stepped away from the Yeomanstown Stream, which is outside of the site boundary and a bio swale is proposed in this location to allow appropriate SUDS measures and transition to the stream.

### **3.1.9 Urban Design**

Chapter 15 of the Development Plan sets out the Councils policies in respect of Urban Design. The chapter sets out Urban Design Strategies for varying site profiles. It is considered that the site fits the criteria of many of the site classifications but we note that in the previously refused report the inspector noted the site as 15.5- Expansion.

Section 15.5 states that:

*The expansion of a town or village may be required in certain circumstances. This generally refers to the development of previously undeveloped land within or adjacent to the urban cores. The primary objective is to ensure that any expansion does not detract from the primacy of main streets as the core urban centre, but rather reinforces the activities there. Careful phasing of development may be required in order to integrate the new development into the existing core. Expansion should ensure the development of wellconnected sustainable neighbourhoods proximate to public transport services and a range of community infrastructure. This should be achieved through the development of green infrastructure strategies for recreation, amenity, biodiversity and climate change reasons. Chapter 13 – Natural Heritage and Green Infrastructure provides policies and objectives in relation Green Infrastructure*

Section 15.5 then seeks to classify ‘expansion’ sites in to either backland or greenfield edge. It is considered that the site has attributes of both of these but doesn’t fit naturally into either. The site is greenfield in nature but is surrounded by existing development (existing, recently constructed or permitted).

Section 15.7 sets out the detailed urban design considerations for the redevelopment of sites which includes for:

- 15.7.1 Scale / Mass / Composition
- 15.7.2 Key Buildings
- 15.7.3 Corner Sites
- 15.7.5 Roofline
- 15.7.6 Perimeter Block
- 15.7.7 Courtyard Buildings
- 15.7.8 Building Type and Height
- 15.7.9 Neighbourhood Centres
- 15.7.10 Car Parking
- 15.7.11 Protection of the Existing Environment
- 15.7.12 Building Language and Finishes

Section 15.8 sets out overall layout design considerations addressing features such as:

- 15.8.1 Permeability
- 15.8.2 Legibility
- 15.8.3 Streetscape
- 15.8.4 Public Space
- 15.8.5 Transportation Network
- 15.8.6 Cycling and Pedestrian Linkages
- 15.8.7 Street Hierarchy
- 15.8.8 Storm Water Run-off
- 15.8.9 Sustainable Urban Drainage Systems (SuDS)

Given that the site is located in a Key Development Area under the Naas Local Area Plan many of the above items are set out in specific detail in the LAP. However it is considered that the scheme has addressed the above considerations. As set out in the Architects Design Statement in Section 5.0, the design strategy is based on the best principles of urban design, taking account of the national policy documents as outlined earlier in this report, and has had particular cognisance to the Naas Local Area Plan and the objectives for the Devoy Barracks Key Development Area.

The objective of the new development at Devoy Barracks, Naas, is to provide an attractive and desirable residential development, well connected to the surrounding community and the commercial core of the town, with its own character and sense of place. The development will be responsive to its natural environment, making the most of ecological amenities, such as the existing trees along the boundary with Arconagh and Yeomanstown stream along the southern boundary. The development will provide low energy and low maintenance dwellings that are affordable, sustainable, and well designed, set within a high quality landscaped public realm and public amenity spaces.

### 3.1.10 Height

The Kildare County Development Plan 2017-2023 identifies that tall buildings are only to be considered on sites of strategic planning importance identified in a Local Area Plan, while the Naas Local Area Plan 2021-2027 identifies the site as a 'Key Development Area' with focal buildings identified on the site. The proposed development at 2-5 storeys is considered to be consistent with these policies which allow for the heights identified, however, for the avoidance of doubt, as the wording in the Development Plan and the Local Area Plan is not fully consistent and aligned (as discussed below), height as a potential material contravention has been set out for An Bord Pleanála's consideration.

