# Devoy Barracks, Naas

## Architectural Design Statement

April 2022

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LDA Ghníomhaireacht Forbartha Talún Land Development Agency

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*Figure 1 - Aerial View taken from Arconagh Green facing East*

# 1.0 Introduction

## 1.1 Purpose of The Report

This report has been prepared by Coady Architects and McCrossan O'Rourke Manning Architects on behalf of the applicant, the Land Development Agency (LDA), to describe the architectural design of the proposed development at Devoy Barracks, Naas, Co Kildare.

This design statement report is prepared in support of a Strategic Housing Development (SHD) application to An Bord Pleanála under the Planning and Development (Strategic Housing Development) Regulations 2017. The revised proposal is for the development of 219 no. residential units on a greenfield site to the south-west of Naas, Co. Kildare.

A previous SHD planning application for 221 no. residential units on this site, case reference ABP-309954-21, was submitted to An Bord Pleanála on 15th April 2021. The application was refused permission on 29th July 2021 for the following reasons:

'Having regard to the location of the site and in particular the absence of high frequency urban public transport services within easy walking distance of the site, the Board considers that the level of car parking provision is deficient and that it would not serve the needs of future occupants of the development. Furthermore the Board also considers that the street environment would be dominated to an unacceptable degree by surface parking and that this would undermine the sense of enclosure and overall amenity of the development and be contrary to the provisions of the Guidelines for Sustainable Residential Developments in Urban Areas and the accompanying Urban Design Manual, A Best Practice Guide, issued by the Department of the Environment, Heritage and Local Government in May 2009, in particular criteria Number 7 Layout and 11 Parking and the Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport and the Department of the Environment, Heritage and Local Government in March 2019, as amended, in particular Section 2.2.1 and Section 4.4.9. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.'

The revised scheme submitted with this report responds and addresses the stated reasons for refusal. The revised layout of the development, revised quantum of parking and the approach to on-street car parking all meet the requirements of Guidelines for Sustainable Residential Developments in Urban Areas, the Urban Design Manual, A Best Practice Guide and the Design Manual for Urban Roads and Streets (DMURS).

## 1.2 Description of Proposals

The development site is located on John Devoy Road, Naas, Co. Kildare, known locally as Devoy Barracks. The nett site area is 3.97 hectares, the area of the application is 4.11 hectares.

The site is located to the south-west of the town, close to the town centre, and is zoned residential in the Naas Local Area Plan (LAP), 2021-2027. Access is proposed via an existing access point on the John Devoy Road along the southern boundary, with additional pedestrian access provided to the east, and future pedestrian and cycle connection opportunities provided to the north, west and east.

*Figure 2 - Proposed Site Layout*

The proposal provides a total of 219 no. residential units, comprising of a mix of terraced houses (42 no. 3 bed units), and duplex / apartment units (177 no. in total; 64 no. 1 bed units; 105 no. 2 bed units and 8 no. 3 bed units) 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.

The proposed scheme has been developed having regard to the following policy documents:

- Urban Design Manual - A Best Practice Guide 2009
- Design Manual for Urban Roads and Streets, (DMURS), 2019
- Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) 2009
- Sustainable Urban Housing - Design Standards for New Apartments (DSfNA) 2020
- Quality Housing for Sustainable Communities (QHfSC) 2007
- Kildare County Development Plan (KCDP), 2017-2023
- Naas Local Area Plan (LAP), 2021-2027

*Figure 3 - Site Location*

## 2.0 Site Assessment

### 2.1 Location

Naas is the county town of County Kildare, located within 2 km of the M7 motorway, and c. 38 km from Dublin. The M7 motorway connects the town to other strategic centres in the south of Ireland and to Dublin city. The town is served by Sallins & Naas railway station on the Dublin to Cork/Limerick rail line, which is just over 3km from the town centre.

The site's proximity to Dublin, to the nearby railway line and motorway and the establishment of various employers in the locale, have resulted in considerable expansion of the town in recent times. The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region and the Kildare County Development Plan (KCDP), 2017-2023, identifies Naas as 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 Regional Growth Centres.'

The policy for such Key Towns is to provide for sustainable, compact, sequential growth and urban regeneration in the town core, by consolidating the built footprint through a focus on regeneration and development of infill / brownfield sites.

The development site offers the potential to facilitate quality pedestrian and cycle access to the town centre through St Patrick's Terrace to the north, Kildare County Council offices to the east, and to existing residential neighbourhoods of Arconagh to the west, and Elsmore to the south.

The Naas & Corbally Canal is located c 500m north of the site. An objective of the recently adopted Naas Local Area Plan (LAP), 2021-2027 is to 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 (Ref: RPO 4.49). The redevelopment of the canal as a pedestrian and cycle way would provide a direct pedestrian and cycle link from the Devoy Barracks key development area to Sallins & Naas railway station.

The development site is accessed via an existing roundabout on John Devoy Road to the south, which connects to Newbridge Road to the north and the Naas South Orbital Road which runs along the south-west of the town.

## 2.2 Site Description and Characteristics

The application site is a greenfield site, falling gently from north to south. The site is located c. 750 metres to the south-west of Naas town centre.

The site is bound to the north-west by the rear gardens of existing residential properties at Devoy Terrace. St Patrick's Terrace, an existing cul-de-sac north-east of the site, connects to the Newbridge Road. There are several active industrial and commercial units located at the southern end of this road.

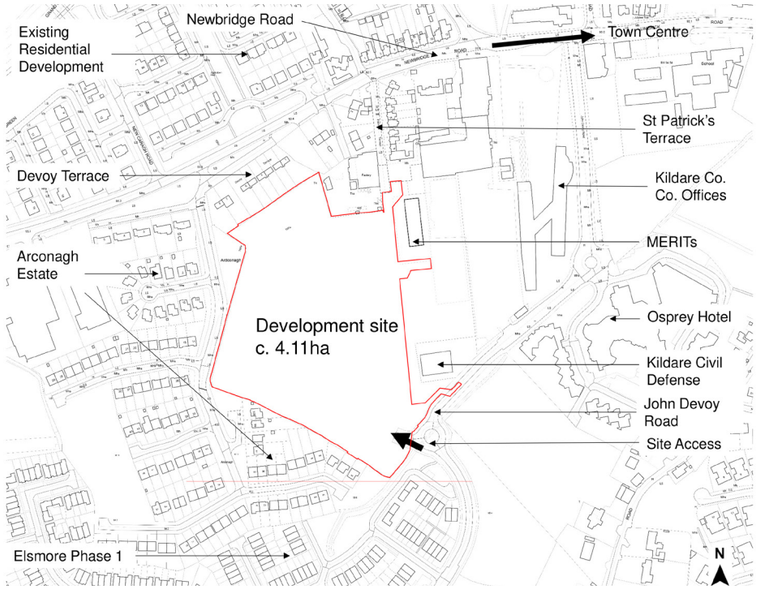



*Figure 4 - Site Context*

East of the site is surface car parking serving Kildare County Council offices and the recently completed MERITS building (Mid-Eastern Region Innovation Think Space). The Kildare Civil Defence building is located to the south-east. Arconagh, a low-density estate of large, detached houses, lies immediately west. The Arconagh open space abuts the western boundary, and rear gardens back onto the south-west boundary.

Yeomanstown Stream is located along the southern boundary, running from the roundabout at John Devoy Road to the southern most tip of the site. The stream continues south through the Elsmore housing development. The site offers the potential to facilitate quality pedestrian and cycle access to the town centre through St Patrick's Terrace to the north, Kildare County Council offices to the east, and to existing residential neighbourhoods such as Arconagh to the west, and Elsmore to the south.

Vehicular access is available via the existing roundabout on the John Devoy Road to the south, which connects to Newbridge Road to the north and the Naas South Orbital Road which runs along the south-west of the town.

There are 2 no. Bus stops within 500 metres of the site on Newbridge Road (R445), and a further 2 no. Bus stops c. 800 metres from the site on Fairgreen Street (R448) at Rushe's Supervalu. These stops are served by routes 125, 126, 717, 726, 736, 826 and 846 which connect to the local towns in the surrounding area and to Dublin city and Dublin Airport.

*Figure 5 - Site Analysis*

*Figure 6 - Existing Arconagh Open Space*

*Figure 7 - St Patrick's Terrace*

*Figure 8 - John Devoy Road Roundabout*

## 2.3 Site Constraints & Opportunities

The site is bound at the north and south by existing two storey housing. The tree condition survey has identified some significant existing trees and hedgerow along the western boundary with Arconagh, which are to be retained. The Yeomanstown Stream runs for approx. 40m along the southern end of the site, continuing south-west to the Elsmore residential development. An existing overhead power line runs along the western boundary and from west to east along the north end of the site. This will be diverted as part of the proposed development works.

The specific constraints and opportunities are described below:

Constraints:

The site is well defined along its north-west and southern boundaries by existing residential developments. Where existing dwellings back onto the development site, an appropriate response to secure their private boundary and avoid overlooking of their private open space will be required.

The east of the site is open to the existing car parking serving the Kildare County Council Offices and the recently completed MERITS (Mid-Eastern Region Innovation Think Space) building. The Kildare Civil Defence building forms the boundary to the south-east. The open nature of this boundary requires consideration in terms of the location of new dwellings, their orientation and how they address the space.

Vehicular access is only available via the roundabout on the John Devoy Road. Existing underground service connections (foul and surface water) are also available on John Devoy Road.

Opportunities:

There is an opportunity to augment the existing green space at Arconagh with a complimentary open space along the western boundary of the new development, and to facilitate future pedestrian and cycle connectivity to the existing residential neighbourhoods to the west. The existing trees and ecology should be retained and enhanced through new landscaping.

The development provides an opportunity to facilitate future north-south pedestrian and cycle connectivity at St Patrick's Terrace to the north-east, and to deliver pedestrian and cycle links at John Devoy Road to the south. This routeway can continue south, along the Yeomanstown Stream, and through the Elsmore residential development

The open nature of the eastern boundary is an opportunity to develop a landscape response to form the interface between the residential district close to the town centre and the civic buildings of the County offices, the MERITs building and additional future commercial buildings planned here. Pedestrian and cycle connectivity can be accommodated through the Kildare County Council office campus, adjacent to the MERITs building.

The entrance from John Devoy Road offers the potential for a landmark building at this prominent corner of the site.

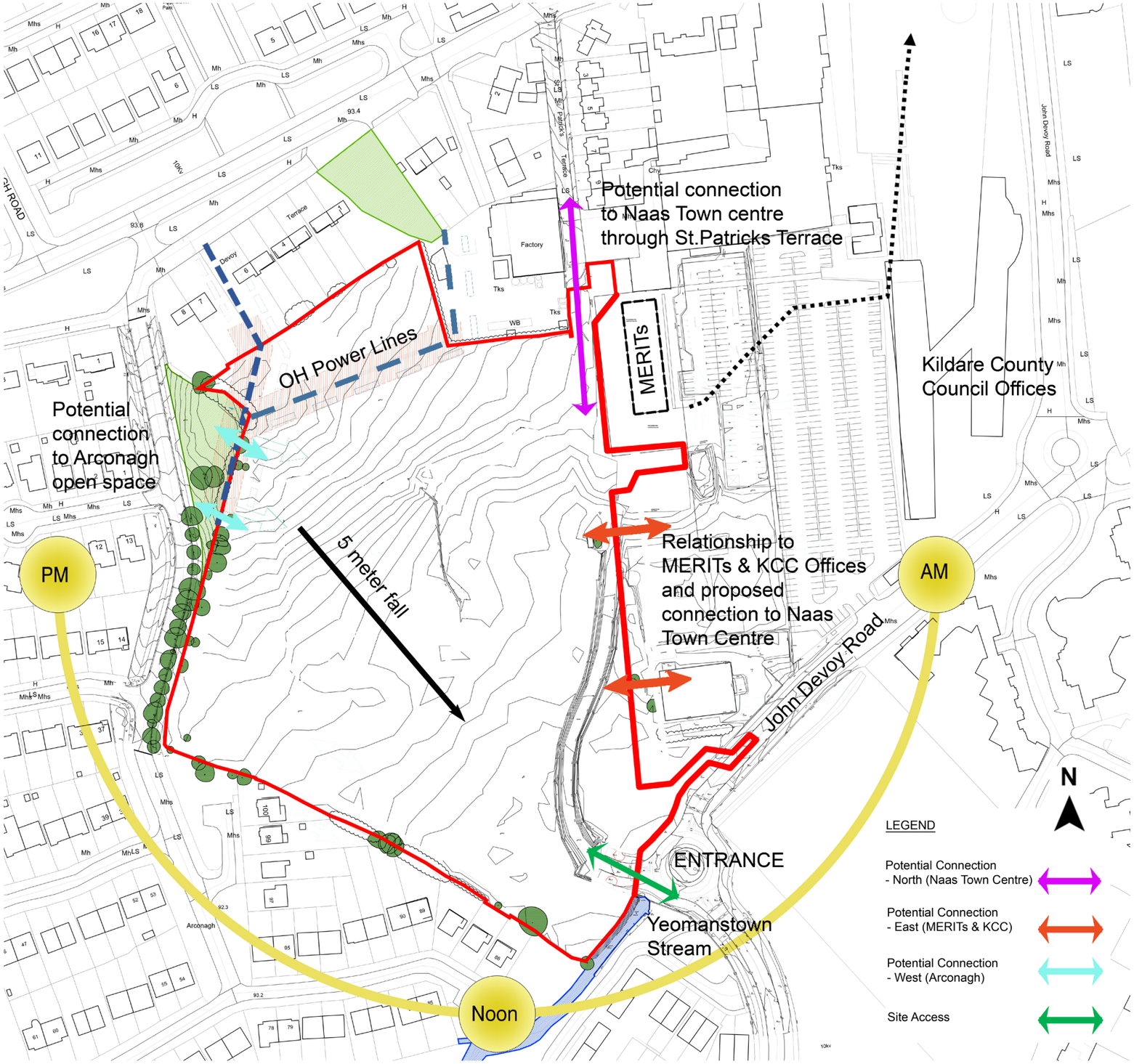



*Figure 9 - Site Characteristics*

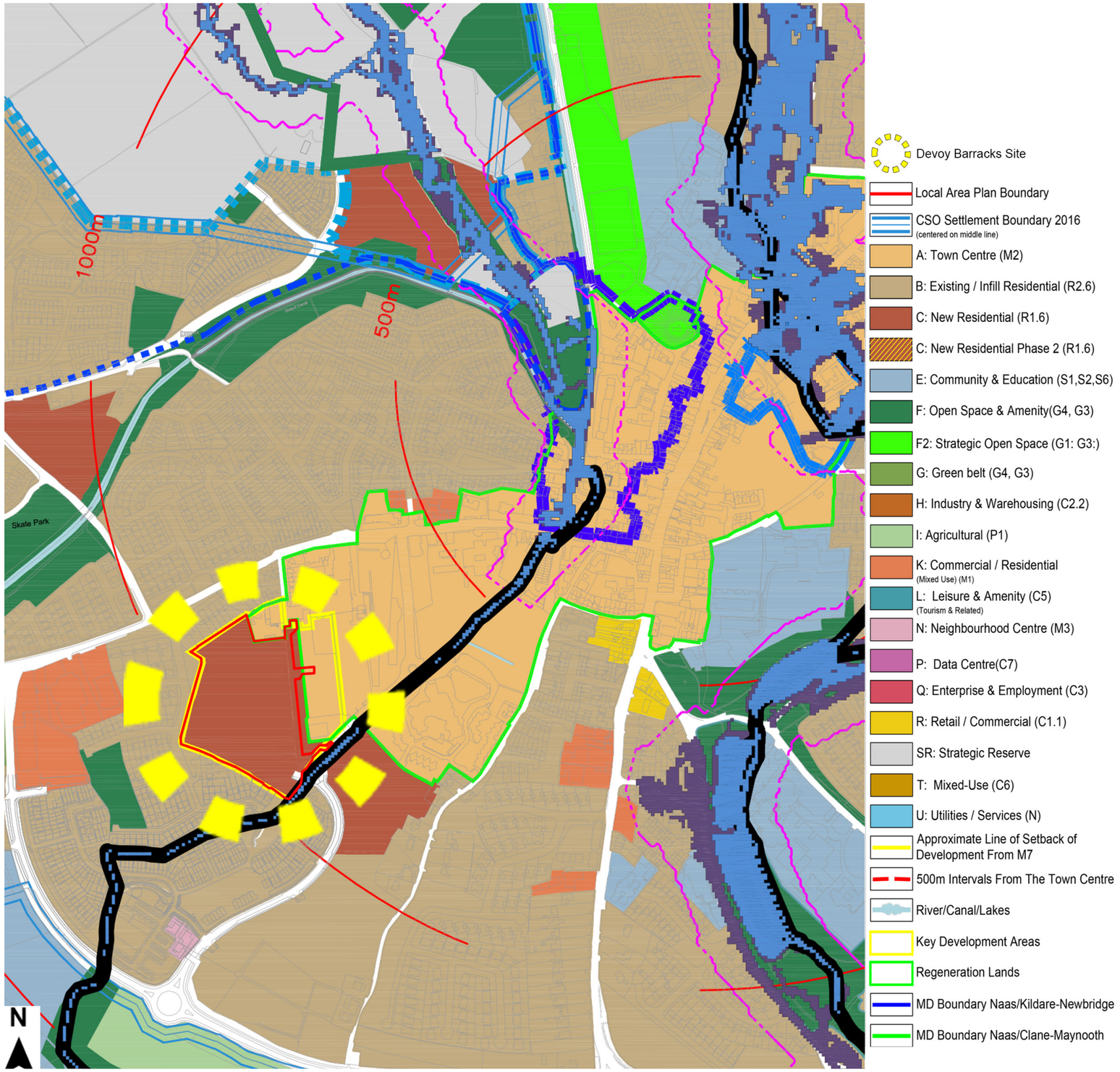



*Figure 10 - Extract from the Naas Local Area Plan (LAP), 2011-2017 - Map Ref: 10.1 - Land Use Zoning Objectives*

## 2.4 Planning Background

The statutory planning context of the application site is contained in the Kildare County Development Plan (KCDP) 2017-2023 and the Naas Local Area Plan (LAP), 2021-2027 which came into effect on 1st December 2021. The KCDP and the LAP have both been consulted to inform the development of the masterplan for the site.

Reference has been made to the national policy guidelines Sustainable Urban Housing: Design Standards for New Apartments 2020 (DSfNA), Quality Housing for Sustainable Communities 2007 (QHfSA), Urban Design Manual - A Best Practice Guide 2009 and Design Manual for Urban Roads and Streets 2019 (DMURS). The national policies, the Specific Planning Policy Requirements (SPPRs), have been followed where applicable.

### 2.4.1 Land-Use Zoning

A significant majority of the application site is Zoned C: New Residential. A very small area of the site on the eastern boundary is Zoned A: Town Centre.

The objective for Zone C: New Residential is 'to provide for new residential development'. 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 facilitates are open for consideration to serve local needs only.

The objective for Zone A: Town Centre is to provide for the development and improvement of appropriate town centre uses including retail, residential, commercial, and civic uses.

The Local Area Plan identifies the application site, Devoy Barracks as a Key Development Area (KDA), setting out a number of specific objectives in addition to the land use zoning requirements.

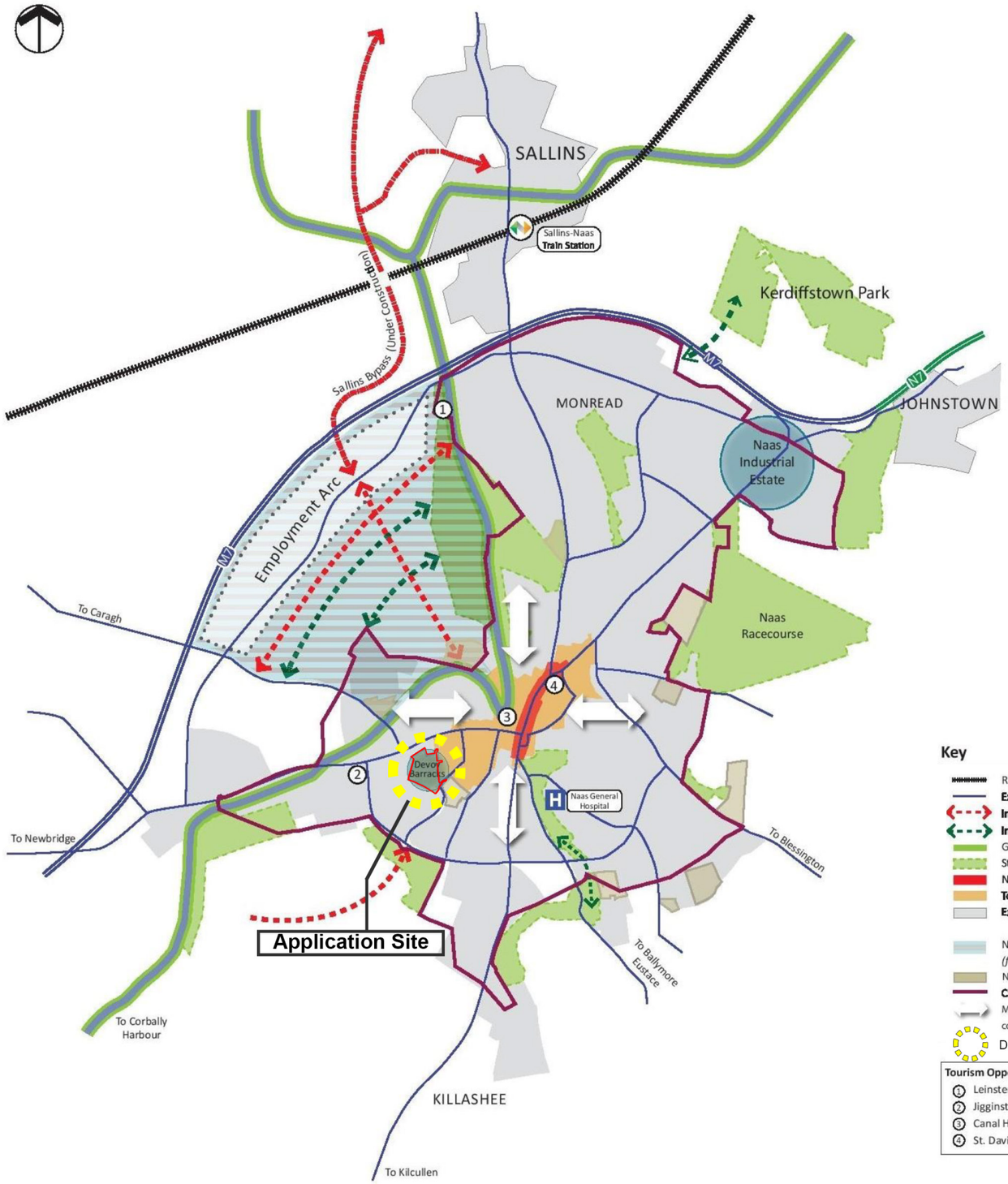



*Figure 11 - Extract from the Naas Local Area Plan (LAP), 2021-2027 - Naas Development Strategy*

## 2.5 Housing Policies

The Kildare County Development Plan (KCDP), 2017-2023 identifies Naas as a Key Town (Tier 1), which is defined as a town with high quality transport links and the capacity to act as regional driver to complement the Regional Growth Centres.