The Kildare County Development Plan 2017-2023, in Section 17.2.1, states that *'heights should respect the local streetscape. In towns, varied building heights are supported across residential, mixed use and town centre areas to support consolidation and to create a sense of place, urban legibility and visual diversity. Development proposals that include building heights that are greater than the prevailing building height in the area should be supported by a strong urban design rationale (as part of a Design Statement)'* and further *'Tall buildings, defined here as buildings that exceed five storeys and/or 15 metres, will only be considered at areas of strategic planning importance identified in a Local Area Plan'.*

As previously set out, the Local Area Plan identifies this site as a 'Key Development Area', which confirms its significance in the Naas context. Additionally, it goes further to identify where a focal building can be located, which is translated into this proposed development.

## DEVOY BARRACKS SHD

### Statement of Consistency

A single 5 storey building is proposed as a focal building, as identified in the Local Area Plan, at the entrance to the site fronting John Devoy Road.

The Development Plan extract in respect of tall buildings, as quoted above is considered, in detail, as follows:

*'Tall buildings, defined here as buildings that exceed five storeys and/or 15 metres....'*

The proposed building heights range from 2 to 5 storeys. As set out in the Architects' Design Statement, the lower 2-3 storey buildings are located to the north, west and south of the site where it adjoins existing two storey residential buildings. The 5 storey crèche/apartment building is located at the south-eastern corner, cranked to set back from the roundabout, framing the entrance to the site and connecting to the linear open space. Other 4 storey buildings are located throughout the scheme at key corners and adjacent open spaces to provide a varying streetscape and act as markers in the development.



**Fig 3.3: Extract from the Architects Design Statement showing proposed building heights (with focal building identified) and Figure 10.22 from the Naas Local Area Plan identifying indicative site strategy.**

In their consideration of the issue in the refused application previously referenced, An Bord Pleanála determined that, the proposed 4 storey building at 15.6m was a contravention of the Development Plan, but not material, and the 5 storey building at c.17.8 metres was considered a Material Contravention of the Development Plan due to the absence of the Local Area Plan at the time.

*‘...will only be considered at areas of strategic planning importance identified in a Local Area Plan’*

The subject site is identified as a ‘Key Development Area’ in the Naas Local Area Plan 2021-2027 and the location of the proposed 5 storey building is located on the subject site as a ‘focal building’ on Figure 10.22 (shown in Fig. 6.2 above), *Devo Barracks Key Development Area Urban Design Framework*. As such it is considered that this site is an ‘areas of strategic planning importance identified in a Local Area Plan’.

The site layout, housing typologies and building height strategy of this development seeks to provide an appropriate and balanced response to the existing site context, the need to increase affordable housing provision, and the balance parking needs to serve the accommodation.

As set out in the Architects’ Design Statement, the lower 2-3 storey buildings are located to the north, west and south of the site where it adjoins existing two storey residential buildings. The 2-storey terraced housing backs onto the boundaries with existing housing to the north and south. The duplex and apartment typologies provide increased density. Duplexes are generally 3 stories in height, rising to 4 stories at key locations, to the north of the central open space and where the east-west pedestrian / cycle path cuts through the western housing cell. The 5 storey crèche/apartment building is located at the south-eastern corner, cranked to set back from the roundabout, framing the entrance to the site and connecting to the linear open space. Other 4 storey buildings are located throughout the scheme at key corners and adjacent open spaces to provide a varying streetscape and act as markers in the development.

As such it is considered that the proposed development has been designed sensitively and consistently with the objectives/ principles of the Development Plan as regards building height which maximises orientation, existing site context and the objectives of the development plan around key sites.

However as set out in the Material Contravention Statement there is an inconsistency in wording between the Development Plan and the Local Area Plan and as such the issue of height is considered as a potential material contravention of the Development Plan.

### **3.1.11 Development Management Standards**

Chapter 17 of the Kildare County Development Plan 2017-2023 sets out development standards and criteria that arise out of the policies and objectives of the County Development Plan, to ensure that development occurs in an orderly and efficient manner and that it is in accordance with proper planning and sustainable development.