The preferred development strategy, informed by the Regional Spatial and Economic Strategy (RSES) 2019-2031, is to build strong urban centres, achieving a critical mass in the Dublin Metropolitan Area Strategic Plan (MASP) area and Key Towns of Naas and Maynooth.

The Kildare County Development Plan (KCDP), 2017-2023 sets out the following selected policies in relation to Settlement Strategy:

- *SO 1: Support the sustainable long-term growth of Key Towns (Naas).*
- *SO 9: Sequentially develop lands within towns and villages in accordance with Development Plan Guidelines and deliver at least 30% of targeted new homes within the existing built-up footprint of settlements.*

The Kildare County Development Plan (KCDP), 2017-2023 sets out the following selected policies in relation to Residential Urban Design:

- *HDO 2: Ensure that residential development provides an integrated and balanced approach to movement, place making and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DEHLG.*
- *HDO 3: 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 Kildare County Development Plan (KCDP), 2017-2023 sets out the following selected policies in relation to Location and Density:

- *LDO 1: Ensure that the density of residential development maximizes the value of existing and planned physical and social infrastructure and makes sufficient 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).*

The Kildare County Development Plan (KCDP), 2017-2023 sets out the following selected policies in relation to Mix of Dwelling Types:

- *MDO 1: Require that new residential developments provide for a wide variety of housing types, sizes and tenures.*

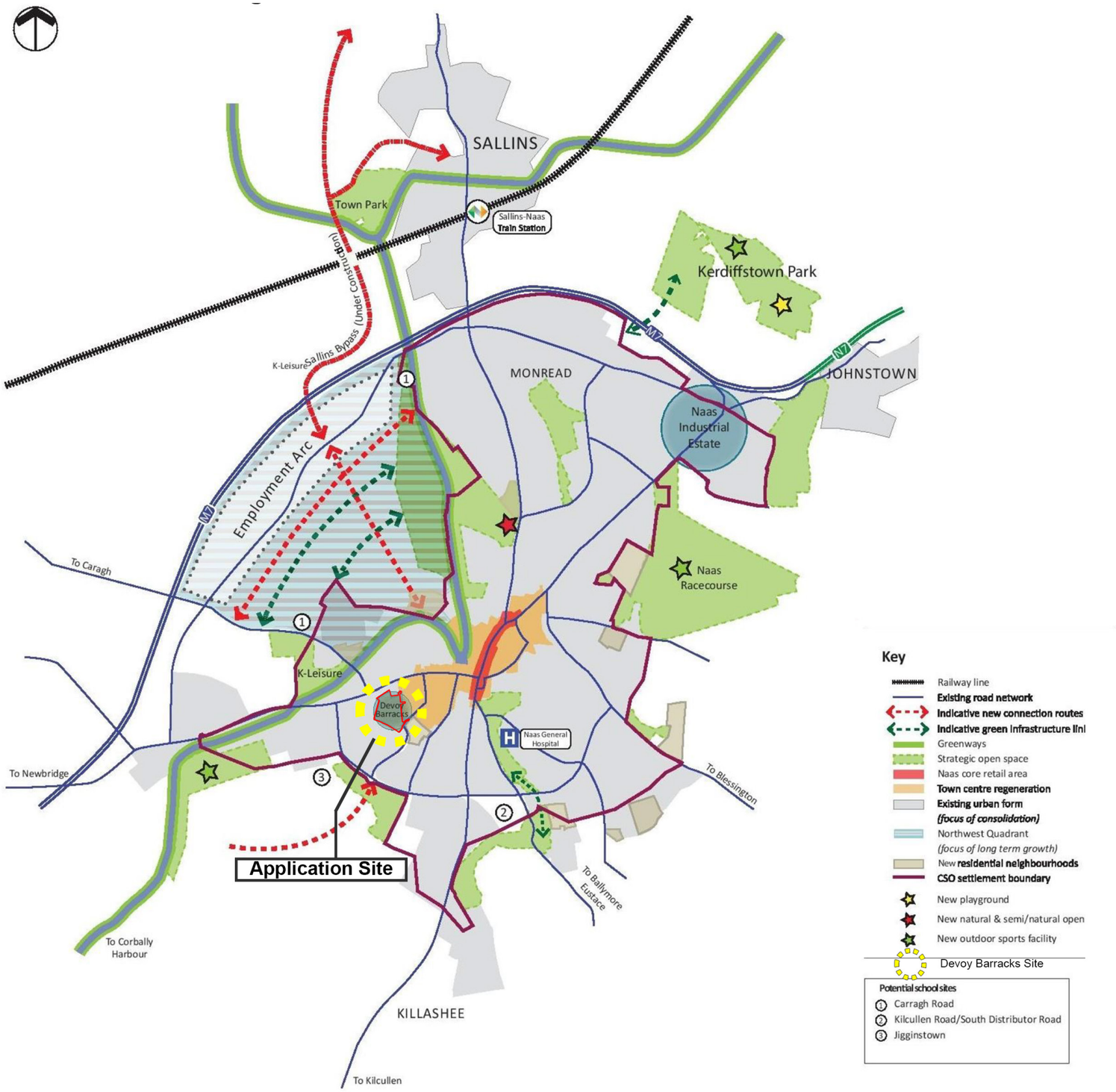



*Figure 12 - Extract from the Naas Local Area Plan (LAP), 2021-2027 - Social Infrastructure Provision*

The Naas Local Area Plan (LAP), 2021-2027 , framework for delivery of residential development comprises five strands:

- *Focusing residential development within the defined settlement boundary.*
- *Focusing infill/brownfield mixed use development, including residential development, into the six Core Regeneration Areas (CRAs).*
- *Active land management.*
- *Integrating new residential communities with the inclusion of two Key Development Areas (KDA) including the Devoy Barracks, along with lands zoned for New Residential development and the CRA sites. Development of these sites should comply with the area-based design guidance and the Urban Regeneration and Development Strategy set out in Chapter 10.*
- *Delivering physical and social infrastructure in tandem with development.*

In relation to Residential Development, Section 4.3 of the Naas Local Area Plan (LAP), 2021-2027, states the following policy:

- *HC1: Ensure that sufficient land is available at appropriate locations to satisfy the County Core Strategy growth allocation for Naas, to ensure Naas maintains its status as one of Kildare's Key Towns and that good quality housing is provided.*

The Naas Local Area Plan (LAP), 2021-2027 sets out the following selected objectives in relation to Residential Development:

- *HCO 1.1: Support new residential development and infill development that occurs in tandem with the delivery of supporting physical and social infrastructure.*
- *HCO 1.2: 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.*
- *HCO 1.3: Encourage the appropriate redevelopment of brownfield and infill sites for residential uses within the footprint of the existing built-up area.*

In relation to Residential Density, Mix and Design, Section 4.4 of the Naas Local Area Plan (LAP), 2021-2027, states the following policy:

- *HC2: Ensure that all new residential development provides for a sustainable mix of housing types, sizes and tenures and that new development complements the existing residential mix.*

The Naas Local Area Plan (LAP), 2021-2027 sets out the following selected objectives in relation to Residential Density, Mix and Design:

- *HCO 2.1: 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.*

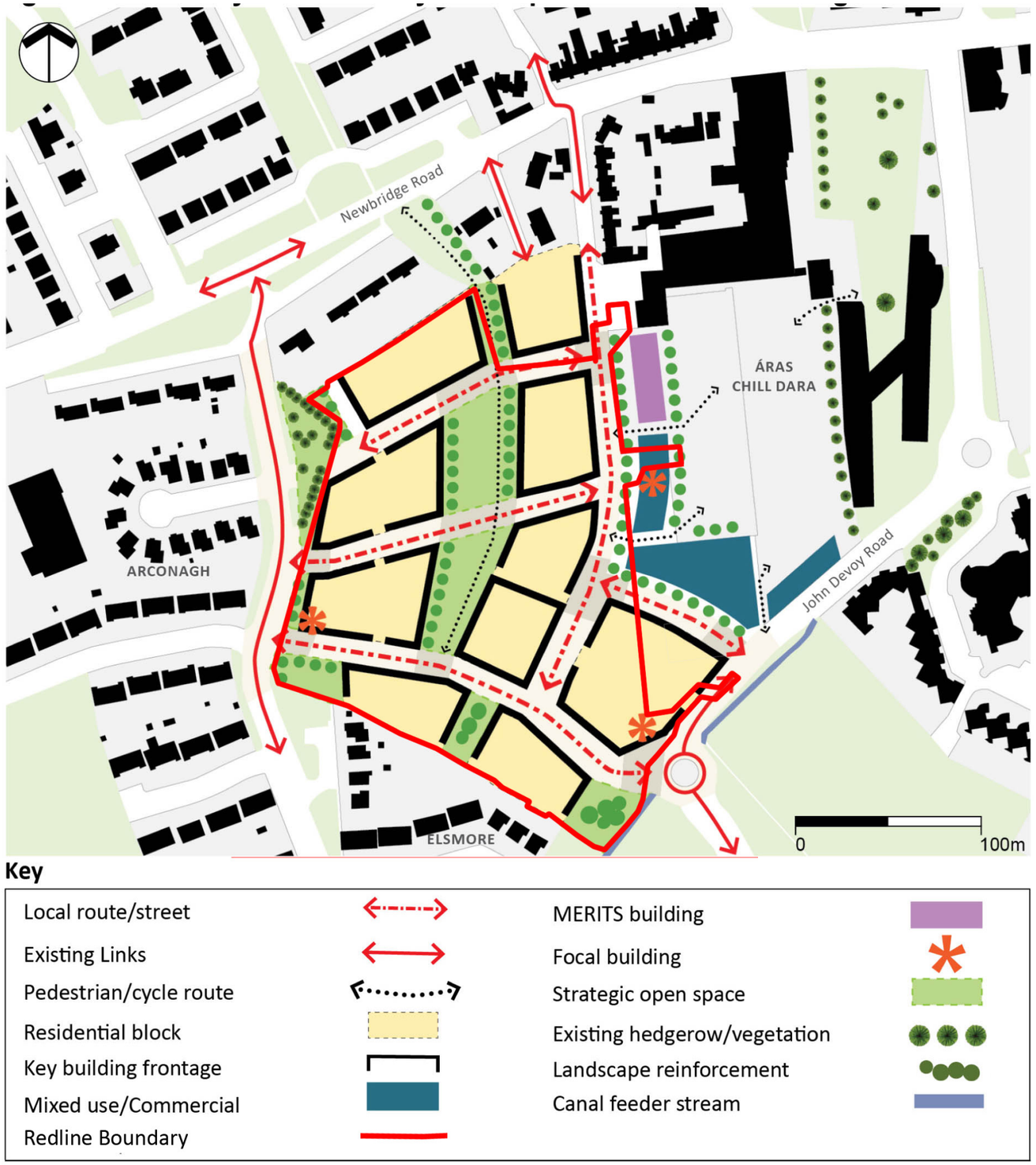



*Figure 13 - Extract from the Naas Local Area Plan (LAP), 2021-2027 - Devoy Barracks Key Development Area Urban Design Framework*

While the Naas Local Area Plan (LAP), 2021-2027 *'does not propose to place any height limitations on new development in Naas.'*, it does adhere to the provisions set out in the Specific Planning Policy Requirements, in particular *'SPPR 1 which requires local authorities to explicitly identify areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development.'*

The Naas Local Area Plan (LAP), 2021-2027 identifies the need for Homes and Communities as one of its seven core themes guiding the plan.

Aiming to promote *'place making and livable neighbourhoods supported by appropriate social infrastructure, excellent standard in design, density, layout and finish. Ensuring Naas achieves a diversity of housing typologies and a good mix of tenures. The development of an appropriate network of community infrastructure including health, education, recreation and sports facilities, ensuring that the town is a safe and healthy place for all ages and supporting a growing and increasingly diverse community.'*

### 2.5.1 Devoy Barracks Key Development Area (KDA)

The Naas Local Area Plan (LAP) 2021-2027 was adopted by the local authority on the 1st December 2021.

In the development of the proposal for the Devoy Barracks site, the design team have considered and had regard to the objectives of the Naas Local Area Plan (LAP), 2021-2027 and we submit that the proposed development meets the objectives of the Plan.

Chapter 10.6.1 of the LAP identifies the development site as being within the Devoy Barracks Key Development Area (KDA). The Devoy Barracks KDA is comprised of a c. 4 hectare parcel of land located to the southwest of the town centre. The KDA includes lands to be transferred into the ownership of the applicant, the Land Development Agency (LDA), and lands which are to be transferred to Kildare County Council.

The LAP notes *'the area has significant potential to realise its role as a sustainable and vibrant urban district'*.

Table 10.2 of the LAP sets out the design brief for the Devoy Barracks KDA under the headings of:

- Vision
- Connectivity/Movement
- Built Form
- Landscape and Spaces

## Vision

The LAP notes the vision for the Devoy Barracks KDA is *'to develop Devoy Barracks as an attractive, legible and permeable urban district that is home to high-quality residential neighbourhood with an element of commercial uses to be located to the east of the site adjacent to the MERITS building and Áras Chill Dara'*.

## Connectivity/Movement

One of the key objectives of the plan is Connectivity and Movement. The LAP seeks to provide for *'integration of existing links between the area and Newbridge Road including the provision of pedestrian / cyclists only routes'* and that '*vehicular access to the site will be via John Devoy Road'*; both are provided in the proposed development.

The Plan states that the KDA should be *'permeable and integrate seamlessly with adjacent lands, prioritising sustainable movement (walking/cycling)'*.

The LAP seeks to facilitate *'strategic parking within the perimeter block of commercial developments and where appropriate, underground parking'*.

## Built Form

The LAP seeks to provide for a clustering of mixed use / commercial uses around Áras Chill Dara (Kildare County Council offices) and the MERITS building.

Medium to high density residential development is envisaged within the centre of the KDA, west of the commercial development, with lower density development located around the western and southern fringes *'to integrate with the surrounding established residential estates'*.

The design framework indicates local streets between perimeter blocks with open space to the centre of the area, and a focal building at the John Devoy Road roundabout, on the western boundary, and within the commercial buildings on the Kildare County Council lands.

## Landscape and Spaces

The LAP requires a *'minimum of 15% quality open space'* including *'the provision of a landscaped amenity spaces at the centre'*, to *'create a focal point of the area and provide a pedestrian/cyclist link to the Newbridge Road'*.

The Naas Local Area Plan (LAP), 2021-2027 states in Chapter 3 the aim is to *'accommodate 14.9% of Kildares target housing in Naas, the County Town, and Key Town, in accordance with the Kildare County Development Plan's Core Strategy.'*

*Figure 14 - View from Homezone looking south towards John Devoy Road*

## 2.5.2 Development Management Criteria

### 2.5.2.1 Kildare County Development Plan (KCDP), 2017-2023 & Naas Local Area Plan (LAP), 2021-2027

The local authority policy guidelines are set out below. The analysis of the proposed development and demonstration of compliance is set out in Section 5.0, 6.0 and 7.0 of this report.

#### 2.5.2.1.1. Residential Density

Chapter 4, Table 4.2 of the Kildare County Development Plan (KCDP), 2017-2023 provides indicative density guidelines for new residential developments. The general density parameters are as follows:

- Outer suburban / greenfield: 30-50 units per hectare
- Town Centre and brownfield sites: site specific, higher densities promoted at 50 units per hectare

Chapter 3, the Naas Local Area Plan (LAP), 2021-2027 identifies Devoy Barracks as a Key Development Area (KDA) stating it suitable to *'cater for new residential development and ancillary facilities.'* It acknowledges that the KDA is *'located within the settlement boundary and therefore achieves compact growth within the town.'*

In relation to Residential Capacity, the Naas Local Area Plan (LAP), 2021-2027 singles out the Devoy Barracks Key Development Area (KDA) as having the *'capacity to deliver a higher density' given 'the lands proximate to the town centre.'*

Table 3.5 of the Naas Local Area Plan (LAP), 2021-2027 presents the general density parameters for the Devoy Barracks KDA as follows:

- Devoy Barracks: 40-50 units per hectare.

#### 2.5.2.1.2. Public/Communal Open Space - Quantity

Public and/or communal open space must be provided within new residential developments and should preferably be located at specific sites or locations that would facilitate the assembly of areas of satisfactory size, usability or would enhance established on-site features.

The Kildare County Development Plan (KCDP), 2017-2023 includes the following selected policies in relation to Public Open Space:

- *PSO 1: To ensure that public and semi private open space in new residential development complies with the quantitative and qualitative standards set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas.*

Section 17.4.7 of the Kildare County Development Plan (KCDP), 2017-2023 states that public open space is required at a minimum rate of 15% on greenfield sites.

This requirement is echoed in Table 10.2, Devoy Barracks Key Development Area Design Brief in the Naas Local Area Plan (LAP), 2021-2027, which also requires a minimum of 15% *'quality open space'* and proposes to place a *'landscaped amenity space at the centre'* of the layout.

*Figure 15 - Communal Open Space Examples*

#### 2.5.2.1.3. Private Open Space – Quantity

In Table 17.5, the minimum private open space requirements for dwelling houses in the Kildare County Development Plan (KCDP), 2017-2023 are set out as follows:

- 1 bedroom house – 48 sq.m.
- 2 bedroom house – 55 sq.m.
- 3 bedroom house – 60 sq.m.
- 4 bedroom house - 75sq.m.

The Kildare County Development Plan (KCDP), 2017-2023 includes the following selected policies in relation to Private and Semi-Private Open Space:

- *OSO1: Ensure that all private open spaces for dwellings, apartments and duplexes are designed in accordance with the standards set out in the Guidelines for Planning Authorities on Design Standards for New Apartments, (2015), the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the companion Urban Design Manual – A Best Practice Guide, (2009).*

#### 2.5.2.1.4. Parking

*Section 17.4.10, states that 'Residential areas should not be dominated by car parking along access streets.'* New residential development should consider the following:

- Vehicular parking for detached and semi-detached housing should be within the curtilage of the house;
- Vehicular parking for apartments, where appropriate, should generally be at basement level. Where this is not possible, parking for apartments and terraced housing should be in informal groups overlooked by residential units;
- The visual impact of large areas of parking should be reduced by the use of screen planting, low walls and the use of different textured or coloured paving for car parking bays; and
- Consideration needs to be given to parking for visitors and people with disabilities.

Table 17.9 of the Kildare County Development Plan (KCDP), 2017-2023 sets out the car parking standards for residential developments.

Minimum car parking standards:

- House – 2 car space per unit
- Apartment – 1.5 car spaces per unit + 1 visitor space per 4 apartments (1.75 spaces per unit in total.)
- Crèche - 0.5 per staff member plus 1 per 4 children

*Figure 16 - On-street Parking Examples*

### 2.5.2.2 National Planning Guidelines

The current national policy guidelines are set out below, the analysis of the proposed development, demonstrating compliance with these polices, is set out in Sections 5, 6 and 7 of this report.

#### 2.5.2.2.1. Residential Density

The densities set out in the *National Planning Guidelines Sustainable Residential Development in Urban Areas, (2009)* are similar to the Development Plan. The guidelines note that a minimum density of 50 units per hectare should be provided close to public transport corridors such as bus stops and rail stations.

The types of locations in cities and towns that may be suitable for apartment development are set out in Section 2.0 of *Sustainable Urban Housing: Design Standards for New Apartments, (2020).*

- Centre and / or Accessible Urban Locations
- Intermediate Urban Locations
- Peripheral and / or less Accessible Urban Locations

The Devoy Barracks development site is c. 750m from the town centre, and within walking distance (c. 500m) of a number of reasonably frequent bus routes. Using this criterion, the site is categorised as an intermediate urban location, as defined in *Sustainable Urban Housing: Design Standards for new Apartments, (2020).*

Intermediate Urban locations are suitable for medium – high density residential development in the order of > 45 dwellings per hectare net.

#### 2.5.2.2.2. Public/Communal Open Space - Quantity

The communal amenity space requirement for apartments is set out in 'Sustainable Urban Housing: Design Standards for New Apartments 2020' as follows:

- 1 bedroom apartment – 5 sq.m.
- 2 bedroom apartment (3 person) – 6 sq.m.
- 2 bedroom apartment (4 person) – 7 sq.m.
- 3 bedroom apartment – 9 sq.m.

#### Private Open Space – Quantity

The private amenity space requirements for apartments are set out in 'Sustainable Urban Housing: Design Standards for New Apartments 2020' as follows:

- 1 bedroom apartment – 5 sq.m.
- 2 bedroom apartment (3 person) – 6 sq.m.
- 2 bedroom apartment (4 person) – 7 sq.m.
- 3 bedroom apartment – 9 sq.m.

*Figure 17 - Public Open Space Examples*

#### Parking

The National Planning Guidelines, Sustainable Residential Development in Urban Areas (2009), suggests that parking numbers may be reduced within brownfield sites close to town centres and at sites within walking distance of public transport facilities such as bus and rail.

The Project Ireland 2040 - National Planning Framework (NPF) sets out 75 no. National Policy Objectives including the following:

- *NPO 13: 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.*
- *Objective 27: To ensure the integration of safe and convenient alternatives to the car into the design of communities*

Section 4.0 of 'Sustainable Urban Housing: Design Standards for New Apartments 2020' provides additional guidelines on the parking provision for the various types of locations within town and cities.

The overall objective stated is:

'The quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria.'

For intermediate urban locations, the guidelines state:

'In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net, planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.'

For Peripheral Urban Locations, the guidelines state:

*'As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required.' (emphasis added)*

### 2.5.3 Adjacent Developments

There is significant new and proposed residential development to the south-west of the town centre adjacent to the Devoy Barracks development site.

Elsmore Phase 1 is located south west of the application site. This development was completed in 2019 and has a total of 257 dwellings. There are 139 no. houses, 96 no. duplex units and 22 no. apartment units. The density is 28 units per hectare. (Planning ref: 171469 / ABP 236928)

Elsmore Phase 2 (Jigginstown SHD) lies mostly to the south of the John Devoy Road and immediately north of the new orbital road. This development was granted planning permission by An Bord Pleanála in November 2019 and has a total of 314 dwellings. There are 208 no. houses and 106 no. apartments. The density of the site is 37.8 units per hectare. This development is currently under construction. (Planning ref: ABP 305701-19)

The Devoy Quarter SHD sits to the east of the John Devoy Road and south east of the proposed development site. This development was granted planning permission by An Bord Pleanála in September 2020 and has a total of 153 dwellings. All units are apartments or duplexes. The density of the site is 72 units per hectare. This development is currently under construction. (Planning ref: ABP 307258-20)

A single storey dwelling to the rear of No. 6 Devoy Terrace, itself an existing two storey dwelling, was granted permission by An Bord Pleanala in November 2017. (Planning Ref: 17525 / ABP Ref: 09.248953)

A planning application at Newbridge Road, immediately north of the site, was submitted to Kildare County Council on the 18th June 2021. Further Information has been requested. No decision has been determined at the time of writing this report. (Planning Ref: 21884).

*Figure 18 - Adjacent Developments - New and Proposed*

## 3.0 Response to Refusal of Permission (ABP-309954-21)

### 3.1 ABP Decision

A previous SHD planning application for 221 no. residential units on this site, reference ABP-309954-21, was submitted to An Bord Pleanála on 15th April 2021. The application was refused permission on 29th July 2021 for the following reasons:

*'Having regard to the location of the site and in particular the absence of high frequency urban public transport services within easy walking distance of the site, the Board considers that the level of car parking provision is deficient and that it would not serve the needs of future occupants of the development. Furthermore the Board also considers that the street environment would be dominated to an unacceptable degree by surface parking and that this would undermine the sense of enclosure and overall amenity of the development and be contrary to the provisions of the Guidelines for Sustainable Residential Developments in Urban Areas and the accompanying Urban Design Manual, A Best Practice Guide, issued by the Department of the Environment, Heritage and Local Government in May 2009, in particular criteria Number 7 Layout and 11 Parking and the Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport and the Department of the Environment, Heritage and Local Government in March 2019, as amended, in particular Section 2.2.1 and Section 4.4.9. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.'*

Reasons for Refusal:

**Item 1: Quantum of Parking**

**Item 2: On-Street Parking**

**Item 3: Other Matters Raised in the Inspector's Report**

- Quantum of Development - Density
- Building Height
- Bicycle Parking
- Block structure and Public Realm
- Yeomanstown Stream
- Proximity to No. 86 Arconagh
- House No. 178 and Duplex No. 200-221
- Construction Access
- Archaeology

### 3.2 Response to ABP Decision

We submit that this revised application addresses the key reasons for refusal. The overall quantum of parking has increased from 235 no. total spaces to 314 no. total spaces, providing a parking ratio of 1.22 for the duplex and apartment dwellings and 2 no. spaces per house, in line with the National Policy documents and the Kildare County Development Plan (KCDP), 2017-2023 respectively. This current SHD application provides an overall reduction in on-street parking in the order of c. 54% when compared to the previous application.

Overall, the number of on-street parking spaces is reduced from 211 no. on-street parking spaces in the previous SHD application, to 97 no. on-street parking spaces in the current SHD application.

The changes proposed to the scheme to address the reasons for refusal are outlined below:

Item 1: Quantum of Parking

*Reason for Refusal:*

*'Having regard to the location of the site and in particular the absence of high frequency urban public transport services within easy walking distance of the site, the Board considers that the level of car parking provision is deficient and that it would not serve the needs of future occupants of the development. '*

*Response:*

The previous SHD planning application (Ref ABP-309954-21) provided a total of 235 no. car parking spaces, broken down in the table below. .

We have considered the level of parking provision for the proposed development in detail and this current SHD planning application provides a total of 314 no. car parking spaces, broken down as follows:

| | Previous Application | Current Proposal |
|---|---|---|
| Houses spaces: | 72 spaces (2 spaces per unit) | 84 spaces (2 spaces per unit) |
| Apartment/Duplex spaces: | 152 spaces (0.82 spaces per unit) | 216 spaces (1.22 spaces per unit) |
| Crèche spaces: | 12 spaces (8 staff and 4 set down) | 14 spaces (6 staff and 8 set down) |

The total parking provision is increased by 79 no. parking spaces when compared to the previous application. The parking ratio of 2 spaces per house is maintained. The parking ratio for duplex and apartment dwellings is increased from 0.82 spaces per unit to 1.22 spaces per unit.

The crèche will have 14 no. dedicated parking spaces; 8 no. set down / pick up spaces and 6 no. staff parking spaces, which provides 70% of the maximum number of spaces allowed for in Table 17.9 of the Kildare County Development Plan (KCDP), 2017-2023.

We submit that the increase in parking provision for the duplex and apartment dwellings is appropriate for this intermediate site location, will serve the needs of the future occupants, meets the national policy guidelines, and is in line with the precedent decision granted at Devoy Quarter SHD (SBP 307258-20). (1.15 car parking spaces per units).

A more detailed description of the approach to parking, including compliance with the relevant sections of Urban Design Manual and DMURS, is set out in Section 6.12 and 6.13 of this report.

Item 2: On-Street Parking

*Reason for Refusal:*

*'The Board also considers that the street environment would be dominated to an unacceptable degree by surface parking and that this would undermine the sense of enclosure and overall amenity of the development and be contrary to the provisions of the Guidelines for Sustainable Residential Developments in Urban Areas and the accompanying Urban Design Manual, A Best Practice Guide, issued by the Department of the Environment, Heritage and Local Government in May 2009, in particular criteria Number 7 Layout and 11 Parking and the Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport and the Department of the Environment, Heritage and Local Government in March 2019, as amended, in particular Section 2.2.1 and Section 4.4.9. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.'*

*Response:*

The quantum, design and layout of on-street parking has been considerably altered since the previous SHD application. This current SHD application provides an overall reduction in on-street parking in the order of c. 54% when compared to the previous application.

The reduction in on-street parking is achieved as follows:

- All of the car parking associated with the terraced housing (84 no. spaces) is removed from the street and is now located on-curtilage.
- The site layout includes an under-croft car parking facility at the south-east housing cell. The undercroft parking provides 108 no. car parking spaces in total serving the duplexes/apartments and crèche staff parking. The first-floor podium level is proposed as a communal open space and the layout of the typologies surrounding the under-croft parking have been revised to ensure the ground floor unit is entered at street level, and the upper floor unit is entered at podium level

Overall, the number of on-street parking spaces is reduced from 235 no. on-street parking spaces in the previous SHD application, to 114 no. on-street parking spaces in the current SHD application.

A detailed description of the approach to parking, including compliance with the relevant sections of Urban Design Manual and DMURS, is set out in sections 6.12 and 8.1 below.

## Item 3: Other Matters Raised in the Inspector's Report

We have reviewed the detailed Inspectors Report prepared by An Bord Pleanála and set out below changes to the scheme to address some of the key matters raised in the report.

- Quantum of Development – Density

This SHD application proposed a total of 219 no. dwellings, which is a reduction of 2 no. dwellings from the previous application of 221 no. dwellings. The change in nett density from 55.7 uph (previous) to 55.2 (current) is not deemed to be significant or material.

- Building Height

While the Inspector's Report notes *'I consider the step up in building height and the transition from the existing two storey housing to be well considered in this instance.',* it has been identified as deviation from the building height standards detailed in Section 17.2.1 of the Kildare County Development Plan (KCDP), 2017-2023, which states that "tall buildings, defined as buildings that exceed five storeys and/or 15 metres in height will only be considered at areas of strategic planning importance identified in a Local Area Plan". The inspector notes that the 4 and 5 storey buildings which exceed 15m in height may be considered a material contravention of the Development Plan.

The 4 and 5 storey buildings are retained in the revised scheme and the justification for the material contravention is set out in the Material Contravention Statement prepared by the planning consultants, Brady Shipman Martin, which accompanies this application.

- Bicycle Parking

The current proposal includes a total of 482 no. bicycle parking spaces, in full compliance with the relative sections of current policy documents:

- The Kildare County Development Plan (KCDP), 2017-2023 does not allocate a minimum requirement for bicycle storage for houses, rather it state 'appropriate design measures for bicycle storage' be provided.
- 84 no. bicycle parking spaces are provided to the houses, located in the rear garden. (2 no bicycle parking per house)
- The Sustainable Urban Housing - Design Standards for New Apartments 2020, requires a minimum of 1 no. bicycle storage space per bedroom and 1 no. bicycle space per 2 residential units for visitors parking.
- A total of 298 no cycle spaces are provided to serve the 177 no. duplex and apartment dwellings. (1 no. bicycle parking per bedroom.)
- 90 no. visitor cycle spaces are proposed, distributed throughout the development and overlooked for passive supervision and security. (1 no. bicycle parking per 2 apartment/duplex units.)
- 10 no. dedicated bicycle parking spaces are provided for the crèche. This exceeds the minimum requirements set out in Table 17.10 of the Kildare County Development Plan (KCDP), 2017-2023.
- The provision of cycle parking is described in detail in Section 6.12 of this report.

- Block structure & Public Realm

The Inspector's report notes *'there is generally a coherent relationship between housing blocks with good frontage to open spaces, a hierarchy of open spaces and a high level of permeability. The level of separation between blocks and sense of enclosure along key streets would be improved through the omission of perpendicular car parking on both sides and a tightening up of the block structure.*'

Due to the relocation of the on-street parking, and the adjustment of on-street parking configurations, the separation between the blocks on Street 3 and 4 has been adjusted to tighten up the streetscapes, .

- .Yeomanstown Stream

The Inspector's Report notes *'The proposed 3 storey duplex block containing units no. 1-9 maintains a setback of c. 7.5 metres from the top bank of the stream. The encroachment into the 10m biodiversity zone contravenes the provisions of Objective GI 20.'*

The 3-storey block from the previous application and referenced above, containing units 1-9, has been omitted from the scheme.

The southern side of street 1, backing onto the existing housing at Arconagh to the south, is now extended the full length of the street. The gable end house, turned to face south-east, is c. 25m from the top of the bank, meeting the requirements of Objective GI 20

- Proximity to No. 86 Arconagh

Regarding the distance between the 3-storey block containing units 1-9 and No. 86 Arconagh, the Inspector notes: *'I consider that the separation of this three-storey block from no. 86 Arconagh is insufficient and that the block would impact negatively on the privacy and amenity of this dwelling. I would also note that the 3-storey gable of this block has limited fenestration and presents a largely blank gable onto an existing open space within the Arconagh estate.'*

The 3-storey block containing units 1-9 has been omitted from the scheme. It is proposed to extend the 2-storey housing along the southern side of Street 1, backing onto No. 86 Arconagh. The separation distance between first floor windows is greater than 22m in compliance with section 17.2.4 set out in Kildare County Development Plan (KCDP), 2017-2023.

- House No. 178 and Duplex No. 200-221

The upper windows in the gable ends of house no. 178 and end duplex units no. 220 and no. 211 overlooking the adjacent commercial premises to the north /east of the site, have been omitted from the scheme.

- Construction Access

The inspector notes: *'The applicant has not demonstrated any clear need for a secondary construction access via the Arconagh estate or indicated why the proposed access via John Devoy Road would not be sufficient. In the interest of avoiding unnecessary disturbance to existing properties I recommended that the construction access should be avoided.*

*I recommend in the event of a grant of permission that an updated Construction and Management Plan should be submitted to the PA for agreement prior to the commencement of development. This plan should include a full traffic management plan for the construction phase and shall avoid construction access via the Arconagh estate road to the west, save for in exceptional circumstances where emergency access is required and where it is agreed in advance with the PA.'*

The impact of the proposed development on the local road networks is covered in the revised traffic and transport assessment, L086-CSC-ZZ-XX-RP-C-0003, prepared by Cronin & Sutton Consulting Engineers which accompanies this submission.

All construction access and egress for deliveries shall be via the John Devoy Road. Refer to the L086-CSC-ZZ-XX-RP-C-0006, stage 1 construction management plan, prepared by Cronin & Sutton Consulting Engineers, which accompanies this submission.

- Archaeology

The Inspector's Report notes the potential for conflict between the proposal in the north-east of the site and the remains of the original Barracks. The Report notes *'the issues raised in the Archaeological Assessment would need to be addressed prior to the commencement of any development on this site in consultation.'*

An on-site archaeological assessment, including test trenching in the area covering the original barracks has been carried out at the site and no significant finds have been uncovered. An updated archaeological assessment report, prepared by JP Purcell Archaeology, accompanies this submission. The report does not recommend any additional test trenching or archaeological attendance on site.

*Figure 19 - Aerial view from John Devoy Road Roundabout*

# 4.0 Response to An Bord Pleanála's Notice of Pre-Application Consultation Opinion

## 4.1 ABP Opinion

A request to enter pre-application consultations with An Bord Pleanála was submitted on 18th October 2021 and a subsequent consultation meeting was held on 15th December 2021. The Board issued a Notice of Pre-Application Consultation Opinion on 11th January 2022, which states that the Board is of the opinion that the documents submitted with the request to enter into consultations constitute a reasonable basis for an application for strategic housing development.

The Board requested, pursuant to article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the provision of the following specific information with any application for permission:

1. Compliance with the Naas Local Area Plan (LAP), 2021-2027.
2. Housing Quality Assessment
3. Street Environment and Carparking Strategy.
4. Transportation and Public Safety Compliance.
5. Public Lighting and Construction Waste Management.
6. Social & Community Infrastructure Audit.
7. Landscape proposal.
8. Water Drainage and Flood Risk
9. Residential Amenity Neighbouring Properties
10. Daylight and Sunlight Assessment.
11. Additional Photomontages / CGI's.
12. Taking In-Charge Proposal.
13. Report on materials and finishes.
14. Building Life Cycle Report.
15. Compliance statement on the principles of Universal Design.
16. EIAR Screening Report.

## 4.2 Response to ABP Opinion

The comments from An Bord Pleanála in their opinion dated 11th January 2022, the discussion at the Tripartite meeting on 15th December 2021, and comments from Kildare County Council in their submission to an Bord Pleanála for the Tripartite meeting have been carefully considered and inform the developed design.

The changes to the proposed layout since the Tripartite meeting are set out below:

- The number of units (319 no.), density (55.2 uph) and mix (42 no house, 73 no. duplexes, 104 no. apartments) is unchanged.
- The car parking provision is increased from 300 no. spaces at Pre-Application stage to 314 no. spaces in the current application. This increases the parking ratio for duplex/apartment units from 1.15 to 1.22 spaces per units.
- The parking allocation to each of the distinct duplex and apartment housing cells has been adjusted to provide a balance of parking distribution, close to each housing cell, within walking distance of the front doors of the units.
- The no. of spaces in the undercroft car park is reduced from 109 no. spaces at Pre-Application stage to 108 no. spaces in the current application.
- The set down spaces at the crèche is increased from 4no. spaces at Pre-Application stage to 8 no. spaces in the current application.
- Elevations have been developed and refined, brickwork is the primary material to all streetscapes.
- Boundary treatment details are complete, in particular the boundaries with adjacent existing residential properties.
- The SuDS approach has been further refined with the introduction of:
  - Rainwater butts
  - Permeable paving
  - Porous Asphalt
  - Tree pit drainage systems
  - Bio-swales
  - Soak-ways
  - Wetlands
  - Green roof
  - Oil Separator
  - Low water usage sanitary appliances

### 1. Compliance with the Naas Local Area Plan (LAP), 2021- 2027

*A report / statement demonstrating how the proposed development accords with the objectives of the Urban Design Brief / framework for this Key Development Area (KDA), including objectives relating to Connectivity / Movement. The statement should also address the access requirements of the commercial uses proposed for the eastern side of the KDA lands as part of the overall design brief.'*

*Response:*

A detailed analysis is included in this report, see section 2.0, which demonstrates how the scheme responds to the Urban Design Brief/Framework as defined in the Naas Local Area Plan (LAP), 2021-2027 for the Devoy Barracks Key Development Area.

### 2. Housing Quality Assessment

*'A Housing Quality Assessment (HQA) which provides the specific information regarding the proposed apartments/duplex units as required by the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2020). The assessment should also demonstrate how the proposed apartments comply with the various requirements of those guidelines, including its specific planning policy requirements and the floor areas and standards set out in Appendix 1.'*

*Response:*

A detailed Housing Quality Assessment is included with this report, see Appendix A.

All minimum area and dimensions provided in housing units is in accordance with the requirements of the Quality Housing for Sustainable Communities - Best Practice Guidelines for Delivering Homes, Sustaining Communities, (2007) and Kildare County Development Plan 2017-2023, and duplex and apartment units are in accordance with the requirements of the Sustainable Urban Housing – Design Standards for New Apartments, (2020).

### 3. Street Environment and Carparking Strategy.

*'Justification, and where appropriate amendment, to demonstrate that car parking quantity and location, road layout, including design and materiality of the different street types within the street hierarchy (e.g. proposed homezones, etc) complies with the provisions of the Design Manual for Urban Roads and Streets (DMURS) and the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2020). The application should demonstrate that car parking provision should be convenient and accessible to residents.'*

*Response:*

A detailed justification of car parking quantum, quality, design and layout, demonstrating compliance with the requirements of the Design Manual for Urban Roads and Streets (DMURS) and the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2020) is included in section 5.0 and 8.0 of this report, and in the Traffic and Transportation Report prepared by Cronin & Sutton Consulting Engineers, which accompanies this application.

4. Transportation and Public Safety Compliance.

*'The application should have regard to the detailed requirements set out in the report of the Kildare County Council Roads, Transportation and Public Safety Department dated 27th October 2021, and should be accompanied by the following:*

*i. A detailed Traffic and Transport Assessment (TTA).*

*ii. A Mobility Management Plan and a Parking Management Strategy.*

*iii. An operational service plan including a detailed swept path analysis. The service plan should also consider the management of car parking and drop-off requirements of the proposed crèche.*

*iv. A Quality Audit in accordance with Annex 4 of DMURS, including a Road Safety Audit. The audit should consider, inter alia, the design and layout of parking within the development.*

*v. A construction traffic management plan.'*

*Response:*

i. A revised traffic and transport assessment, L086-CSC-ZZ-XX-RP-C-0003, prepared by Cronin & Sutton Consulting Engineers, which accompanies this submission.

ii. A Mobility Management Plan is included in Section 7.0 of the Residential Travel Plan L086-CSC-ZZ-XX-RP-C-0004. A Parking Management Plan is included in Section 6.0 of the Traffic and Transport Assessment L086-CSC-ZZ-XX-RP-C-0003. Both reports are prepared by Cronin & Sutton Consulting Engineers, and accompany this submission.

iii. The operational service plan and a detailed sweep path analysis, including details of the management of car parking and drop off requirements of the proposed crèche, is included in Section 5.0 and Section 7.0 of the Traffic and Transport Assessment L086-CSC-ZZ-XX-RP-C-0003. This report has been prepared by Cronin & Sutton Consulting Engineers, and accompanies this submission,

iv. An updated stage 1 third party road safety and quality audit prepared by Roadplan Consulting ltd., accompanies this submission. The site layout has been amended to take into account the findings of this audit.

v. A construction management plan prepared by Cronin & Sutton Consulting Engineers, accompanies this application.

5. Public Lighting and Construction Waste Management.

*'A public lighting plan and a Draft Construction and Waste Management Plan.'*

*Response:*

A public lighting services plan (drawing-DEV-JVT-00-00-DR-E-60-63-S00-00) and an external lighting report, prepared by JV Tierney Consulting Engineers, accompanies this submission.

A Draft Construction Waste Management Plan L086-CSC-ZZ-XX-RP-C-0005, prepared by Cronin & Sutton Consulting Engineers, accompanies this submission.

6. Social & Community Infrastructure Audit.

*'A Social & Community Infrastructure Audit having regard to the provisions of the Naas LAP 2021 - 2027.'*

*Response:*

A Social and Community Infrastructure Audit, prepared by the planning consultants, Brady Shipman Martin, which accompanies this application.

7. Landscape proposal.

*'Detailed landscaping proposals which should address the matters raised in the report of Kildare County Council Parks Section, including inter alia details of measures for the retention and protection of existing trees and hedgerows along the boundaries of the site and integration with the existing public open space to the west, serving the Arconagh estate.'*

*Response:*

The Landscape Design Report prepared by Mitchell & Associate Landscape Architects, which accompanies this application, sets out a detailed response to the pre-application comments from Kildare County Council Park Department.

8. Water Drainage and Flood Risk

*'The application should address the following:*

*i. The matters raised in the report of Kildare County Council Water Services Section dated 2nd November 2021, including inter alia, revisions to the design of the surface water management system, including a revised SuDS strategy and revisions to Site Specific Flood Risk Assessment.*

*ii. The matters raised in the submission from Irish Water dated 28th October 2021, namely the requirement to ensure that the relevant consents to connect to 3rd party foul water infrastructure are in place and that such infrastructure is of sufficient standard and capacity to accommodate the proposed development.'*

*Response:*

i. The Engineering Report prepared by Cronin & Sutton Consulting Engineers, which accompanies this application, sets out a detailed response to the pre-application comments from Kildare County Council Water Services Section

ii. The Engineering Report prepared by Cronin & Sutton Consulting Engineers, which accompanies this application, sets out a detailed response to the pre-application comments from Irish Water, and in particular the requirements to ensure the relevant consents to connect to third party infrastructure is in place.

9. Residential Amenity Neighbouring Properties

*'A report that addresses issues of residential amenity (of both future occupants and existing residents of adjacent development), specifically with regards to overlooking, overshadowing, visual impact and noise. The report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and nearby residential development.'*

*Response:*

A Daylight and Sunlight Assessment Report, prepared by ARC Consulting, demonstrating compliance with the requirements of the BRE's site layout planning for Sunlight & daylight, accompanies this submission.

A Planning Stage Noise Assessment Report, prepared by Allegro Acoustic, accompanies this submission.

Detailed cross section drawings DEV-COA-00-ZZ-DR-A-0515, DEV-COA-00-ZZ-DR-A-0516, DEV-COA-00-ZZ-DR-A-0517, DEV-COA-00-ZZ-DR-A-0518 and DEV-COA-00-ZZ-DR-A-0519, demonstrating the relationship between the existing residential properties and the proposed new buildings, prepared by Coady Architects and McCrossan O'Rourke Manning Architects, accompany this submission.