Please see Section 7.7 in the accompanying Planning Report prepared by BSM for detailed overview of compliance with development management standards as set out in Chapter 17 of the Kildare County Development Plan.

### 3.2 Naas Local Area Plan 2021-2027

At a special meeting of Kildare County Council on 21st October 2021, the Elected Members adopted the Naas Local Area Plan 2021 - 2027. The Naas Local Area Plan 2021 - 2027 came into effect on 1st December 2021. This plan replaced Naas Town Development Plan 2011-2017.

#### 3.2.1 Vision for Naas

The LAP sets out a vision for Naas as follows:

- *To ensure that the growth planned for the town up to 2031 and beyond occurs in a sustainable and sequential manner, while prioritising a low carbon, compact, consolidated and connected pattern of development.*
- *To develop Naas as a vibrant and culturally rich town supported by an inclusive sustainable all-of-life residential community.*
- *To create a distinct sense of place and community in which people will continue to choose to live, work, do business and visit. Movement, connectivity and permeability to key destinations within the town and wider region will be prioritised and a greater emphasis on safe active transport routes and an enhanced public transport network.*
- *To deliver and facilitate the regeneration and redevelopment of Core Regeneration Areas in tandem with a radically improved public realm and rejuvenated town centre while having regard to and optimising the heritage assets of the town.*
- *Through the realisation of a shared civic vision Naas will undergo expansion of growth within the designated New Residential Areas, and future strategic expansion of a low carbon urban district towards the Northwest Quadrant (NWQ) to 2031. Development of the NWQ into the future will comprise of a clear emphasis on linking the town centre to the NWQ lands and Sallins Train Station, in particular harnessing the potential of the canal greenway, developing key transport modes, community facilities and amenities and delivering a high quality and connected employment quarter with diverse residential and amenity areas.*