10. Daylight and Sunlight Assessment.

*'A comprehensive daylight and sunlight assessment examining the proposed dwelling units and amenity / open spaces, as well as potential impacts on daylight and sunlight to adjoining properties. In preparing such assessment regard should be had to the provisions of section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (2020) and to the approach outlined in guides like the BRE 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.*

*The assessment should provide a comprehensive view of the performance of the entire development in respect of daylight provision, including accommodation at ground and first floor levels. Where any alternative, compensatory design solutions in respect of daylight are proposed, these should be clearly identified and their effect appropriately described and / or quantified.'*

*Response:*

A Daylight and Sunlight Assessment Report, prepared by ARC Consulting, demonstrating compliance with the requirements of the BRE's site layout planning for Sunlight & daylight, accompanies this submission.

11. Additional Photomontages / CGI's.

*'Additional CGIs/visualisations/3D modelling, particularly from the John Devoy Road and the open space of Arconagh estate to the west.'*

*Response:*

Verified Views, Photomontages, CGI's and 3D modelling of the proposed scheme, prepared by Redline Studios, accompanies this submission. The report consists of 7 no. verified views, 6 no. CGI's and 4 no. aerial views capturing the revised scheme including views from John Devoy Road and the open space of Arconagh estate to the west.

### 12. Taking In-Charge Proposal.

*'A site layout plan indicating what areas, if any, are to be taken in charge by the planning authority.'*

*Response:*

A Taking In-Charge drawing, DEV-MCO-00-ZZ-DR-A-0507, prepared by Coady Architects and McCrossan O'Rourke Manning Architects, accompanies this submission.

All roads, path and public open spaces are to be taken in charge by Kildare County Council, the on-street parking, home zone and communal open spaces will be retained and managed by the applicant, the Land Development Agency or an Operational Management Company (OMC).

### 13. Report on materials and finishes.

*'A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of external finishes, the treatment of balconies and boundary treatments. This should include details on materials and finishes for the ground floor terrace areas serving the duplex units. Particular regard should be had to the requirement to provide high quality and durable finishes and materials which have regard to the surrounding context of the site.'*

*Response:*

A detailed description and justification of external finishes is provided Section 7.4 of this report, including the treatment of balconies and boundaries.

The boundary treatments for all site boundaries are described on drawing LDEV001-104, prepared by Mitchell & Associates landscape consultants, which accompanies this submission.

### 14. Building Life Cycle Report.

*'A Building Lifecycle Report in accordance with section 6.13 of the guidelines should also be submitted and shall detail the appropriate use of external materials on all elevations. The plan shall also address the management and maintenance of public spaces and access to the development.'*

*Response:*

A Building Life Cycle Report, DEV-COA-00-XX-RP-A-0503, prepared by Coady Architects and McCrossan O'Rourke Manning Architects, accompanies this submission.

### 15. Compliance statement on the principles of Universal Design.

*'A statement as to how the proposed Strategic Housing Development has sought to comply with the principles of Universal Design.'*

*Response:*

Section 8.2 of this report sets out how the proposed scheme compiles with the principals of Universal Design and compliance with the Building Regulations Part M Access and Use.

### 16. EIAR Screening Report.

*'The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2018 unless it is proposed to submit an EIAR at application stage.'*

*Response:*

An updated EIAR Screening Report prepared by the planning consultants, Brady Shipman Martin, which accompanies this application.

*Figure 20 - Aerial view from Arconagh*

# 5.0 Development Proposal

## 5.1 Vision

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.

Social and affordable housing will be made available in this proposal in accordance wih the Part V of the Planning & Development Acts 2000-2021 (as amended).

The objective of the Land Development Agency is to deliver the balance of the units as affordable housing for sale or rent.

## 5.2 Design Strategy & Concept

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 (LAP), 2021-2027 and the objectives for the Devoy Barracks Key Development Area. In particular, the development proposes to:

- Provide opportunity for a north-south pedestrian and cycle link through the site, connecting St Patrick's Terrace to the north to the roundabout at John Devoy Road and Yeomanstown Stream to the south.
- Provide opportunity for a new east-west pedestrian and cycle routeway through the site, allowing for connectivity from the existing housing developments to the west, to the town centre through the civic area to the east.
- Create a new public open space at the confluence of these two routeways, at the centre of the site.
- Expand the existing open space at Arconagh to the west, retaining and augmenting the existing trees and landscape.
- Form a simple, tree-planted streetscape, with housing clusters to either side, providing access to the northern half of the site.
- Form landscaped home-zones at the end of the streets, to provide a 'living' street space for play as well as parking.
- Position terraced housing along the northern and southern boundaries of the site, backing onto the existing residential developments.
- Form housing cells of duplex and apartment typologies, creating a strong urban edge to the streetscape and enclosing communal open space as an additional residential amenity for the community.
- Provide dual aspect housing typologies for passive overlooking of public and communal open space
- Provide a variety of building heights, graduated from west to east to respond to the existing site conditions and building typologies.
- Provide a focal / gateway building at the site entrance from John Devoy Road.

These design strategies are in full alignment with the aims and objective of the Kildare County Development Plan (KCDP), 2017-2023 and Naas Local Area Plan (LAP), 2021-2027.

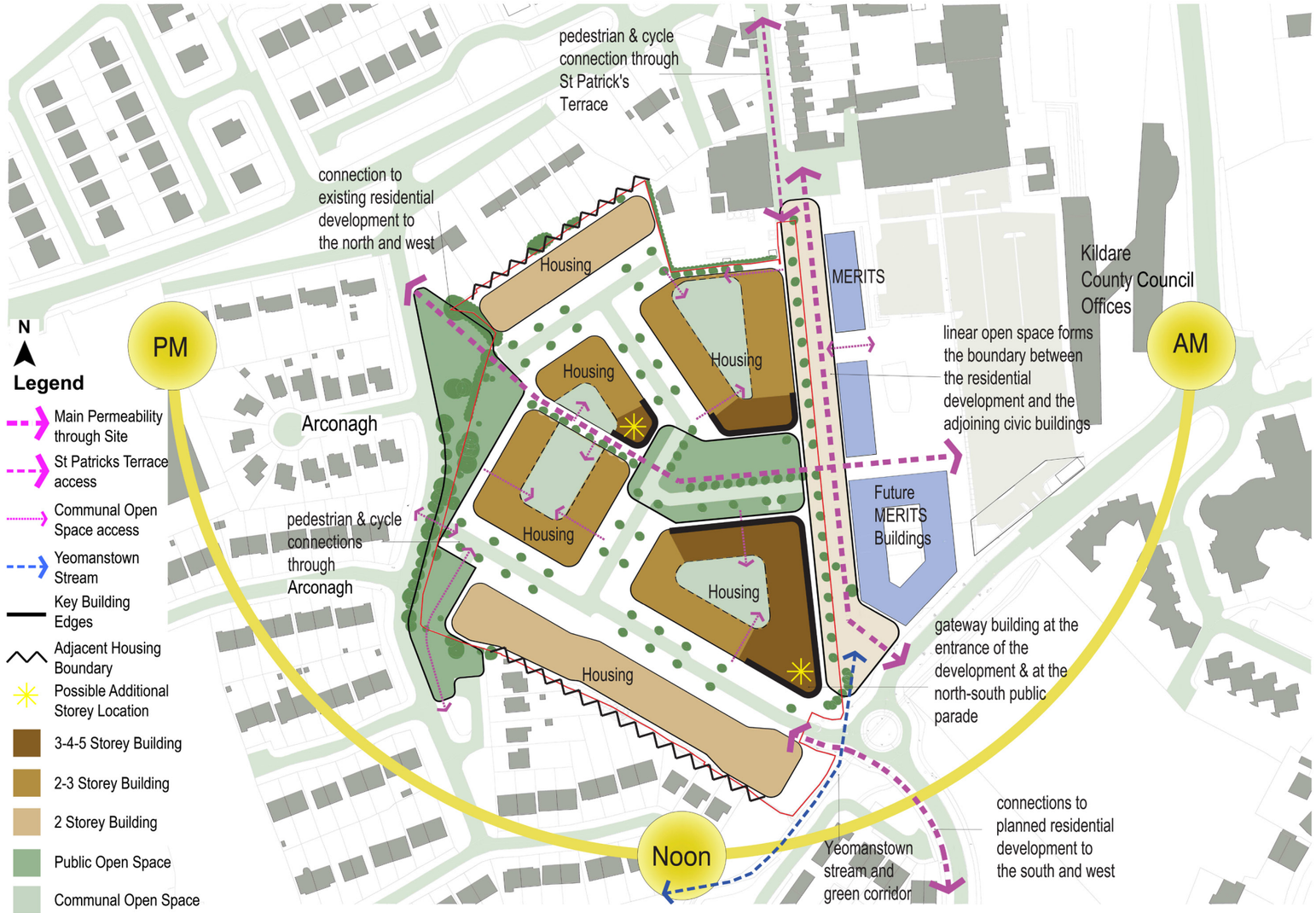



*Figure 21 - Design Strategy*

## 5.3 Design Development - Previous SHD Planning Application

As noted in Section 3.0 above, a previous SHD planning applications for 221 no. residential units on this site was submitted to An Bord Pleanala on 15th April 2021 (Ref: ABP-309954-21). The application was refused permission on 29th July 2021.

A brief synopsis of the original scheme is outline below:

- Nett Density: 55.7 units per hectare.
- The total number of units proposed in the previous SHD planning application were 221 no units.
- The previous SHD planning application comprised of 36 no. terrace houses (36 no. 3 bed units) and 185 no. duplex and apartment dwellings (63 no. 1 bed units; 111 no. 2 bed units and 11 no. 3 bed units), all ranging in height from 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.
- A total of 235 no. on-street parking spaces was organised as follows:
- 72 no. car parking spaces for the houses.
  (2 spaces per unit)
- 151 no. car parking spaces for the duplex and apartment units.
  (0.82 space per unit)
- 12 no. car parking spaces for the crèche; 4 no. set/pickup spaces for parent/guardian and 8 no. staff parking spaces.
- Total Public Open Space provision - 6169 sq.m. (15.54%)
- Total Communal Open Space Provision 4000 sq.m. (10%)
- New connectivity to the east of the site via a pedestrian path connecting the linear open space located on the eastern boundary to the entrance of the MERITS.
- Potential future connectivity to the north at St Patrick's Terrace and to the west to the Arconagh open space.

All units were designed to meet or exceed the requirements set out in the Quality Housing for Sustainable Communities, 2009, Sustainable Residential Developments in Urban Areas 2009 and Sustainable Urban Housing – Design Standards for New Apartments, 2020, and the relevant sections of the Naas Town Development Plan 2011-2017 and Kildare County Development Plan (KCDP), 2017-2023

*Figure 22 - Previous SHD Planning Application - Site Layout*

## 5.4 Final Site Layout

The proposed site layout has been developed and adjusted to take account of the reasons for refusal from the previous application (Ref: ABP-30954-21) and the Pre-Application Opinion from An Bord Pleanála, all of which are set out in Section 3.0 of this report.

The key modification are set out below:

To the south west boundary of the application site, the following changes have occurred:

- The standalone duplex units (previous application no. 1-9, unit type B1 and K1) at the south-east corner of the site is omitted.
- The row of terraced housing is extended along the southern boundary of Street 1, responding to the existing dwellings of Arconagh. A minimum distance of 22m between the new and old properties has been maintained, in accordance with section 17.2.4 of the Kildare County Development Plan (KCDP), 2017-2023.
- The front door of the end terrace house (House no.1 – unit type F2) is located on the gable elevation and faces south towards the Yeomanstown Stream.
- The parking located in the retained homezone has been reconfigured.

In cell C, located to the north east of the application site, the following changes have occurred:

- Unit type A4 (Apartment unit located over vehicle access below) has been replaced with unit type A2.
- Fire tender access has been revised to travel along the edge of the communal open space in cell C.
- The bicycle and bin stores have been relocated away from the original central location in the communal open space to the northern boundary thus improving the public amenity space.
- The windows in the end gables of No. 178 and No. 220 and 221 have been omitted, there is no overlooking to the commercial premises to the north.

In cell A, located to the south east of the application site, the following changes have occurred:

- An undercroft car park, providing 108 no parking spaces, is located in the south-eastern housing cell. the communal open space is now located at podium level, and is access from street level to the west, north and south via external steps and an external lift.
- A secure bicycle and bin storage for the apartment and duplex units of cell A are located and accessed from the undercroft car park.
- Unit Type L1& L2 has been added to the scheme. This unit type has been designed around the undercroft parking and podium level communal open space. It is a three strorey unit, 2 bed duplex on the ground and first floor with a 1 bed apartment on second floor. Both dwellings are own door accessed.

To improve the street environment, a further application of DMURS was instigated. The following changes have occurred:

- Introduction of on-curtilage parking for the terraced houses, 2 no. car parking spaces per house.
- Distribution of parking for the apartment and duplex units in the 3 no. cells has been refined and are located in close proximity to the each dwelling. 216 no. car parking spaces are provided for residents and visitors, providing as ratio of 1.22 space per unit.
- Limiting the use of perpendicular parking (max.5) to parallel facing bays (max.3).
- 2 no. homezone parking zone which were placed perpendicular to the shared south-west boundary adjoining Arconagh have been omitted.
- Back-to-back perpendicular on-street car parking along key access routes has been omitted, resulting in a tightening up of the opposing housing blocks.

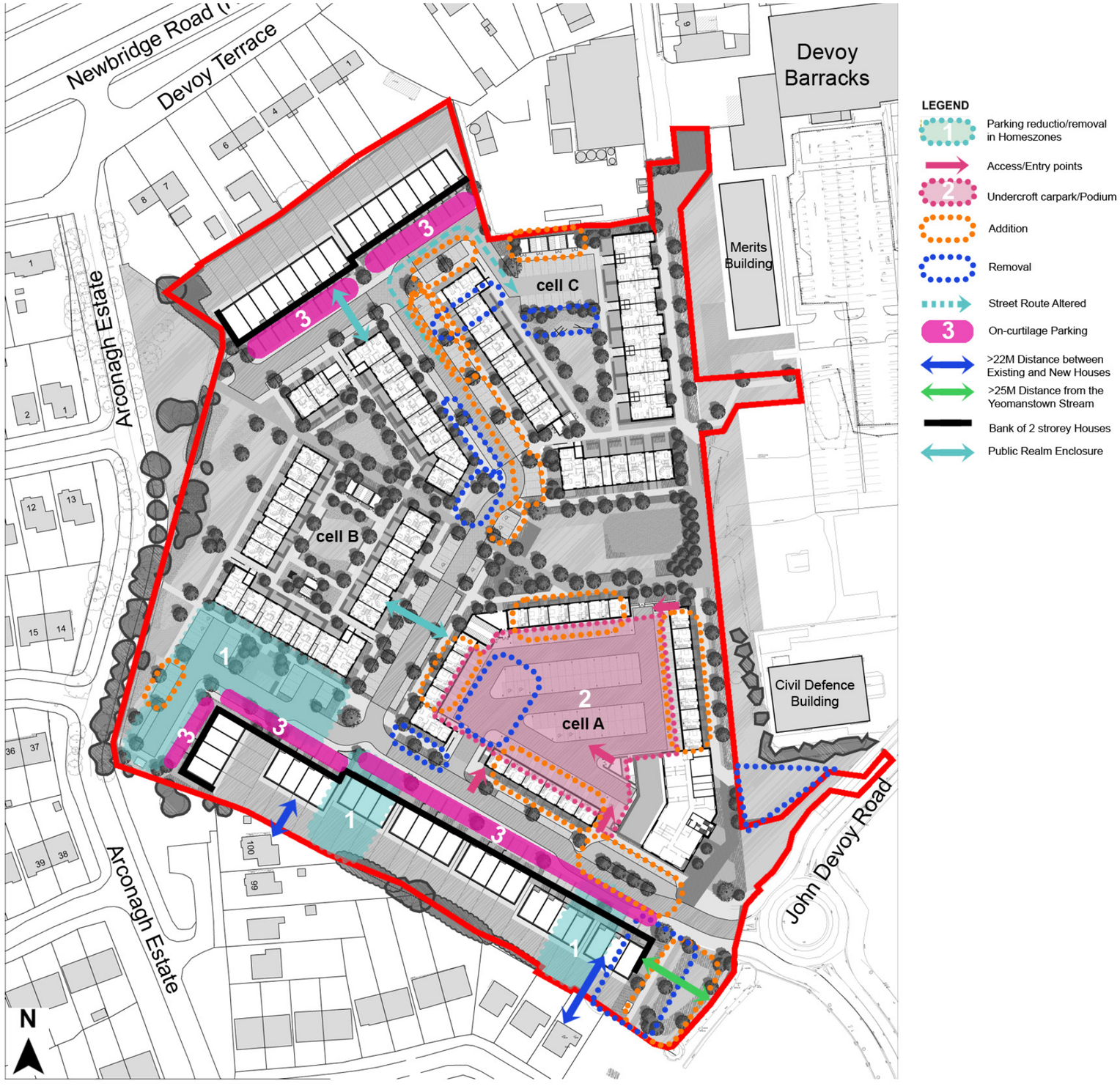



*Figure 23 - Current SHD Planning Application - Analysis of key changes*

The approach to SuDS has been further refined and changes introduced as follows:

- 1 no. attenuation tank located in the undercroft has been omitted.
- A constructed wetland is proposed, adjacent to the Yeomanstowns Stream.
- Reduction of underground services to the land adjacent to John Devoy roundabout to prevent sterilisation for future development.
- Rainwater butts provided for all houses.
- Permeable paving has been applied to all non-taking in charge areas.
- Porous Asphalt to the retained homezone and courtyard parking zones and road.
- Tree pit drainage systems
- Planted Bio-swales
- Green roof strategy applied to the undercroft parking.

Changes and outcomes that affect the application site as a whole are summerised below:

- The red line boundary adjacent to the Kildare Civil Defence building has been adjusted as per discussions with Kildare County Council and the Land Development Agency.
- Reduction in Nett Density: 55.2 units per hectare.
- Reduction in the total number of units: 219 no. units, which compries of 42 no. terrace houses (42 no 3-bd units) and 177 no. duplex and apartment dwellings (64 no. 1 bed units; 105 no. 2 bed units and 50 no. 3 bed units), all ranging in height from 2 to 5 storeys.
- A total number of car parking spaces provided has been increased to 314 no This current SHD application provides an overall reduction in on-street parking in the order of c. 54% when compared to the previous application. Overall, the number of on-street parking spaces is reduced from 211 no. on-street parking spaces in the previous SHD application, to 97 no. on-street parking spaces in the current SHD application
- The 314 no. car parking spaces are organised as follows:
  - 84 no car parking spaces for the houses. (2 spaces per unit)
  - 216 no. car parking spaces for the duplex and apartment units. (1.22 space per unit)
  - 14 no. car parking spaces for the crèche; 8 no. set/pickup spaces for parent/ guardian and 6 no. staff parking spaces.
- Total Public Open Space Provision - 6,158 sq.m. (15.5%)
- Total Communal Open Space Provision - 4,684 sq.m. (11.8%)

A description of the final layout is described below:

The site layout is developed around two distinct pedestrian and cycle routeways through the site, offering future connectivity beyond the site to the surrounding neighbourhood and to the town centre.

The central public open space is located at the confluence of these routeways, at the centre of the site. Housing cells are formed around communal open space, with terraced housing backing onto existing housing to the north and south of the site.

A north-south linear open space runs along the eastern boundary of the site. The layout facilitates future expansion of the open space alongside the MERITS buildings on the Kildare County Council office campus. The linear open space provides a north-south pedestrian and cycle pathway through the site. It facilitates future connectivity through St Patrick's Terrace to the north and links to the Elsmore housing development to the south. The linear open space defines the threshold between the residential accommodation to the west and the adjacent civic buildings to the east.

*Figure 24 - Current SHD Planning Application - Undercroft Level*

An east-west pedestrian and cycle pathway crosses the centre of the site, providing connectivity beyond the site to the east though the Kildare County Offices, and the potential for connectivity beyond the site to the west at Arconagh has been provided for. The path is well over-looked from the adjacent units, particularly where it passes though the western residential block. The path is wider than the standard footpaths and other pedestrian links into the communal open spaces. This will identify this routeway as a prominent, public thoroughfare. The corner-building where the east-west route cuts through the residential block is four storeys in height, to provide legibility along this significant route.

The site is laid out with a simple road network, formed around residential streetscapes and distinctly legible home-zones. The main access road turns mid-way through the site and connects to the northern half of the site. The east-west pedestrian and cycle pathway has primacy where it crosses the roadway; the road narrows, the surface materiality changes and becomes level with the footpath.

A 5-storey building is located at the south-eastern corner of the site, adjacent to the site entrance, providing 59-place crèche and 28 no. apartment. This building provide height as a focal point for the scheme and acts as a gateway at this important corner. The building is set back from the roundabout and cranked to form the entrance to the linear open space.

An undercroft parking area is provided with the south-eastern housing cell, providing 108 no. spaces to serve the duplex and apartments units and creche staff parking. The undercroft parking takes parking off-street, in compliance with DMURS section 4.4.9, and provides an element of variety to the streetscape. The undercroft parking is accessed directly from the Street 1. The podium above the undercroft parking provides the communal open space to this housing cell. The podium is access from external steps to the south, north and east, and an external lift is provided to the south.

The units abutting the undercroft parking are designed as a duplex at ground and first floor, with an apartment at second floor. The duplex is accessed from street level; the apartment is accessed from the podium.

The landscape design complements the design strategy and provides new tree planting where existing hedgerows are lost due to their quality or to make new openings for proposed connections. The provision of home-zones, courtyards, streetscape with on-street parking, tree planting, planted swales, linear open space, constructed wetlands and dwellings which are directly connected to the open spaces, provide good variety and a strong urban development.

The revised site layout supported the aims and objective of the Kildare County Development Plan (KCDP), 2017-2023 and Naas Local Area Plan (LAP), 2021-2027.