Figure 2.4 Naas Development Strategy

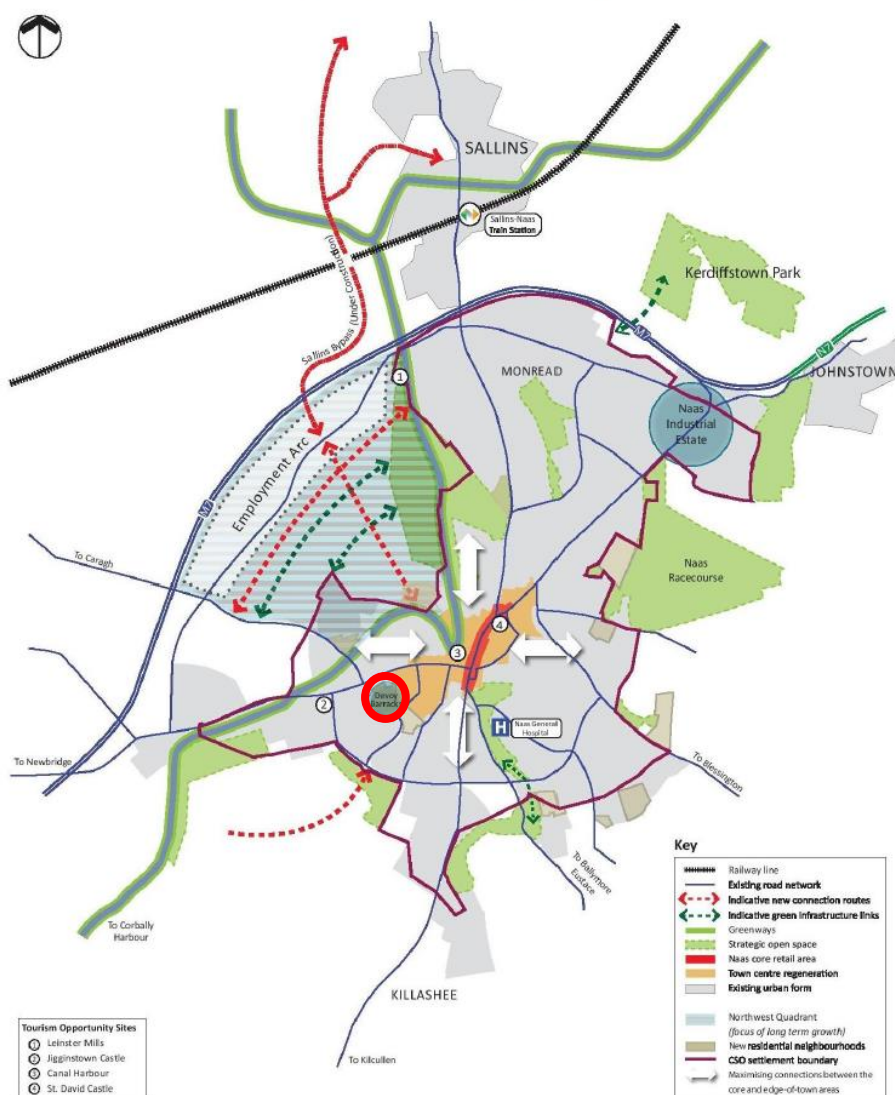


Fig 3.2- Naas Development Strategy with Site Highlighted (Source: KCC, 2021).

### 3.2.2 Core Strategy

It is an objective of the Naas Local Area Plan to align the LAP with the Core Strategy of the Kildare County Development Plan 2023-2029 once adopted and any other material changes relevant to Naas contained in the Kildare County Development Plan 2023 – 2029, by way of a statutory amendment to the Local Area Plan pursuant. As such the Core Strategy targets for Naas remain those as set out in Section 3.1.2 above.

### 3.2.3 Zoning

Under the LAP, the site of the proposed development is predominantly zoned 'C – New Residential', for which the corresponding objectives is "To provide for new residential development"; with small areas on the eastern margin of the site

zoned 'A – Town Centre', for which the corresponding objective is *"To protect, improve and provide for the future development of the town centre"*.



Figure 3.3: subject site in Nass Local Area Plan. (Source: KCC,2021).

Uses permitted in principle under this objective include housing as the primary use but also recreation, education, crèche / playschool, community buildings and sheltered housing. Limited local shopping facilities are open for consideration to serve local needs only.

The site is highlighted as a 'Key Development Area'. The stated objective being: *'To provide for new residential development'* with a reference to a Specific Objective - Key Development Area - Devroy Barracks.

### 3.2.4 Residential Strategy

The Naas LAP, in line with the National Planning Framework which identifies that at least 30% of all new housing units must be delivered within the existing built-up footprint of the town. The proposed development site is within the CSO Urban Footprint Boundary.

The LAP, in Section 3.5, identifies that *'the Devroy Barracks which extends to ca. 4.4 hectares has been identified. Given the location of the lands proximate to the town centre and public transport, the site has the capacity to deliver a higher density'*. It is considered that the proposed scheme provides for consolidation of the existing residential core at this town centre adjacent site.

In regard to such sites, the Plan states that higher densities should generally be promoted at densities specific to the subject site on Inner Suburban sites.



Section 4.1 of the LAP, acknowledges that *‘the housing mix in Naas currently consists of a high proportion (c.86.8% of overall housing stock) of detached and/or semi-detached dwellings. The provision of a range of homes including apartments, smaller units, age friendly units, single storey houses, adaptable and universally designed homes must also be considered as part of new residential schemes and mixed-use developments to provide a greater choice for the existing and future population of Naas’*. The proposed schemes provides for a mix of units types, both houses and apartments, and mix of sized units providing a greater mix of residential stock.

The framework for delivery of residential development, as set out in Section 4.3, is as follows:

- i) Focusing residential development for the Plan period within the CSO defined settlement boundary as delineated under Census 2016.*
- ii) Focusing infill/brownfield mixed use development, including residential development, into the six Core Regeneration Areas (CRAs) located within the existing town centre area based on urban design principles set out in Urban Regeneration and Development Strategy in Chapter 10. CRAs seek to consolidate and regenerate the town centre area and encourage more people to live and work in the town.*
- iii) Active land management will be encouraged, including the application of the Vacant Site Levy along with the pursuit of funding under the Urban Regeneration and Development Fund (URDF) in order to bring forward vacant and underutilised sites for the supply of housing and to support urban regeneration.*
- iv) Integrating new residential communities with the inclusion of one Key Development Area (KDA); the Devoy Barracks, along with lands zoned for New Residential development and the Core Regeneration Area sites in the town centre. Development of these sites should comply with the area-based design guidance and the Urban Regeneration and Development Strategy set out in Chapter 10.*
- v) Delivering physical and social infrastructure in tandem with residential development to support the continued development of a healthy, active and liveable town.*

We submit that the above framework fits the proposed development particularly in respect of point (iv). The proposal will result in a high quality residential development located in a highly suitable and accessible location, providing for 219 units and significant open space at a density of 55.2 units per ha.

Statement of Consistency

Policy HCO1.2 notes it is an objective of the Council to *‘Support approved housing bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure, including social and affordable housing and exploring new models at low-cost rental and affordable homeownership.’*

The scheme as proposed by the Land Development Agency will provide for a mix of housing type and tenure and will be a mix of affordable housing and cost rental.

Policy HCO1.2 notes that it is an objective of the Council to *‘Require all Strategic Housing Development applications, or applications for 100 residential units or more, to include an assessment of how the development connects to high-capacity sustainable transport services and measures proposed to improve this’*. It is considered that this is captured in the Traffic and Transport Assessment and Residential Travel Plan prepared by Cronin & Sutton Consulting.

Policy HCO 2.1 notes that it is an objective of the Council to *‘Require that a good mix of housing types and sizes is provided in all new residential areas and in appropriate brownfield/infill areas, to meet the needs of the population of Naas, including the provision of appropriate supported housing and longer-term residential care solutions designed for older people and/or people with disabilities. All planning applications on lands zoned C: New Residential or C: New Residential Phase 2 shall be accompanied by a Housing Mix Statement illustrating compliance with this objective.’* As noted previously the proposed scheme provides for a mix of units types, both houses and apartments, and mix of sized units providing a greater mix of residential stock. A Housing Quality Assessment and Schedule of Accommodation is included in the Architect’s Pack in this regard.

### 3.2.5 Childcare Provision

The LAP includes the following relevant objectives in respect of childcare:

*HCO 3.1 Encourage the development of new facilities and improvements to and expansion of existing facilities for educational, early learning, childcare and healthcare facilities, at appropriate locations in Naas.*

*HCO 3.2 Require the provision of appropriately located and purpose-built early learning and childcare facilities to meet the pro-rata childcare needs of housing development during the plan period. Childcare facilities will be required, by a condition of planning permission, to be developed within the first phase of any new residential development.*

The proposed scheme provides for a c. 411 sq.m crèche facility allowing for c.59 childcare places meeting the requirements for the scheme.

### 3.2.6 Enterprise and Economic Development

The LAP identifies that Naas through both existing and future employment potential is an important element of the County's economy. Naas has a strong existing employer base and has the potential for further expansion as identified in the plan.

Naas is the location of some significant employment lands, all of which are within a combination of walking, cycling or bus connections to the site. For example the site is located within a 10 min walking distance of the town centre, and 20 min walking distance of the Aldi Distribution Centre and Newhall Business Park to the west of the site and Naas General Hospital to the east of the site. The site is a 10 minute cycle to the M7 Business Park, a 6 minute cycle to Naas General Hospital and a 15 minute cycle to Millenium Park and 20 min cycle to Sallins & Naas Train Station.

The provision of affordable and cost rental housing provided by the Land Development Agency will assist the attraction of employers and staff particularly on a well located site such as Devoy which is accessible to many of the existing employers in the town. It will equally support and complement Objective EDO 1.3 which seeks to *'Support the development of Mid-East Region Innovation Think Space (MERITS) and support the creation of economic linkages between all scales of local businesses through this enterprise and incubation hub'*.