*Figure 25 - Current SHD Planning Application - Podium level*

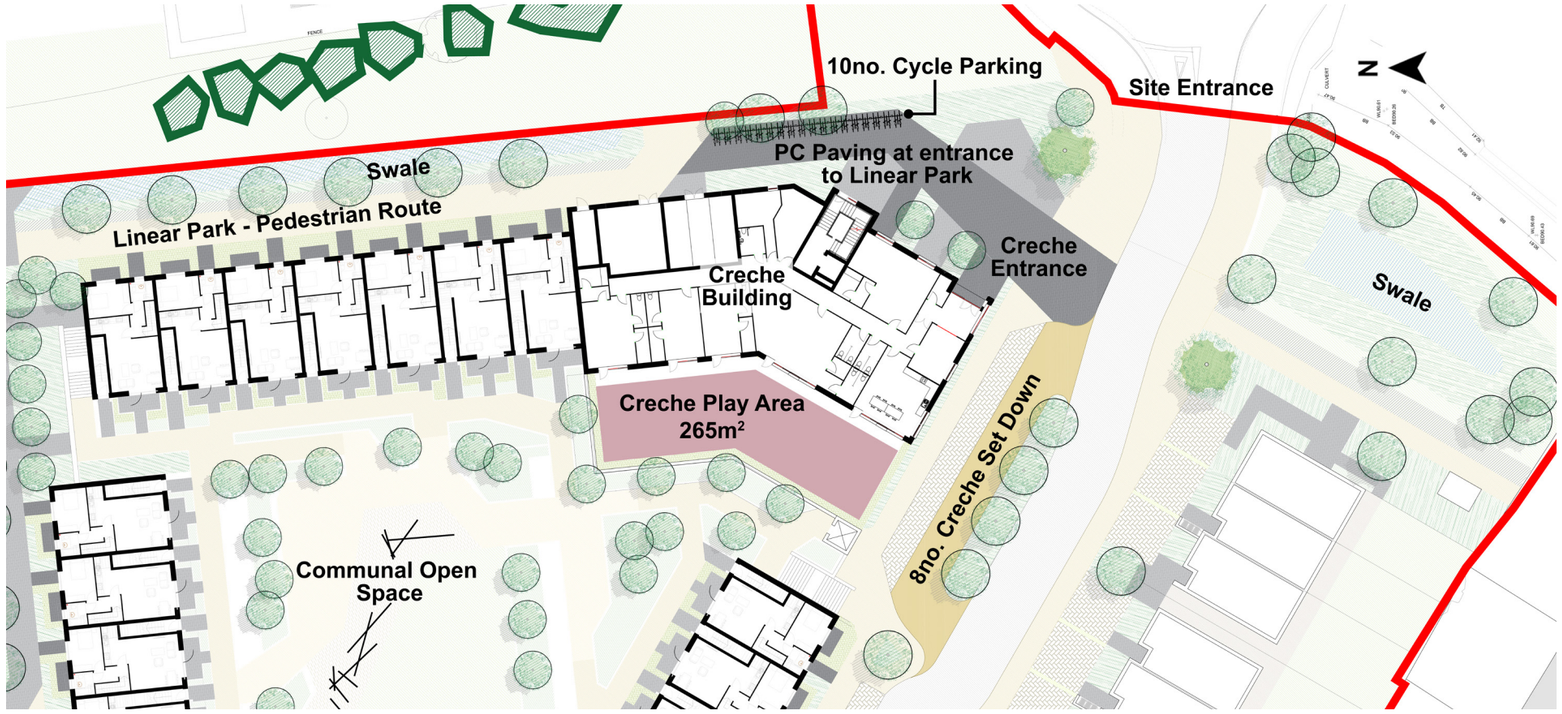



*Figure 26 - Crèche - Ground Floor Plan and surrounding site context*

## 5.5 Childcare Provision

A 411 sq.m. crèche is proposed at the southern end of the linear open space providing 59 no. day care places and an associated external play area.

The facility is sized based on a minimum 20 childcare places per 75 dwellings as required in Childcare Facilities - Guidelines for Planning Authorities, June, 2001.

The crèche occupies the ground floor of the five-storey building at the entrance to the new development. It provides an active commercial use at this prominent location.

The creche has 14 no. dedicated parking spaces; 6 no. staff parking spaces located in the under croft parking area, and 8 no. on street set down/pick up spaces, located adjacent to the entrance. 10 no. dedicated cycle spaces are provided adjacent to the creche entrance

A 265 sq,.m. external play area is located to the west of the creche with direct access from the creche building and enclosed with a secure boundary.

## 5.6 Proposed Density

The density is calculated on the basis of the 'nett' site area having regard to Appendix A of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and therefore excludes:

- Major and local distributor roads;
- Open spaces serving a wider area; and
- Significant landscape buffer strips.

The gross site area is the total area of the application site. See red outline in Fig 28.

The nett site area is calculated by subtracting the 3no. areas identified in Fig 28 from the gross site area. These land areas are excludes because of either of the reason as outlined below:

- Areas outside the housing scheme which are indicated for service/ utility connections.
- Areas outside the site not within the ownership of the applicant, such as existing open space.

Gross Site Area: 4.11 hectares

Net Site Area: 3.97 hectares

Proposed no. of Units: 219

Density: 55.2 units per hectare

The Naas Local Area Plan (LAP), 2021-2027 states that the Devoy Barracks (KDA) *'lands proximate to the town centre and public transport, the site has the capacity to deliver a higher density' medium to high density'.*

The Naas LAP suggest medium to high density residential development within the centre of the Devoy Barracks (KDA), with lower density development located around the western and southern fringes.

*Figure 27 - Childcare Examples*

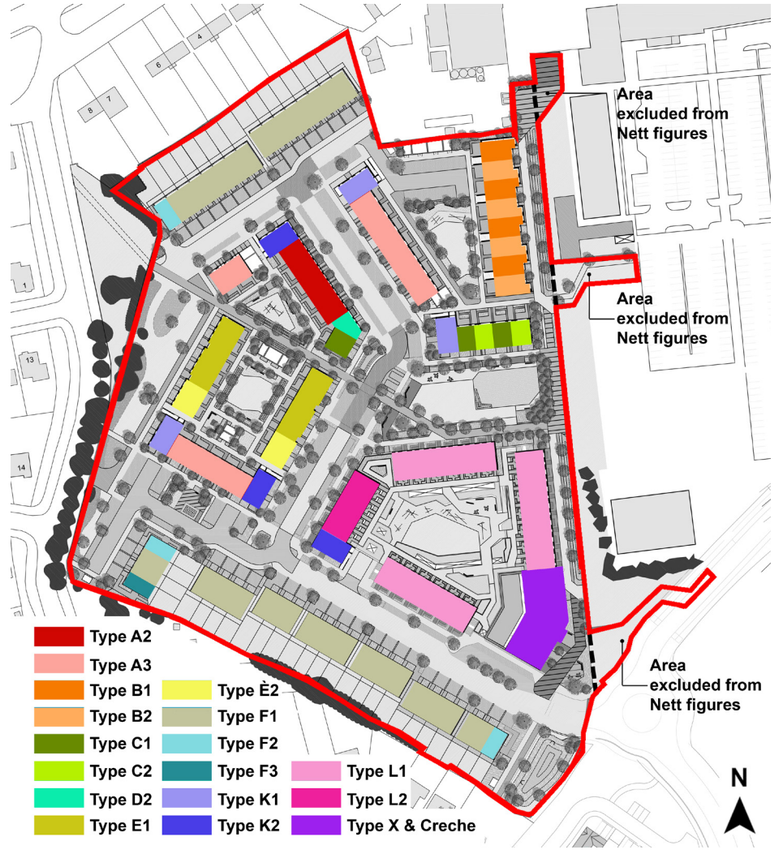



*Figure 28 - Diagram - Density Strategy*

## 5.7 Building Heights

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.

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.

A single 5 storey building is proposed as a focal building at the entrance to the site addressing the John Devoy Road, providing a sense of arrival and place-making. The Kildare County Development Plan (KCDP), 2017-2023 states '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' . This is addressed in the Material Contravention Statement, prepared by the planning consultants, Brady Shipman Martin, which accompanies this application

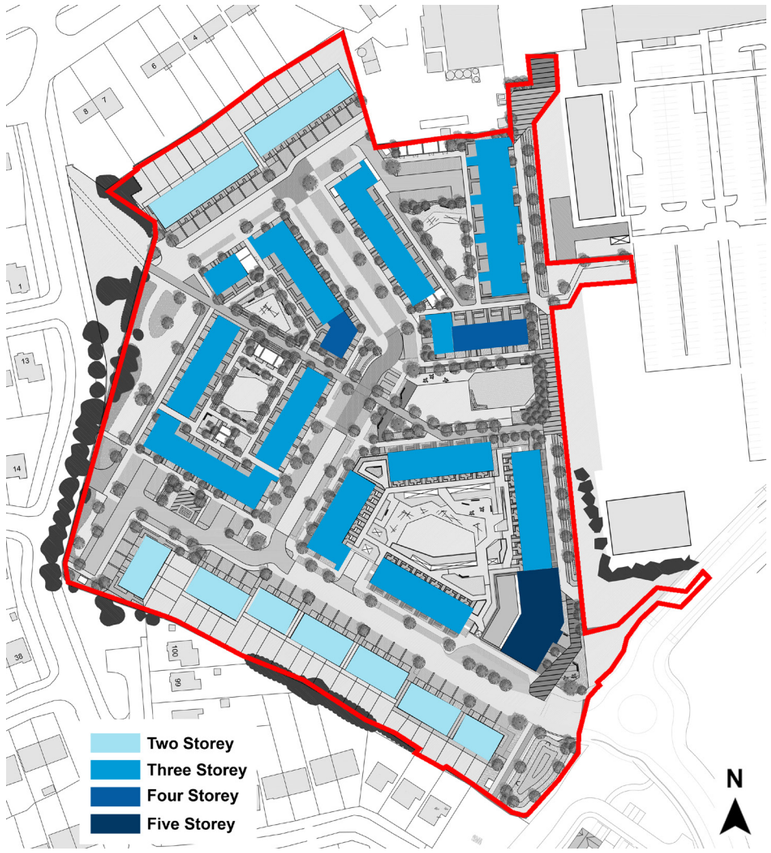



*Figure 29 - Diagram - Height Strategy*

## 5.8 Public Open Space Calculation

Section 13.3.5 of the Kildare County Development Plan (KCDP), 2017-2023 requires a minimum of 15% public open space on greenfield sites.

The Naas Local Area Plan (LAP), 2021-2027 states in the Devoy Barracks Key Development Area Design Brief that there should be 'minimum of 15% quality open space within the residential lands. Overall, the framework provides for a coherent and legible urban structure based on the principles of permeability, continuity and urban enclosure.

There are three distinct public open space that contribute to the overall pubic open space of the development. Refer to Fig 30.

1. Linear Open Space to provide a pedestrian/cyclist amenity and a north south route.
2. Central Open Space to provide a central landscaped amenity space and a formal play area for the young children; acting as a nodal point on the north-south and east-west pedestrian routes.
3. Western Open Space to provide a potential extension of Arconagh

The area of these spaces are:

| | |
|---|---|
| Linear Open Space: | 1,879 sq.m. |
| Central Open Space: | 2,122 sq.m. |
| Western Open Space: | 2,157 sq.m. |
| Total | 6,158 sq.m. (15.5%) |

The wetland to southern boundary, while can be enjoyed as a public amenity, has not been included in the public open space calculations.

The linear open space provided in this application is approximately 10m reducing to 8.8m to the north. This complements he adjoining open space to the MERITs building and future MERITS building where the overall width is in excess of 10m; therefore this is a usable open space.

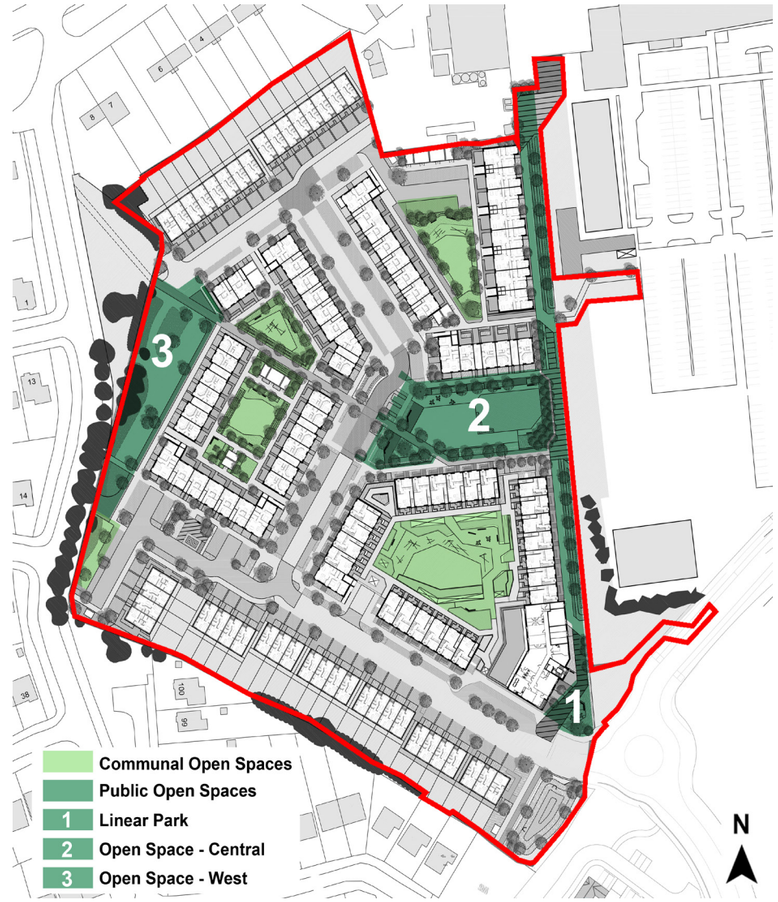



*Figure 30 - Diagram - Public Open Space Strategy*

*Figure 31 - Example of New 1.8m high Private Rear Garden Boundary Wall*

## 5.9 Boundary Treatments

There are differing boundary proposals to the site which respond to adjacent site conditions:

- Retention of existing boundary hedgerow with reinforcement planting along the western boundary
- New 1.8m high private garden boundary walls in timber/concrete panel and concrete post fence, with a 2m high fair faced blockwork wall for the first 2m length from the rear of the house.
- New 2m high blockwork wall with render finish and precast concrete capping where garden walls interface with adjacent public space.
- New 2m high blockwork walls to the rear gardens of housing interfacing with existing housing at Arconagh and Devoy Terrace.
- New 1.5m high post and wire fence to define the eastern site boundary, allowing for future expansion of the open space on adjacent lands.
- Retention of the existing 1.5m high post and wire fence that currently defines the western boundary to Arconagh existing green open space, allowing for future expansion of the open space on adjacent lands.
- New 2m high blockwork walls to the side and rear gardens of housing to allow retention of the existing 2m high post and wire fence that currently defines the boundary of the existing commercial units to the north.
- Refer to the boundary treatments and detail drawing LDEV001-104, prepared by Mitchell & Associates, which takes cognisance of the arborists report, prepared by Charles McCorkell, both documents accompany this submission.

## 5.10 Impact on Residential Amenity

A detailed assessment of the proposed residential amenity and impact of the development on existing residential amenity, has been undertaken.

The following reports accompany this application:

- Verified Views, Photomontages and CGI's report, prepared by Redline Studios
- Daylighting and sunlight assessment , prepared by ARC Consulting
- Stage 1 planning noise assessment, prepared by Allegro Acoustics.
- Cross section drawings DEV-COA-00-ZZ-DR-A-0515, DEV-COA-00-ZZ-DR-A-0516, DEV-COA-00-ZZ-DR-A-0517, DEV-COA-00-ZZ-DR-A-0518 and DEV-COA-00-ZZ-DR-A-0519, demonstrating the relationship between the existing residential properties and the proposed new buildings, prepared by Coady Architects and McCrossan O'Rourke Manning Architects.

The daylighting and sunlight assessment concluded that the *'potential impact of the proposed development on daylight access within neighbouring existing residences surrounding the application site (e.g. on residential lands surrounding the site at Devoy Terrace, Arconagh or Elsmore Grove) is, therefore, likely to range from none to "imperceptible"'*. ARC assesses the *'potential impact on daylight access within existing non-residential buildings to the north, adjacent to St. Patrick's Terrace (e.g. the commercial warehouses off the R445), and to the east (on Kildare County Council lands) as ranging from none to "imperceptible" to "slight" under a worst case scenario.'*

The stage 1 planning noise assessment, prepared by Allegro Acoustic, deduced that that the *'additional noise created by traffic servicing this development during the operational phase will not be out of place in the context of the existing noise environment. Furthermore, the predicted increase in noise levels due to the increased traffic volume is considered to be negligible in the context of both the short term (year the project is opened) and the long term (15 years after the project is opened)'.*

*Figure 32 - Assessment of the Impact of the proposed development on daylight access to existing buildings outside the application site.*

## 6.0 Urban Design

### 6.1 Introduction

This section describes the design rationale for the proposed development under each of the twelve criteria listed in the *Urban Design Manual - A Best Practice Guide 2009,* to demonstrate the urban design of the proposed development.

### 6.2 Context

*01 Context - How does the development respond to its surroundings?*

The development of the application site has been carefully considered within the context of Naas.

Naas is the county town of County Kildare, located within 2 km of the M7 motorway and c. 38 km of Dublin. The town is served by Naas & Sallins railway station on the Dublin to Cork/Limerick rail line, which is just over 3km from Naas town centre and c. 4km from the application site.

The application site is located to the south-west of the town, c. 750m from the town centre, accessed from John Devoy Road. The site is c. 20 minute walk from the town centre. The site is surrounded by new and proposed residential development to the north, west and south, and Kildare County Council offices to the east.

The development site is an infill site with little frontage to existing roads and streets. The proposed development is laid out to knit into the existing residential fabric, providing an appropriate scale and density close to the town centre.

The scheme is largely two and three storey housing. Four storey duplexes and a five storey apartment block are located at visual nodal points, at the entrance to the development, and along primary streets and facing onto open space.

The site abuts an existing green space to the west, at Arconagh, where there are some existing semi-mature trees. The Yeomanstown Stream forms the site boundary for c. 40m to the south.

We propose to enlarge the existing open space to the western boundary and retain the existing trees as an ecological amenity. The linear open space to the east defines the threshold between the residential accommodation to the west and the adjacent civic buildings to the east, with a strong north south pedestrian route.

The Yeomanstown Stream is retained, the nearest building is set back 25m from the banks of the steam. The area between the adjacent house and the stream is developed as a wetland swale thus providing a natural surface water management system at the lowest point of the site.