### 3.2.7 Green Infrastructure

It is an objective of the Naas Local Area Plan to :

*'NE 1.1- Protect identified key green infrastructure (Map 7.1) and 'stepping-stone' habitats (according to their value), enhance where possible and integrate existing and new green infrastructure as an essential component of new developments and prohibit development that would fragment the green infrastructure network. Site specific ecology surveys should be carried out to inform proposed development and assess and mitigate potential impacts.'*

*'NE 1.4- Maintain a suitable buffer zone along the Grand Canal and other watercourses protecting them from inappropriate development. The extent and composition of the buffer zone (up to 30 metres) shall be determined in consultation with a qualified ecologist and will be informed by Planning for Watercourses in the Urban Environment (IFI, 2020).'*

*NE 3.1 - Encourage the use of SuDS within public and private developments and within the public realm to minimise and limit the extent of hard surfacing and paving, in order to reduce the potential impact of existing and predicted flooding risks.*

### Statement of Consistency

*NE 3.2 - Enhance and promote biodiversity and amenity and to ensure the protection of environmentally sensitive sites and habitats, including where flood risk management measures are planned.*

*'NE 5.1- Ensure that new development proposals protect and enhance the identified habitats detailed in the Green Infrastructure Map (Map 7.1). Site specific ecology surveys should be carried out to inform proposed developments and assess and mitigate potential impacts.'*

It is considered that the proposed scheme meets the objectives in respect of Green Infrastructure by protecting existing hedgerows on the site, stepping back from the Yeomanstown Stream and the carrying out of site specific surveys on the site. The scheme includes for:

- Bio-Swales – Roads and footpaths draining to gullies shall be directed to bio-swales (a Nature Based Solution SuDS device) located adjacent to them prior to discharging to the main drainage network. The bio-swales shall allow for local infiltration to ground;
- Constructed Wetlands – As part of the 100 year attenuation strategy, excess flood water shall pond in the proposed constructed wetlands (a Nature Based Solution SuDS device) adjacent to the roundabout.

There are several benefits from the promotion of these SuDS elements within the development, particularly for biodiversity and Ecology as Habitats are maintained, created & linked to support existing & new wildlife. This increases biodiversity & improves the quality of ecosystems in urban environments.

The proposed development, through its landscaping strategy has sought to improve the Yeomanstown Stream through the introduction of biodiversity and SUDS features. These are detailed in the Landscape Design Report prepared by Mitchells & Associates and the Engineering Services Report and Drawings prepared by Cronin & Sutton Engineering. An EclA prepared by Brady Shipman Martin is also included in the planning application pack.

#### **3.2.8 Water Supply, Wastewater & Surfacewater**

It is an objective of the Naas Local Area Plan to:

*IO 1.1- Work in conjunction with Irish Water to promote the development and maintenance of water supply and wastewater services to meet the future needs of Naas.*

*IO 1.2- Seek to ensure that development proposals comply with the standards and requirements of Irish Water in relation to water and wastewater infrastructure.*

As per the requirements of a Strategic Housing Development Application we have liaised with Irish Water in advance of the making of this application. Irish Water as per the Statement of Design Acceptance have confirmed they are satisfied with the development as proposed.

In respect of Surfacewater the LAP states that it is an objective to:

*IO 2.3- Incorporate Sustainable Urban Drainage Systems (SuDS) and other nature-based surface water drainage solutions as part of all plans and development proposals in Naas. Priority shall be given to SuDS that incorporate green infrastructure and promote biodiversity including green roofs, walls and rain gardens. Proposals for development in the Key Development Areas, Core Regeneration Areas and Masterplan areas must consider the potential for SuDS to control surface water outfall and protect water quality, with underground retention solutions only being considered when all other options have been exhausted.*

*IO 2.6 -Ensure that development along urban watercourses comply with, Planning for Watercourses in the Urban Environment (IFI, 2020), including the maintenance of a minimum riparian zone of 35 metres for river channels greater than 10 metres in width, and 20 metres for rivers channels less than 10 metres in width. Development within this zone will only be considered for water compatible developments'*

As set out in the Engineering Services Report prepared by Cronin & Sutton Consulting the scheme includes for stormtech attenuation tanks, permeable paving and porous asphalt, bio-swailes and wetlands, tree pits and green roofs to ensure that the scheme complies with IO 2.3 above.