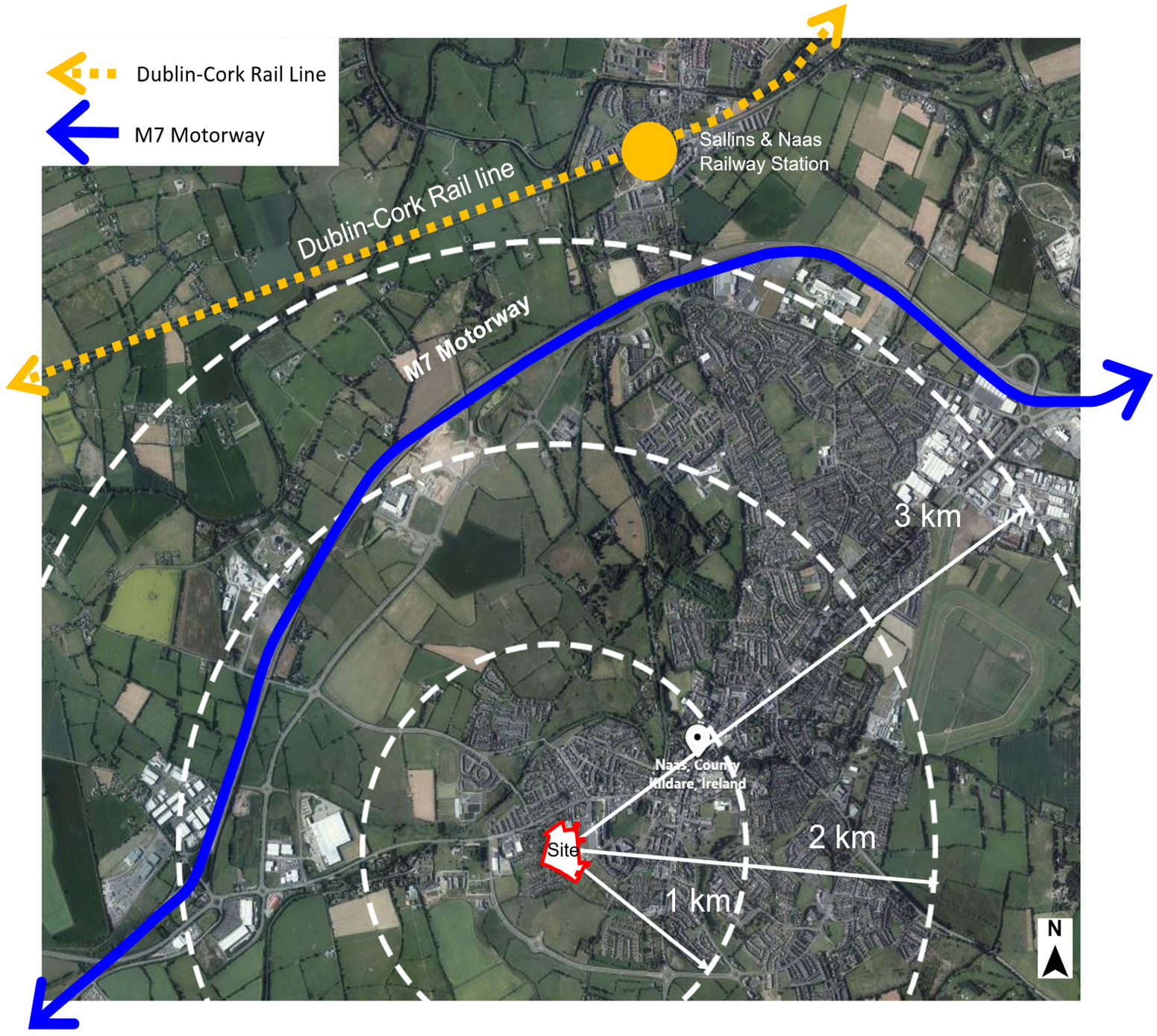



*Figure 33 - Site Context*

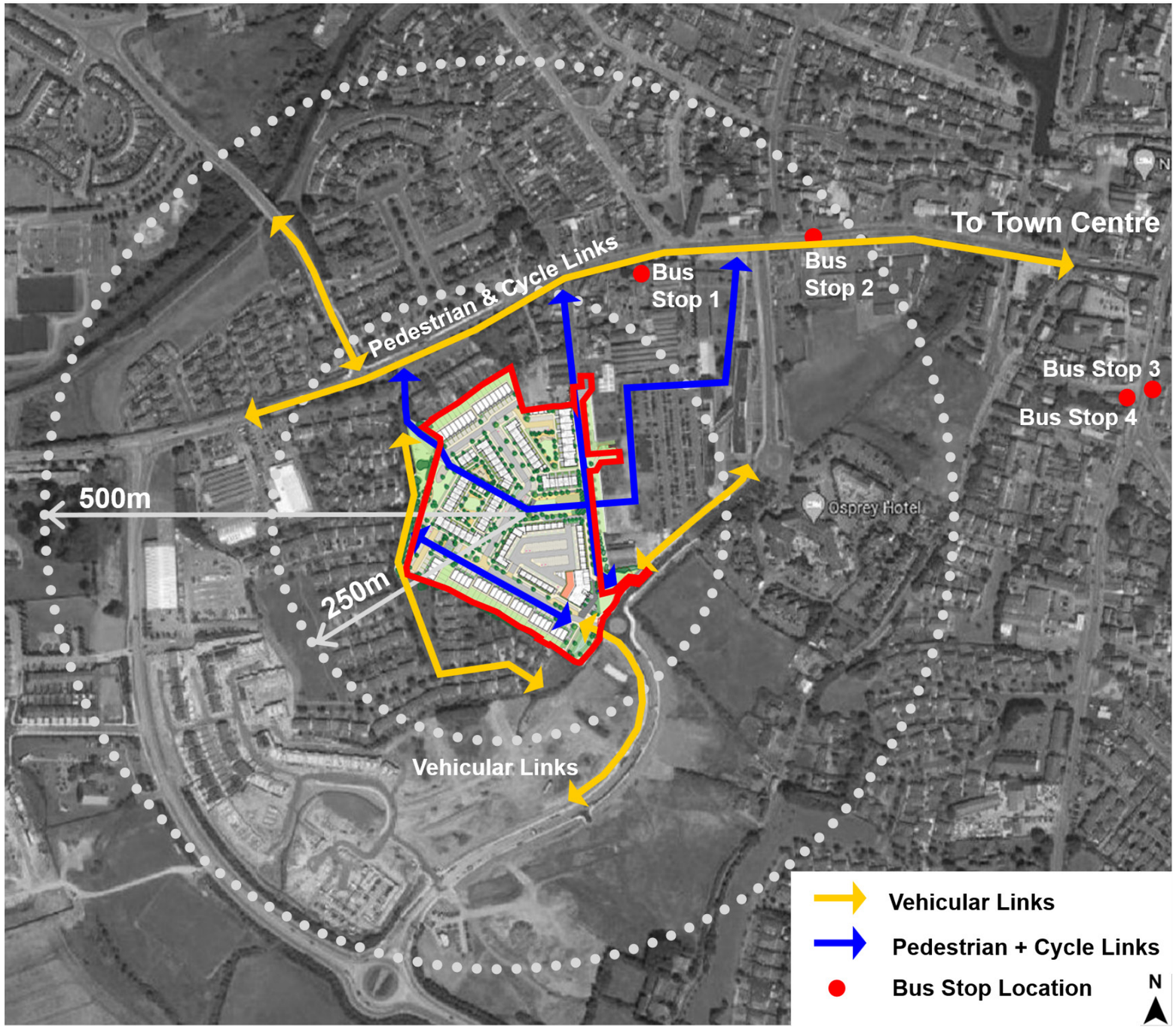



*Figure 34 - Site Connections*

## 6.3 Connections

*02 Connections - How well connected is the new neighbourhood?*

Vehicular access to the site is available from John Devoy Road to the south. There are no existing pedestrian or cycle links into the site. Opportunities for new pedestrian and cycle connections are available from the north, south, east, and west of the site.

The proposed development provides a walkable street network, including the provision of future pedestrian and cycle connections to the west and north.

The layout seeks to exploit these opportunities and to provide a well-connected residential neighbourhood, with good, sustainable links to the centre of the town and the surrounding areas.

North-south connectivity is provided for along the eastern boundary by a linear open space. This public open space will be delivered up to the northern boundary of the site, providing for a future connection through St Patrick's Terrace up to the Newbridge Road. Connectivity to Elsmore to the south is provided along the existing John Devoy Road, at the entrance to the development.

A new east-west pedestrian and cycle pathway cuts through the centre of the site. The pathway will be delivered up to the western application boundary, providing potential future cycle and pedestrian connectivity links through Arconagh.

The pathway continues through Kildare County Council lands to the east, connecting to the civic space to the front of the MERITS building, and on to the town centre through the Kildare County Council office campus.

Public open space is threaded through the site to align with these attractive pedestrian and cycle routes.

In addition to the main north-south and east west pedestrian routeways through the development, pedestrian access is provided through the communal open spaces at the centre of the housing cells.

*Figure 35 - Bus Stops and Services adjacent to Development Site*

Wider connectivity beyond Naas town is provided through a number of local bus routes and railway services.

There are two bus stops within 500 metres of the site on Newbridge Road, approximately 10-minute walk from the Devoy Barracks site. These stops are served by routes 125, 126, 717, 726, 736, 826 and 846 which connect to the local towns in the surrounding areas, Dublin city and Dublin Airport.

The 126 bus is timetabled every 10/20 minutes between 7:30am and 9:00am on weekdays and has links to both Luas lines in Dublin.

There are a further three bus stops within a 20-minute walk, c. 800 metres from the Devoy Barracks site. These stops are served by routes 130, 130a, 139 and 737 which also connect to the local towns in the surrounding areas, Dublin city and Dublin Airport.

The town is also served by Sallins & Naas railway station on the Dublin to Cork/Limerick rail line. The station is just over 3km from Naas town centre.

A detailed Traffic Impact Assessment and a Residential Travel Plan, prepared by Cronin & Sutton Consulting Engineers accompanies this application

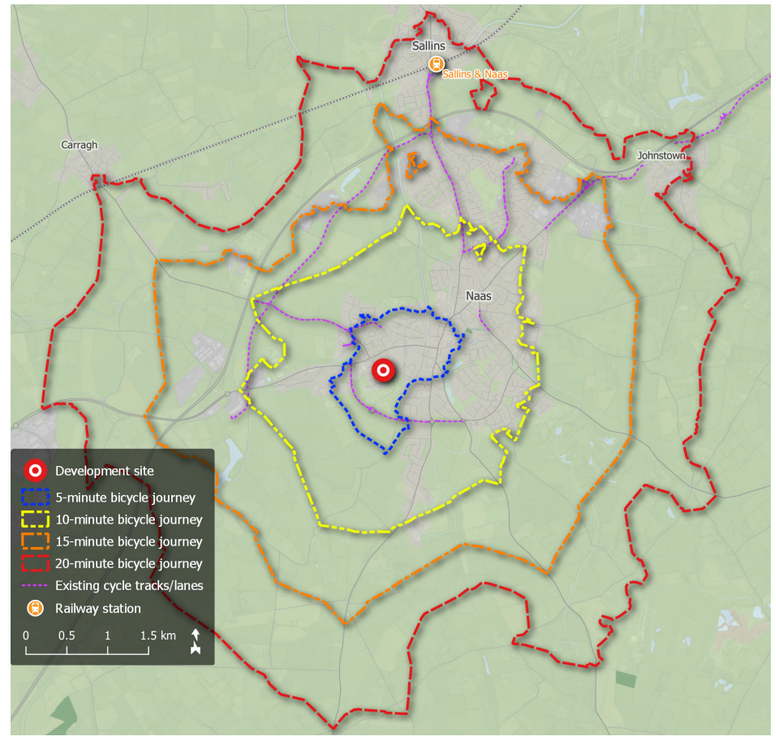



*Figure 36 - Isochrone map: cycling times*

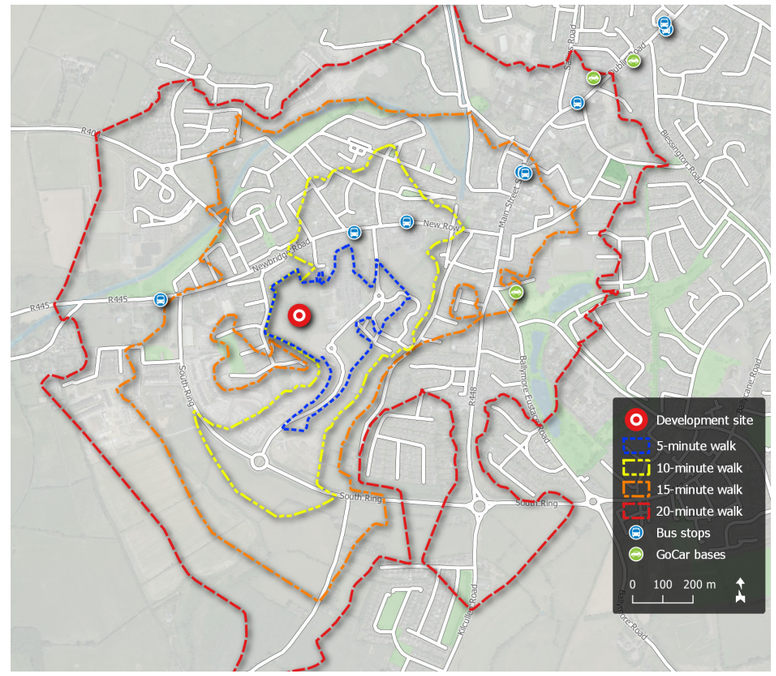



*Figure 37 - Isochrone map: walking times to public/shared transport*

## 6.4 Inclusivity

*03 Inclusivity - How easily can people use and access the development?*

The range of units proposed includes 1, 2 and 3 bedroom houses, apartments, and duplexes, all catering to a selection of people and households.

All dwellings are compliant with Part M of the Building Regulations, Access, and Use, and feature flush thresholds to front entrances and rear patio doors. All homes have visitable bathrooms.

The site layout has been developed in line with the Urban Design Manual and based on universal design guidelines. Footpath gradients are generally gently sloped and are no greater than 1:20. Paving surfaces comprise of concrete, paviours, and bound gravel.

The public open spaces provide for a variety and flexibility of recreational activities. Spaces are provided for social interaction and active play as well as spaces that are quiet and calming. All spaces are accessible and inclusive for all ages and abilities.

The range of open spaces contribute to the character and amenity of the development. Of these, the primary public open space, provided at the heart of the development, will be a central feature for the community. It will be overlooked by homes that face onto it.

Houses are carefully sited to provide passive supervision to all open spaces. On corner sites, where feasible, houses have been strategically orientated so that their entrances address the public realm, providing active streetscape on both public faces. Every dwelling unit in the development is within 150-200m of a public open space. Raised tables are provided at all junctions to slow vehicular traffic and ensure pedestrians have a safe place to cross the street.

Naas town centre and its amenities are nearby. This development will provide improved pedestrian and cycle connectivity to the wider neighbourhood and has the potential to create safer and attractive access to the town centre, without reliance on the private car. The network of roads, paths and cycle routes ensure full permeability throughout the scheme.

## 6.5 Variety

*04 Variety – How does the development promote a good mix of activities?*

The network of open spaces is designed to link up with existing surrounding movement/ open space networks, creating opportunity for integration with future development and permeability through the site.

The site is laid out with two main public open spaces; the central public open space south-west of the MERITS Building and the western public open space, which facilitates the enlargement of the existing Arconagh green area should this opportunity present itself in the future.

*Figure 39 - View looking northeast from the Communal Open Space adjacent to the East-West Connection*

In addition, along the eastern boundary is a linear public open space, providing for the main north-south connection through the site. It is proposed that all three public open spaces, along with all the roads and paths will be taken in charge by Kildare County Council.

The existing landscape, new open spaces and street grain create a variety of movement, interconnecting different open spaces, framed by buildings of different nature and scale, stepping between 2, 3, 4 and 5 storeys in height.

9 no. principal dwelling types are proposed varying in form, mass, and height from terraced and end of terraced housing, a number of arrangements of duplex/apartment units, and a four-storey apartment block situated over the crèche.

The dwelling design is described in detail in Section 7.0 below.

The typologies and mix of housing, which include: 1 and 2 bed apartments, 2 and 3 bed duplexes, and 3 bed terraced housing, provide a varied mix of housing types and sizes. This framework of housing types facilitates residents establishing long-term roots in the community, while providing flexibility to move between housing units depending on their needs at various times of their lives.

The proposal for Social and Affordable housing is included in this submission in accordance with the Part V of the Planning & Development Acts 2000-2022 (as amended).

The proposed units are set out in DEV-MCO-00-ZZ-DR-A-0508, which sets out the proposed Part V units, prepared by Coady Architects and McCrossan O'Rourke Manning Architects which accompanies this submission.

A crèche is located at the southern end of the Linear Open Space and accommodates 59 children as per the Development Plan requirements and Childcare Guidelines. The crèche occupies the ground floor of the five storey building at the entrance to the new development. It provides an active commercial use at this prominent location.

*Figure 38 - Streetscape Elevations*

*Figure 40 - Sketch View looking east showing the Podium & an Undercroft Access*

The crèche has 14 no. dedicated parking spaces; 6 no. staff parking spaces located in the under croft parking area, and 8 no. on street set down/pick up spaces, located adjacent to the entrance. 10 no. dedicated cycle spaces are also provided adjacent to the crèche entrance.

The parking proposed represents 70% of the maximum number of spaces as per Table 17.9 of the Kildare County Development Plan (KCDP), 2017–2023.

It is envisioned that the crèche will primarily serve the immediate surrounding communities. Pedestrian and cycle access to this crèche is well served though the north-south and east-west routes and along the linear open space.

A 265 sq,.m. external play area is located to the west of the crèche with direct access from the crèche building. The external play area is enclosed with a secure and planted boundary.

## 6.6 Efficiency & Density

*05 Efficiency – How does the development make appropriate use of resources, including land?*

The site is located in the transitional zone between the established low-density residential estates to the west and south west and the urban district / town centre to the east and north-east.

The design strategy is to provide an efficient scheme with appropriate open space for a quality environment, considerate of the existing landscape, with a density of no less than 50 dwellings per hectare in compliance with National Guidelines for Sustainable Development. This has been achieved by the dwelling mix and scale, considering the existing context of Naas, and adjoining two-storey detached and semi-detached houses.

The density and building heights proposed in this development provide an appropriate and balanced response to the existing site context, the need to increase affordable housing provision, and the parking needs to serve the accommodation.

2-storey terraced housing and open space is positioned around the edges of the scheme where appropriate, adjacent to existing lower density housing.

The central housing clusters of 3-4 storeys improves the overall density of the development. These housing cells each have a semi-private communal open space in the centre of the block.

Apartments are provided over the crèche at the south-east corner, 7 no. apartments per floor are arranged around a central core and access corridor, to provide 28 no. apartments in total.

The external landscape spaces integrate into the design, providing amenity with the buildings, adding protection from the elements:

- Appropriate planting palettes with a variety of planted structures for bio-diverse habitats. A mix of tree species have been selected for biodiversity, seasonal interest, and sustainability in relation to tree disease and climate change risk.
- Functional site drainage considerations manage water on the site and are compliant with SuDS.

The houses and duplex / apartments are dual aspect. Private gardens or terraces are provided at upper levels, ensuring good orientation and a variety of aspects. All dwellings are designed to NZEB standards. The building envelope will be high performing, with low maintenance finishes, achieving very good U-values and airtightness, and include renewable technologies.

All terraced houses have an enclosed rear garden. End of terrace houses have direct access to facilitate bin storage. Mid terrace houses facilitate bin storage in the front gardens. A dedicated shared compound is provided for multiple bin storage and recycling, which will service the apartment and duplex units. An Operational Waste Management Plan, prepared by Enviroguide, accompanies this submission.

Shared bicycle storage is provided for the duplex/apartment units, a total of 398 no. spaces are provided and an additional 10 no. dedicated cycle spaces serve the crèche, 90 no. visitor cycle spaces distributed throughout the development.

## 6.7 Distinctiveness

*06 Distinctiveness – How do the proposals create a sense of place?*

The Devoy Barracks development will create a distinctive, well-designed, and attractive urban landscape. The north-south linear open space and the east-west pathway establish key pedestrian and cycle links through the development. These are shared pedestrian and cycle spaces, safe for all users.

The central open space is the main public space in the development. The residential blocks to the north and south directly overlook the park to provide passive supervision. The northern block steps to four storeys in height at the north-east corner. The corner-building where the east-west route cuts through the residential block is also four storeys.

The linear open space provides the main north-south connection through the site, clearly defining the threshold between the residential accommodation to the west and the adjacent civic buildings to the east.

The duplex and apartment typologies form housing cells to the centre of the site, creating a strong urban edge to the streetscape and enclosing communal open space as a residential amenity for the community.

The front gardens of duplex and apartment units are shallow, with a privacy planting strip provided to add colour and planted amenity to the streetscape. The front gardens of the houses provide on-curtilage parking and an area of soft planting.

The scheme is defined in character areas by the varied public open spaces, linear open space to the east connecting the north to south axis of the site, use of elevated communal open spaces at the podium as well as ground level communal open spaces centred on the housing cells, and the primary streetscapes with its greater level of tree planting.

The strategic use of chicanes, raised tables, shared surfacing, road narrowing, and on street parking is designed to slow traffic through the development, and ensure that the car is not the dominant mode of transport. Streets are designed to be shared by all users.

The cul-de-sacs are proposed as home-zone spaces; these spaces are suitable for children's' play as well as occasional on-street parking. The shared surfaces are level with the adjacent pathways and contrasting materials will inform pedestrians and more vulnerable road users of changes to the function of space.

An undercroft parking area is provided in the south-eastern cell, reducing on-street parking, and providing a podium level communal open space to serve this block. The podium level is accessed via external steps from the north, south and west of the block, and an external lift at the southern entrance.

*Figure 41 - Examples of variety in Amenity, Play and Rest Facilities*

Where on-street parking is provided it is along the main vehicular routes, interspersed with feature trees and separated from the footpaths with grass verges, all contributing to the urban nature of the development. The width of the street is varied though the development, tightening where duplex units line both sides of the street, and widening out at the home-zones along the western boundary.

The use of perpendicular and parallel parking bays adjusts with steps in the residential blocks, and all together this brings variety to the overall streetscape.

The tree lined streets, on-street parking and shallow front gardens bring the buildings closer together, creating a sense of enclosure which is distinctly urban, and establishing a unique sense of place for the Devoy Barracks development. The use of a mix of render and brick will complement the materials already in use in surrounding residential areas.

## 6.8 Layout

*07 Layout – How does the proposal create people friendly streets and spaces?*

Permeability and connectivity are central to the proposed development. The site layout is developed around two distinct pedestrian and cycle routeways through the site, offering future connectivity beyond the site to the surrounding neighbourhood and to the town centre.

The central public open space is located at the confluence of these routeways, at the centre of the site. Pedestrian access is provided through the communal open spaces at the centre of the housing cells.

The primary access road provides a well-defined spine route, changing direction at nodal points providing vehicular access to all housing cells. The multi-directional and varied nature of the access route is less dominant and overbearing than that of a straight road and ensures that the streets and circulation are defined by buildings and open spaces rather than roadways.

Street 2 to the southwest of the site, is a cul-de-sac designed as a homezone space and serves as a more intimate housing areas. Street 4 is smaller in scale and incorporate landscaping pockets and vehicular parking bays which differ from the primary streets.

The shared surface home-zone is finished with buff coloured porous asphalt with level kerbs throughout. The contrasting materials from footpath to roadway will inform pedestrians and more vulnerable road users of changes to the function of space. The cul-de-sac provides for connectivity of pedestrian and cycle access to the west.

Streets in the development are short in length with tight radius turns, naturally slowing traffic ensuring greater pedestrian safety and use. Terraces of houses, with added height of duplex/apartments, provide strong enclosure of the streetscape.

*Figure 42 - View of the Central Public Open Space*

Tree planting also improves enclosure and breaks the long vista of the street, slowing movement and enhancing the character of the street environment. The street width is kept to a minimum (5.5m) with raised tables at junctions to enable ease of crossing at slow points.

Buildings are oriented to both the street and to the communal open spaces providing active street frontage on corner sites, with side entrances, and feature windows on exposed gables. The majority of dwelling entrances are at street level, located adjacent to public footpaths.

Unit Type L1 & L2, which abuts the undercroft parking and the podium level communal open space, is designed to provide for entrance at street level for the lower unit and entrance from podium level for the upper level unit. This varied approach to the placement of dwelling entrances throughout the scheme, generates pedestrian activity and provides passive supervision.

The duplex and apartment typologies form housing cells to the centre of the site, creating a strong urban edge to the streetscape and enclosing communal open space as a residential amenity for the community. The blocks provide a clear distinction between private space, semi-private space and public open spaces. The layout provides good passive supervision to open spaces, enhancing security and reducing the potential for anti-social behaviour.

The crèche is located at the ground floor of the apartment block providing an active commercial use at this prominent location. The main entrance opens to a generous landscaped zone at the southern end of the linear open space.

*Figure 43 - Streetscape Elevation*

*Figure 44 - Examples of Play Amenity*

## 6.9 Public Realm

*08 Public Realm – How safe, secure, and enjoyable are the public areas?*

The range of open spaces contribute to the character and amenity of the development. All public and communal open spaces are well overlooked and adjacent to active thoroughfares, providing passive supervision to discourage undesirable and anti-social behaviour.

There are 4 primary types of open space in the scheme:

1. Linear Open Space - forming north south pedestrian route.
2. Public Open Space (central and western) – fully accessible public open amenity space.
3. Podium Level Residential Communal Open Space – an elevated semi-public open space amenity for the residents, located in centre of housing Cell A.
4. Street level Residential Communal Open Space – semi-public open space amenity for the residents, located at the centre of housing Cells B and C.

The central public open space is an active space at the intersection of the east-west pedestrian and cycle routeway, and the linear north - south open space. The older children's play area is located in this space also.

The western open space, where the development adjoins the existing Arconagh green space, provides a passive amenity, focused on improved biodiversity.

Children's' play opportunities are provided throughout the site in a combination of formal and informal areas. These include different types of planting and grassed areas, all of which are described in more detail in the landscape architect's design report. Play areas for smaller children are enclosed within the communal open spaces, close to houses / apartments for direct access and overlooking.

Play amenity is achieved in 3 ways:

1. Younger Children – within communal open spaces. This amenity encourages social interaction between residents within a passively supervised communal space.
2. Older children – this is located in public open space. It is provided to fulfill the requirements of the residents, but is available to the wider community, bearing in mind there is no other immediate local play space.
3. Playfulness – the design is aimed at encouraging playfulness, offering space for spontaneous and imaginative play, with elements that may stimulate that – such as mounds and tree trunks, planted swales, and biodiversity etc.

In addition to the above, the streetscapes include home-zone to the northwest of the site providing localised amenity to the housing blocks.

Both open spaces encompass new tree planting and grass areas, all providing for an improved and more diverse ecology. A net gain for pollinator friendly species and biodiversity are important elements in the proposal. The scale of the larger spaces is broken down to accommodate both active areas and tranquil, contemplative spaces.

The public realm hierarchy for open spaces, for streets, for heights and mix of dwellings clearly overlay and are mutually supportive.

Please refer to the Landscape Design Report prepared by Mitchell & Associates, for a detailed description of the parks, the provision of play spaces and layout generally.

*Figure 45 - Example of a Proposed Communal Open Space*

## 6.10 Adaptability

*09 Adaptability – How will the buildings cope with change?*

The mix of houses and dwelling types provides for a wide variety of needs, that may evolve over people's lifetime, making it easier to move, upsize or downsize, within the community.

Dwellings are constructed with traditional construction methods, well insulated, with internal layouts that can be easily adapted in the future. There is potential for future expansion into the roof spaces of certain dwellings or into the rear gardens which have been generously sized in some cases. These modifications would be subject to further and separate planning consideration.

The design of the dwellings has been developed so that they are comfortable, adaptable to changing needs, cost effective to build and economical to manage and maintain. The design aims to facilitate future adaptability and can meet the changing needs of occupants, including needs associated with moderate mobility difficulties and the normal frailty associated with old age. Older people or persons with moderate disabilities, who wish to remain independent in their own home, should be able to do so without the need for costly and disruptive remodeling of dwellings.

Ground floor apartments can be adapted to facilitate residents with additional mobility needs, if required. Walls adjacent to baths and WCs are of enough strength to allow the fixing of such equipment as additional grab rails, etc, should these be required at a later date.

## 6.11 Privacy & Amenity

*10 Privacy and Amenity – How does the scheme provide a decent standard of amenity?*

All dwellings are served by an exclusive area of private amenity space. The area of private amenity space provided in all houses, duplexes and apartments will meet or exceed the requirement of the Kildare County Development Plan (KCDP), 2017-2023 and Sustainable Urban Housing – Design Standards for New Apartments, 2020, as appropriate.

The minimum areas of private amenity space are set out in the table below.

| Unit Type | Min area of Private Amenity Space |
|---|---|
| 3 bed house | 60 sq.m. |
| 1 bed apartment | 5 sq.m. |
| 2 bed apartment / duplex | 7 sq.m. |
| 3 bed duplex | 9 sq.m. |

The area of private amenity space for each dwelling is set out in the Housing Quality Assessment document accompanying this application.

Formal planting is provided at the ground floor building edges to protect the privacy of the ground floor units while also encouraging social interaction, safety, and security. A privacy planting strip is provided in the front garden of all units which adds colour and planted amenity to the street/shared surface.

Rear gardens to the houses have a secure external area for residents for recreational activity such as gardening and play, and for facilitating day to day household activities.

All houses and duplex / apartment units enjoy dual aspect with the exception of the apartment units over the crèche. Private balconies in upper duplexes / apartments are generally oriented south, east, or west, and overlook landscaped streets, public or communal open spaces. Access is directly from living spaces.

Private open space for the ground floor duplex and apartment units faces onto the communal open spaces at the centre of the housing clusters. A low-level hedge and railing demarcates the private open space and buffers the amenity from the adjacent pathway.

Communal amenity space is provided to the centre of the main housing blocks, in accordance with Sustainable Urban Housing – Design Standards for New Apartments, 2020 The communal amenity/open space is provided in addition to private open space for all housing units.

The overall area of communal amenity space provided is 4,684 sq.m., which significantly exceeds the minimum total area of communal amenity space required (1,122 sq.m.). Paths through the communal open space are paved or compacted gravel. Soft planting and low-level railing will define the edges.

*Figure 46 - View of the Podium Level Communal Open Space*

The minimum areas of communal amenity open space are set out in the table below:

| Unit Type | Min area of Communal Amenity Space |
|---|---|
| 3 bed house | N/A |
| 1 bed apartment | 5 sq.m. |
| 2 bed apartment / duplex | 7 sq.m. |
| 3 bed duplex | 9 sq.m. |

The homezone a Street 2 is designed to promote passive supervision and deliver attractive, calm, shared public areas that are safe for families and children. All public spaces are overlooked by adjoining houses and at gable ends, upper floor windows overlook adjoining public areas to enhance security. Windows are positioned to avoid views into homes from other units.

Refer to the proposed open space layout, DEV-MCO-00-ZZ-DR-A-0506, prepared by Coady Architects and McCrossan O'Rourke Manning Architects,which accompanies this application demonstrates the total areas of all public open spaces and communal open spaces throughout the development.

The area of storage provided in all units is in accordance with the requirements of the Kildare County Development Plan (KCDP), 2017-2023 for housing and 'Sustainable Urban Housing – Design Standards for New Apartments', 2020 for duplex and apartment units.

| Unit Type | Storage requirements |
|---|---|
| 3 bed house | 9 sq.m |
| 1 bed apartment | 5 sq.m. |
| 2 bed apartment / duplex | 7 sq.m. |
| 3 bed duplex | 9 sq.m. |

The area of storage provision for each dwelling is set out in the Housing Quality Assessment document.

Where possible storage for bulky items in larger dwellings is provided at the entry level. In the A-type and B-type duplex units, the storage for bulky items is at the first floor level, the main habitable level

## 6.12 Parking & Bicycle

*11 Parking – How will the parking be secure and attractive?*

We set out below the approach to parking throughout the development under the following headings:

1. Number of car parking spaces
2. Location & Distribution
3. Design and Quality
4. Bicycle Parking
5. Parking Management

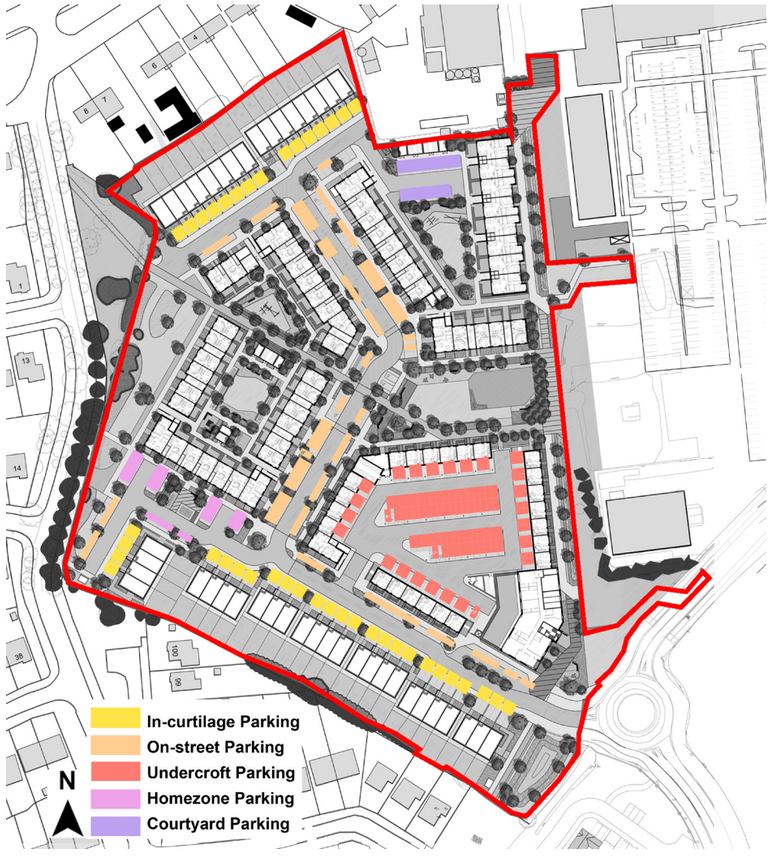



*Figure 47 - Diagram - Car Parking Strategy*

### 1. Number of car parking spaces:

There are 314 no. car parking spaces provided in the proposed development.

- Houses: 84 no. spaces are provided; 2 no spaces per house.

This meets the requirements of the Kildare County Development Plan (KCDP), 2017-2023, Table 17.9.

- Duplex/Apartments: 216 no. spaces are provided; 1.22 spaces per unit.

The site is categorised as an intermediate urban location as defined in Sustainable Urban Housing: Design Standards for New Apartments, 2020. These guidelines state that for intermediate urban locations planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard. The policy states that for peripheral locations, a benchmark guideline for apartments of one car parking space per unit should generally be required, and one visitor space for every 4 units. This the maximum parking requirements for a peripheral site location is 1.25 space per unit. The provision of 1.22 space per unit is at the upper end of the requirements for an intermediate location and less than the requirements for a peripheral site. We submit that a provision of 1.22 space per unit is appropriate for this site.

- Creche: 14 no. spaces are provided; 6 no. staff parking spaces and 8 no. parent drop off / pick-up spaces.

This provision represents 70% of the maximum parking standards as set out in Table 17.9 of the Kildare County Development Plan (KCDP), 2017-2023.

### 2. Location & Distribution

In general, all on-street parking, courtyard parking and homezone parking is overlooked by houses, pedestrians, and traffic. This car parking is provided communally to maximize efficiency and accommodate visitors without the need to provide additional dedicated spaces

The 84 no. car parking spaces associated with the houses are located within the front curtilage of the house.

An undercroft parking area is provided with the south-eastern housing cell, providing 108 no. spaces to serve the duplex and apartments units and creche staff parking. The undercroft parking takes parking off-street, in compliance with DMURS section 4.4.9, and provides an element of variety to the streetscape. The undercroft parking is accessed directly from the Street 1.

22 no. car parking spaces are located within the homezone to the south-east corner of the site. 17 no. car parking spaces are located off street in a courtyard to the north of the site. The on-street parking is mainly provided on Street 3, with limited on-street parking as creche set down on Street 1 and 11 no. on-street parking spaces at Street 4.

Some perpendicular on-street parking spaces are provided on Street 2 and Street 4. On-street parking spaces are limited to a maximum of three parallel parking spaces per bay and six perpendicular spaces per bay. Perpendicular parking is limited to one side of the street only. Kerb build outs are provided between the parking bays and will be planted with street trees to reduce the visual impact and soften the streetscape.

Street 2 is designed as a home-zone space, with surface parking interspersed in area of planting, and level kerbs throughout. These shared surface home-zones are finished with buff coloured macadam. The contrasting materials from footpath to roadway will inform pedestrians and more vulnerable road users of changes to the function of space.

Raised tables are provided at all junctions to slow vehicular traffic and ensure pedestrians have a safe place to cross the street.

The site is laid out as three distinct housing cells (labeled A, B and C, the car parking associated with each cell is described on drawing DEV-MCO-00-ZZ-DR-A-0510 included with this application. Each cell has a minimum of one space per house in that cell and al allowance for parking. The parking associated with each cell is adjacent to the cell; no space is further than 150m from any unit in the cell.

### 3. Design & Quality

The location, distribution and design of all parking has been assessed against the requirement of DMURS and the Urban Design Manual. We set out below how the design meets these requirements.

Section 2.2.1 of DMURS refers to designing a *'sense of place'* and the provision of safe and more integrated street design. DMURS particularly refers to Connectivity, Enclosure, Active Edges and Pedestrian Activity / Facilities

- **Connectivity:** The proposed development provides a walkable street network, which is well connected within the development itself, and the includes provision of future pedestrian and cycle connections to the west and north. In addition to the main north-south and east west pedestrian routeways through the development, pedestrian access is provided through the communal open spaces at the centre of the housing cells.
- **Enclosure:** The duplex and apartment typologies form housing cells to the centre of the site, creating a strong urban edge to the streetscape and enclosing communal open space as a residential amenity for the community. The front gardens of duplex and apartment units are shallow, with a privacy planting strip provided to add colour and planted amenity to the streetscape. The front gardens of the houses provide on-curtilage parking and an area of soft planting. On-street parking along the main vehicular routes is interspersed with feature trees and separated from the footpaths with grass verges. The width of the street is varied though the development, tightening where duplex units line both sides of the street, and widening out at the home-zones along the western boundary.
- **Active Edges:** The layout provides buildings oriented to the street. Dwelling entrances are at ground level adjacent to public footpaths. In addition, dwellings are entered from and front onto the open spaces throughout, generating pedestrian activity and providing passive supervision. The creche is located at the ground floor of the apartment block providing an active commercial use at this prominent location.
- **Pedestrian Activity / Facilities:** Every dwelling unit in the development is within 150-200m of a public open space. Raised tables are provided at all junctions to slow vehicular traffic and ensure pedestrians have a safe place to cross the street

Section 4.4.9 of DMURS sets out specific guidance in relation to the quantum and quantity of on-street parking:

- *On-street parking alone can generally cater for densities up to 35-40 dwellings per ha (nett).*
- *Once densities reach 40-50 dwellings per ha (nett) the street will become saturated with parking and reduced parking rates (a max of 1.5 per dwelling) and/or supplementary off-street parking will be required.*
- *For densities over 50 dwelling per hectare, large areas of off-street parking, such as basements, will generally be required.*

The revised layout includes 106 no. off-street under croft car parking spaces. Car parking serving the houses is located in the front curtilage. Overall, the number of on-street parking spaces is reduced from 211 no. on-street parking spaces in the previous SHD application, to 97 no. on-street parking spaces in the current SHD application, which represents a c. 54% reduction in on-street parking when compared to the previous planning application.

### 10.5.1 Urban Design Manual Criteria Number 7 – Layout

Criteria 7 of the Urban Design Manual provides guidance on the creation on people friendly streets and spaces. The guidelines suggest the following measures be considered to deliver on this objective:

- *Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.*
- *The layout focuses activity on the streets by creating active frontages with front doors directly serving the street*
- *The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers*
- *Traffic speeds are controlled by design and layout rather than by speed humps*
- *Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts*

Permeability and connectivity are central to the proposed development. The site layout is developed around two distinct pedestrian and cycle routeways through the site, offering future connectivity beyond the site to the surrounding neighbourhood and to the town centre. The central public open space is located at the confluence of these routeways, at the centre of the site. Pedestrian access is provided through the communal open spaces at the centre of the housing cells.

Active frontages are provided on all streets and open spaces; Front Doors are at ground level adjacent to public footpaths. Dwellings are entered from and front onto the open spaces throughout, generating pedestrian activity and providing passive supervision.

Dwellings and entered from and front onto all public open spaces, private terraces open onto the communal open spaces at the centre of the main housing cells. This approach provides activity on both sides of the blocks, improving passive supervision and making these comfortable spaces to be in.

Streets in the development are short in length with tight radius turns, naturally slowing traffic ensuring greater pedestrian safety and use. Terraces of houses, with added height of duplex/apartments, provide strong enclosure of the streetscape. Tree planting also improves enclosure and breaks the long vista of the street, slowing movement and enhancing the character of the street environment. Street width is kept to a minimum with raised tables at junctions to enable ease of crossing at slow points.

Street 2 is a cul-de-sac designed as a home-zone space, with surface parking interspersed in area of planting, and level kerbs throughout. These shared surface home-zones are finished with buff coloured macadam. The contrasting materials from footpath to roadway will inform pedestrians and more vulnerable road users of changes to the function of space. The cul-de-sac provides for connectivity of pedestrian and cycle access to the west.

The duplex and apartment typologies form housing cells to the centre of the site, creating a strong urban edge to the streetscape and enclosing communal open space as a residential amenity for the community. The blocks provide a clear distinction between private space, semi-private space and public open spaces

### 10.5.2 Urban Design Manual Criteria Number 11 – Parking

Criteria 11 of the Urban Design Manual provides guidance on the providing secure and attractive parking

- *Appropriate car parking is on-street or within easy reach of the home's front door, unless the development is designed as car-free, as in the Vauban experience*
- *Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation*
- *Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces*
- *Materials used for parking areas are of similar quality to the rest of the development*
- *Adequate secure facilities are provided for bicycle storage*

The quantum of on street parking has been reduced significantly in the revised proposals. Parking for the house is provided in the front curtilage of each unit. Under croft parking is provided in the south-east duplex / apartment cell and a mix of on street parking and courtyard parking serve the other duplex / apartment cells.

The on-street parking and courtyard parking is overlooked by housing. The development provides a parking ratio of 2 spaces per house, and 1.22 space per duplex and apartment. Generally, permeable paving is used for all car parking including on-street parking, courtyard parking and on-curtilage parking.

*Figure 48 - Example of Bin/Bicycle Store. MCORM Architects. Shackleton Park*

#### 4. Bicycle Parking

There are 482 no. bicycle spaces provided in the proposed development.

- Houses: 84 no. bicycle parking spaces are provided; 2 no bicycle parking space per house.

The bicycle parking spaces allocated to the houses are located in the rear garden each dwelling.

- Duplex/Apartments: 298 no. bicycle parking spaces are provided; 1 no. bicycle parking space per bedroom.
- Visitor: 90 no. bicycle parking spaces are provided; 1 no. bicycle parking per 2 apartment/duplex units.

The 298 no. residents bicycle parking spaces provided for all duplex/apartment units shall be covered communal bicycle storage, in the private terraces assigned to the unit or located near the communal open spaces. They are well overlooked for passive security.

The 90 no. visitor bicycle parking spaces are provided at various well supervised locations including the public open space and linear open space.

- Creche: 10 no. bicycle parking spaces are provided.

The number of cycle spaces provided in the development is in line with the requirements of the Kildare County Development Plan (KCDP), 2017-2022 and Sustainable Urban Housing: Design Standards for New Apartments, 2020.

## 5. Parking Management

All car parking associated with the houses is located within their respective front curtilage.

The car parking spaces assigned to the crèche are 14 no. in total. 6 no. dedicated crèche staff car parking spaces are provided in the undercroft parking area. These will be marked as crèche staff parking only. 8 no. parallel parking set down spaces are provided for parents/guardians, located adjacent to the crèche entrance; these will be marked as set down only.

The 216 no. car parking spaces serving the duplex and apartments are provided through under-croft parking (102 no. parking spaces), on-street parking (97 no. parking spaces), and courtyard parking (17 no. parking spaces).

All of the proposed apartment/duplex car parking spaces will remain within the control of an appointed company responsible for on-site car parking maintenance and management. A management regime will be implemented by the company to control use of these on-site apartment/duplex car parking bays, thereby actively managing the availability of on-site car parking for residents and visitors.

No car parking spaces will be permanently assigned to specific apartment/duplex units, and the outright purchase of one of the proposed residential apartment/duplex units will not include the ownership of a designated car parking space. Nevertheless, all residents of the proposed apartment/duplex units will have the opportunity to apply to the company for either (i) a resident's car parking permit (subject to periodic renewal) granting access to a dedicated (assigned) on-site car parking space or (ii) a visitor's car parking permit (which will be issued electronically and subject to time restrictions).

Each permit will enable the resident (or visitor) to park a vehicle within a specific assigned parking bay as per the agreement. This management regime will enhance the availability of on-site car parking and ensure that residents who need car parking can avail of an on-site car parking space, whilst residents that actually don't own a car are not unnecessarily assigned or charged for a car parking space. Apartment/duplex residents will be entitled to a minimum of 1 no. residents' car parking permit per residential unit, if required. Additional residents' car parking permits to be assigned by the company upon application and according to availability and need, using either a waiting list or a lottery system. Designated accessible spaces are to be managed separately and assigned only to residents or visitors with a need for such spaces.

The car parking permit system to be complemented by a parking enforcement regime to deter undisciplined or nuisance parking. Vehicles parked outside marked bays or in parking bays which the relevant permit has not been issued will be subject to enforcement measures including clamping and/or towing. An external parking management contractor may be engaged for this purpose. Clear signage to be erected within the development to inform all drivers of the applicable restrictions on car parking.

The proposed development is anticipated to be a mix of social and affordable housing, subject to commercial feasibility. The LDA wish to reserve the right to determine the final allocation of spaces between housing, duplexes and apartments based on the split of affordable sale and affordable rental units.

The revised scheme has considered the comments received from the Pre-Planning meeting with Kildare County Council in relation to proximity and ratio of car parking spaces to apartment/duplex units in each of the Cells. The amended site layout involved the redistribution and repositioning of the car parking spaces so that they better reflect the unit numbers in each Cell.

*Figure 49 - New SHD Planning Application - Car Parking Allocation Site Layout*

## 6.13 Detailed design

*12 Detailed Design – How well thought through is the building and landscape design?*

The proposed dwellings are predominately two and three storeys in height, built of traditional construction. The elevation treatment and materiality are mixed to create a distinct character area for the development with variety within the streetscape and housing blocks.

Dwelling types are sited to relate appropriately to each other in terms of scale, access and endevours to respond to the existing context of the surrounding areas.

The majority of the dwellings are dual aspect, with light penetrating the plan from both sides to a maximum effective depth of c.4.5 - 5.5m, delivering good daylight penetration into all living spaces and bedrooms.

All buildings will be finished to a high standard, with materials suitable for the context / location of the development. Walls are finished in selected brickwork and self-coloured render to public areas including exposed gables, with traditional tiled pitched roofs. The streetscape and communal open spaces will provide variations on the brickwork and render combinations where appropriate. The colour palette chosen is sympathetic to the existing residential properties adjacent to the development.

Bin stores to mid-terrace housing are located to the front of the dwellings for ease of access. Bin stores are not provided to end of terrace houses where there is direct access to the rear garden. Care has been taken to integrate bin storage into the defensible areas of each terraced dwelling. These are built from timber and painted in order to integrate with the landscaping.

The duplex and apartment dwellings will have communal bin stores in the form of sheltered enclosures. The number of communal bin spaces provided is calculated based on BS5906:2005 Waste Management in Buildings – Code of Practice and is described in detail in the Operational Waste Management Plan accompanying this application.

Communal secure bicycle storage enclosures are distributed around all the duplex and apartment units.

The existing landscape features and topography have influenced the layout of the scheme with open space located along the western boundary, adjoining the existing open space, and with the main open space located to the centre of the site, interconnected with the east-west pedestrian cycle route.

The open spaces are accessible to visitors and the general public and allow connectivity across the site to adjacent developments and possible future development to the east.

The open spaces are generous in size to facilitate a range of activities and ease of maintenance. The layout of the streets and building frontage reinforce the landscape strategy. Each dwelling is easily accessed from the street for regular maintenance.