### **3.2.9 Urban Regeneration and Development Strategy**

The specific guidance set out in Section 10.6.1 Devoy Barracks Key Development Area is addressed in Section 7.6 of the Planning Report.

Objective URD 1.7 states that 'All development proposals within designated Core Regeneration Areas, Key Development Areas and Northwest Quadrant must, as far as practicable, comply with the relevant development objectives and design frameworks set out in this Plan' and this is also considered in Section 7.6 of the Planning Report.

### **3.2.10 Infrastructure Provision**

The LAP, in Section 11.2, notes that "The development of new residential areas within this Plan are also dependent on the timely delivery of a wide range of infrastructure". An infrastructure delivery schedule for the Devoy Barracks KDA is set out in the LAP, which identifies the necessary infrastructure and funding

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sources needed to secure the timely delivery of the vision for the KDA, and is reproduced in the table below.

Infrastructure	Delivery Schedule	Funding Sources	Proposed Scheme
<b>Roads and transportation</b>			
PERM 68 – Permeability link between Devoy Barracks site and Newbridge Road	Ongoing – to be delivered in tandem with new development, prior to the occupation of the dwellings.	Developer, State, KCC	Link being provided between Devoy Barracks site and Newbridge Road in an alternative routing (address in Material Contravention Statement)
<b>Open space provision</b>			
Provision of open space and recreational areas	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer	Public open space and communal open space being provided in line with specific requirements.
<b>Childcare</b>			
Childcare provision	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer (private end user)	Crèche for c.59 childcare spaces meeting requirement of proposed scheme being provided.
<b>Water and wastewater</b>			
General water supply network	Ongoing – subject to Irish Water agreement prior to development.	Developer, State (Irish Water)	Water supply being provided in line with IW requirements
Wastewater – Further upgrading works planned under the ULVSS, in the town centre and Contract 2(b). The demand will need to be modelled for new developments on a first served basis.	Ongoing – subject to Irish Water agreements prior to development.	Developer, State (Irish Water)	Wastewater supply being provided in line with IW requirements
<b>Drainage, SuDS and flooding</b>			
Fluvial flooding in all return periods along the line of the stream	Design to take cognisance of area prone to flooding and mitigate risk	Developer, State, KCC	Flood Risk Assessment carried out along with extensive SuDS measures proposed.

It is submitted that these infrastructure requirements are provided for in the proposed scheme, where applicable to delivery by the developer (the Land Development Agency). In some instances engagement has taken place with Kildare County Council or the State e.g. Irish Water in terms of the advancement of this infrastructure.

## 4 CONCLUSION

The statement set out herein demonstrates the consistency of the proposed development with the relevant national, regional and local planning policy context.

At a national and regional level, this statement and accompanying submission documentation has demonstrated the consistency of the proposed development with National and Local Planning Guidelines and Policy as outlined in this report.

Consistency with the policies and provisions, except where identified otherwise in the Material Contravention Statement, of the Kildare County Development Plan 2017-2023 and the Naas Local Area Plan 2021-2027 which are the key planning policy documents at a local level, is also demonstrated within this report.

It is respectfully submitted that the proposed development will provide an appropriate form of high quality residential development for this under-utilised site. This Statement of Consistency, accompanying this application, demonstrates that the proposed development is consistent with the national, regional and local planning policy framework, and that the proposal will provide for an effective and efficient use of this highly accessible site.

In conclusion, it is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and with all relevant national, regional and local planning policies and guidelines and that the proposal as presented should be permitted by An Bord Pleanála.