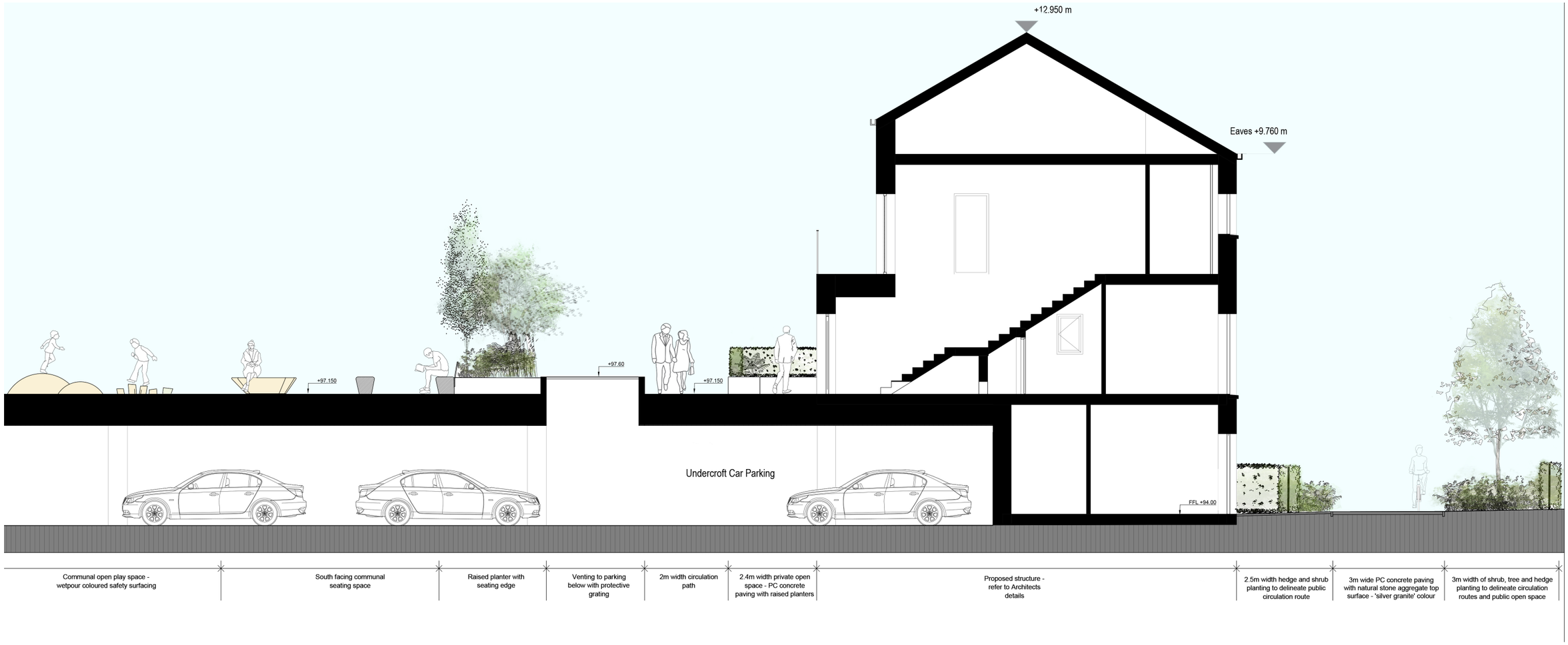



*Figure 50 - Landscape Detailed Section*

# 7.0 Dwelling Design

## 7.1 Introduction

Space standards for all the dwellings are in accordance with, and often exceed, the requirements set out in the Quality Housing for Sustainable Communities, 2009, Sustainable Residential Developments in Urban Areas, 2009 and Sustainable Urban Housing – Design Standards for New Apartments, 2020 and the relevant sections of Kildare County Development Plan (KCDP), 2017-2023 and the Naas Local Area Plan (LAP), 2021-2027

## 7.2 Dwelling Types

There are 9 no. dwelling types in the proposed development

- Unit Type A2 – 1 bed apartment / 2 bed duplex
- Unit Type A3 – 1 bed apartment / 2 bed duplex
- Unit Type B1 – 2 bed apartment / 3 bed duplex
- Unit Type B2 – 2 bed apartment / 3 bed duplex
- Unit Type C1 – 2 bed duplex / 2 bed duplex
- Unit Type C2 – 2 bed duplex / 2 bed duplex
- Unit Type D2 – 2 x 1 bed apartment / 2 bed duplex
- Unit Type E1 – 2 x 2 bed duplex with 2 bed apartment over
- Unit Type E2 – 2 x 2 bed duplex with 2 bed apartment over
- Unit Type F1 – 3 bed terraced house
- Unit Type F2 – 3 bed end of terrace house
- Unit Type F3 – 3 bed end of terrace house
- Unit Type K1 – 3 x 2 bed apartments (triplex)
- Unit Type K2 – 3 x 2 bed apartments (triplex)
- Unit Type L1 – 2 bed duplex / 1 bed apartment
- Unit Type L2 – 2 bed duplex / 1 bed apartment
- Unit Type X – 1 and 2 bed apartments over the crèche

The housing mix is:

| | |
|---|---|
| 1 bed units | 64 no. (29.2%) |
| 2 bed units | 105 no. (47.9%) |
| 3 bed units | 50 no. (22.8%) |

There are 42 no. terraced houses in the development, Type F1 (38 no.), Type F2 (3 no.) and Type F3 (1 no.) Unit Type F1 is the most common house type, a 3-bed terraced house of c. 100 sq.m. Unit Type F2 and F3 are a 3-bed end of terrace house, with side access, facing onto and overlooking adjacent open spaces.

177 no. duplex / apartment units are provided (73 no. duplexes and 103 no. apartments) in a mix of arrangements to provide variety.

Unit Type A2 (10 no. units) and Unit Type A3 (28 no. units) are the second most common type (1 bed apartment with 2 bed duplex over).

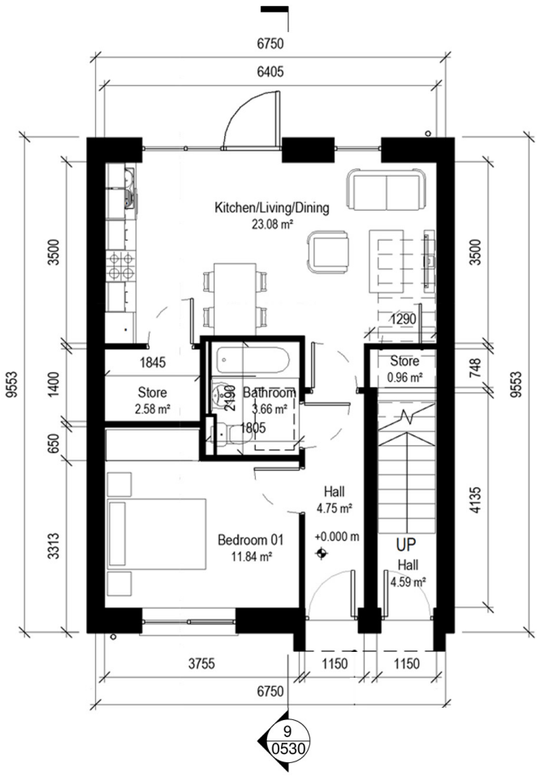



*Figure 51 - Unit Type A2 1 bed apartment - Ground Floor Plan*

Unit Type B1 (8 no, units) and Unit Type B2 (8 no, units) are located as a block overlooking the linear open space at the eastern boundary. (2 bed apartment, 3 bed duplex over).

Unit Type C1 (6 no. units), Unit Type C2 (4 no. units) and Unit Type D2 (3 no. units) are 4 storey units providing height at strategic locations within the site layout (Unit Type C1 & C2: 2 bed duplex with 2 bed duplex over; Unit Type D2 1 bed apartment, 1 bed apartment, 2 bed duplex over).

Unit Type E1 (12 no. units) and Unit Type E2 (6 no. units) are a 2 bed duplex with 2 bed apartment over, accessed from a shared stair.

Unit Type K1 (9 no. units) and Unit Type K2 (9 no. units) are a 3 storey triplex unit, providing a strong bookend to terraces of housing blocks and animation to the street corners. (3 x 2 bed apartments)

Unit Type L1 (38 no. units) and Unit Type L2 (8 no. units) are located at the undercroft parking/podium open space. (2 bed duplex with 1 bed apartment over). The ground floor 2 bed duplex is accessed directly from the street level. While the upper floor 1 bed apartment is directly accessed from the podium level communal open space.

Unit Type X (28 no. units) consisting of 1 and 2 bed apartments, located above the crèche, is a 5 storey unit providing height at strategic location at the southern end of the site, adjacent to the vehicular entrance to the site.

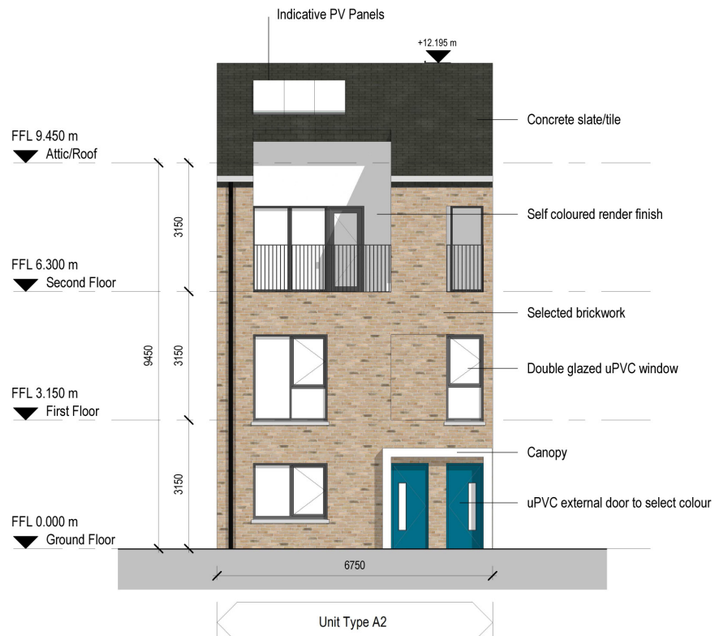



*Figure 52 - Unit Type A2 1 bed apartment with 2 bed duplex over - Front Elevation*

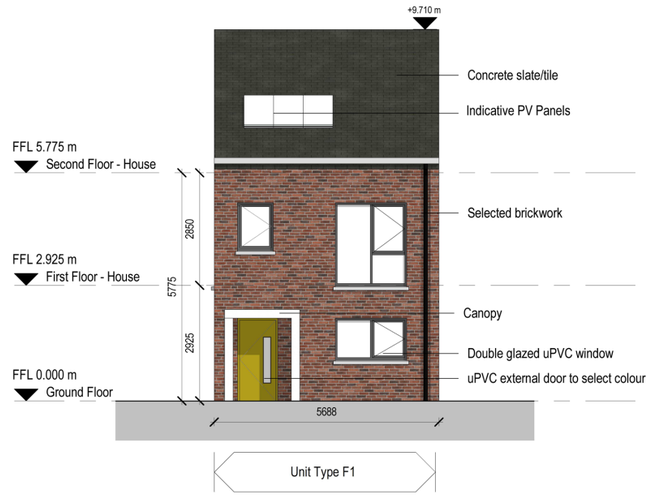



*Figure 53 - Unit Type F1 3 bed house - Front Elevation*

## 7.3 Dwelling Design

All dwellings are designed to be comfortable, adaptable to changing needs, cost effective to build and economical to manage and maintain. The layouts facilitate future adaptability, and are accessible for older people, families, the very young and people with disabilities.

The aim is to ensure that dwellings can meet the changing needs of occupants over their lifetimes, including needs associated with moderate mobility difficulties and the normal frailty associated with old age. Older people or persons with moderate disabilities, who wish to remain independent in their own home, should be able to do so without the need for costly and disruptive remodeling of dwellings.

The bathroom layout facilitates later adaptation for wheelchair users, if required. Walls adjacent to baths and WCs are to be of sufficient strength to allow the fixing of such equipment as additional grab rails, etc, should these be required at a later date.

The houses have the potential to be extended at ground level into the rear garden and to facilitate attic conversion. These modifications may be subject to further and separate planning and building regulation consideration.

The area of storage provided in all units is in accordance with the following policy documents:

The Kildare County Development Plan (KCDP), 2017-2023 sets out the following:

Houses: The Kildare County Development Plan (KCDP), 2017-2023, Table 17.4 and Quality Housing for Sustainable Communities (QHfSC) 2007.

Duplex/Apartments: The Kildare County Development Plan (KCDP), 2017-2023, Table 17.6 and Sustainable Urban Housing - Design Standards for New Apartments (DSfNA) 2020.

The area of storage provision for each dwelling is set out in the Housing Quality Assessment document. It is distributed throughout the units and designed to optimise the benefit for daily living.

Use of natural daylight and sunlight has been optimised, windows sized to allow good daylight penetration. Large ground floor windows to the front and rear combined, where possible, with a wide and generous internal door linking front to rear, ensures the advantages of effective through ventilation of dual aspect design is delivered. A Daylight and Sunlight Assessment Report, prepared by ARC Consulting, accompanies this submission.

Practical aspects of access and use have been considered in detail, with particular reference to part M of the Building Regulations. Storage spaces are distributed throughout the circulation areas, living spaces and bedrooms, with kitchen cupboard spaces and worktops being provided to meet (or exceed where possible) the requirements set out in table 5.2 of the Quality Housing for Sustainable Communities document.

## 7.4 Elevation & Material Expression

A consistent, contemporary architectural expression is carried throughout the scheme to bring a uniformity and identity while maintaining a simplicity to the elevations.

Brick and render are the predominate materials of the facades. Brick is primary used as the public face of the buildings, with render to the rear elevations of houses and onto elevations facing the communal open spaces

The design strategy employs the use of two colours of brick, where appropriate distributed to provide a robust urban pattern and enliven the visual interest. The two tones are utilised to bring differentiation between areas of the site. Denoting and celebrating the variety of scale of dwelling in the revised scheme, from the 2 storey houses to the taller 3 storey duplex/apartment units.

Windows are framed with simple opening sections in a low maintenance finish with a simple contemporary expression.

The roofs of the houses and duplex units are concrete tiles to ensure long life and good weathering with low maintenance. The roofs accommodate the provision of solar panels on the front or rear, depending on the optimum orientation. Gutters will run along the eaves line to the rear and front, with downpipes close in-line with the party walls to ensure a coordinated elevation.

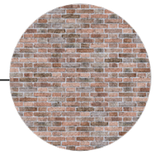
Upper floor terraces to the duplex units are mostly recessed or at roof level. External balconies are provided to the Unit Type K1 & K2 - triplex unit and the Unit Type X1 apartments over the crèche. The used of external balconies on these units provide variety across the scheme and provides an animation to the elevations at the site entrance and at the corner locations throughout the site.

The balconies have been offset at corners to animate both elevations. Railings will have a painted mild steel finish.

*Figure 54 - View looking North from the John Devoy Road Roundabout towards the Creche with Apartments located above.*

## Elevations/External Finishes – Material Palettes / Precedent

Selected light grey concrete roof tile



Selected Light Red Brick

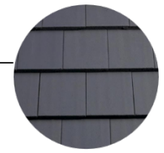


Render Façade to rear gardens and door surrounds

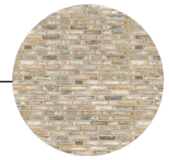
The houses have been designed with a simple modern aesthetic using a restrained palette of materials – brick, render to the back and limited elements of reconstituted stone.

*Figure 55 - Material Palette*

## Elevations/External Finishes – Material Palettes / Precedent



Selected light grey concrete roof tile



Selected Yellow Brick



Render Façade to rear gardens, external terrace areas at front elevation and door surrounds

The duplexes have been designed with a simple modern aesthetic using a restrained palette of materials – brick, render to the back and limited elements of reconstituted stone.

*Figure 56 - Material Palette*

## Elevations/External Finishes – Material Palettes / Precedent

Selected light grey concrete roof tile

Mix selection of light red and buff brick with render

Painted mild steel to balconies

*Figure 57 - Material Palette*

## Elevations/External Finishes – Material Palettes / Precedent

Grey windows frames

Mix selection of light red and buff brick with render

Painted mild steel to balconies

*Figure 58 - Material Palette*

## 7.5 Sustainability – Energy efficiency

The strategy to deliver sustainable, energy efficient design and low cost of use in response to climate change includes:

- All units have been designed to have a compact and efficient form. Use of apartments, duplex units, terrace, and end of terrace houses reduces exposed envelope and reduces heat loss.
- The external envelope to all units is highly insulated to reduce heat loss.
- Windows are sized appropriately to balance heat loss and potential solar gain.
- The detail design will consider the most efficient and appropriate heating system, including gas boilers and heat pumps. This application includes for the provision of roof mounted solar panels throughout the development.
- Materials with long life and low embodied energy are preferred to reduce impact on the environment.
- The energy performance of each house will comply with the requirements of the building regulations, achieving NZEB with a BER of A3/ A2 or better.
- The detailed design will consider water saving devices to taps and showers. Rainwater butts are proposed to the rear of all houses.
- Storm water is attenuated on site before discharge at limited flow rate to the public sewer management as described in the engineering report.
- Existing hedgerows and trees are retained where appropriate and augmented by a variety of new trees and other planting to support greater biodiversity.

## 7.6 Sunlight & Daylight Assessment

The site layout provides terraced housing to the north and south against the existing housing of Arconagh and Devoy Terrace. The duplex units are provided in clusters of housing cells to the centre of the site, forming a series of communal open spaces in the centre of the blocks. A five storey crèche and apartment block is located at the south-east corner.

The proposed scheme provides for 92.7% of dual aspect units, exceeding compliance with the Development Plan and Guidelines standards, with a limited number of single aspect units located in the apartment block.

All duplex units are dual aspect, with light penetrating the plan from both sides to a maximum effective depth of c.4.5 - 5.5m, thus delivering good daylight penetration into all living spaces and bedrooms. The majority of duplex units are designed with an overall depth of c. 8.5 to c. 9.5m at the ground floor and an effective depth of c. 4.5m in the living spaces. The depth of the upper levels of these units is much less to allow for the terrace / private open space provision. The depth of the ground floor of the B1 unit type (2 bed apartment with 3 bed duplex over) is c. 12.5m. The bathroom and WC are located at the centre of the plan, with the effective depth of the living space at c. 5.5m.

The building heights of 2, 3 and 4 storeys do not provide excessive over-shadowing to public or communal open spaces.

A Daylight and Sunlight Assessment Report, prepared by ARC Consulting, demonstrating compliance with the requirements of the BRE's site layout planning for sunlight & daylight, accompanies this submission.

*Figure 59 - Solar study - March 21st - 12.00pm*

# 8.0 Sustainable Urban Housing Standards

## 8.1 DMURS

The development layout has been designed to be compliant with the recommendations set out in the Design Manual for Urban Roads and Streets (DMURS). DMURS seeks to put well-designed streets at the heart of sustainable communities, and it provides the practical measures to achieve:

- Highly connected streets, which allow people to walk and cycle to key destinations in a direct, and easy-to find manner.
- A safe and comfortable street environment for pedestrians, and cyclists of all ages.
- Streets that contribute to the creation of attractive and lively communities.
- Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

The Inspector's Report of the previous planning application for this site (ref: ABP-309941-21), noted concerns with compliance with DMURS, due to excessive on-street parking, which adversely affected the quality of the streetscape.

The design of the proposed layout, of this submission, has reduced the on-street parking by the introduction of below podium parking housing cell A. This has allowed for more parallel parking, tightening of street widths and greater street tree planting, all contributing to an attractive streetscape.

The tripartite meeting on, 15th December 2021, raised the issue of proximity of parking to each housing cell. Since then the street parking design has been further refined to locate designated parking closer to each housing cell. This is illustrated in Fig 49.

**Design Principles:**

Design Principle 1, Connectivity:

The proposed development provides a walkable street network, which is well connected within the development itself, and includes provision of future pedestrian and cycle connections to the west and north. In addition to the main north-south and east west pedestrian routeways through the development, pedestrian access is provided through the communal open spaces at the centre of the housing cells.

Design Principle 2, Enclosure:

The duplex and apartment typologies form housing cells within the site, creating a strong urban edge to the streetscape and enclosing communal open space as a residential amenity for the community. The front gardens of duplex and apartment units are shallow, with a privacy planting strip provided to add colour and planted amenity to the streetscape. The front gardens of the houses provide on-curtilage parking and an area of soft planting. On-street parking along the main vehicular routes is interspersed with feature trees and separated from the footpaths with grass verges. The width of the street is varied though the development, tightening where duplex units line both sides of the street, and widening out at the home-zones along the western boundary.

Design Principle 3, Active Edges:

Houses and duplex units all have own door access, with entrances directly from public footpaths, along streets and public open spaces. This ensures active frontage to all building edges and passive supervision of all streets, and public spaces.

The crèche is located at the ground floor of the apartment block providing an active commercial use at this prominent location.

Design Principle 4, Pedestrian Facilities/Activities

Every dwelling unit in the development is within 150-200m of a public open space. Raised tables are provided at all junctions to slow vehicular traffic and ensure pedestrians have a safe place to cross the street.

**Street Design:**

The street design of the scheme is compliant with the design principles described in Section 2.2.3 of DMURS - designing a *'more place-based/integrated approach to road and street design':*

Design Principle 1, Connected Networks:

The proposed development has been designed to provide strong pedestrian and cycle routes along desire lines and public amenity spaces, and to provide connectivity to adjoining developments/ lands. This is to make it more attractive to walk and cycle than to use the car, to connect to the neighbourhood within the development, and the surrounding neighbourhood.

Design Principle 2, Multi-Functional Streets:

The revised development includes a mix of houses, duplexes, and apartments, which will cater for a range of potential residents and family sizes. This will enliven activity on the street and engagement between residents of different ages. Landscaped home-zone, located to the north west of the site, at the end of the Street 2, will provide an active street space for play serving the surrounding housing cluster.

Design Principle 3, Pedestrian Focus:

Streets in the development are short in length with tight radius turns, naturally slowing traffic ensuring greater pedestrian safety and use. Terraces of houses, with added height of duplex/apartments, provide strong enclosure of the streetscape. Tree planting also improves enclosure and breaks the long vista of the street, slowing movement and enhancing the character of the street environment. Street width is kept to a minimum with dropped kerbs near junctions to enable ease of crossing at slow points.

In addition, the linear open space forming the north-south route, is in effect a pedestrian street, providing entrance to dwellings along this route.

Design Principle 4, Multidisciplinary approach:

The design has evolved with the contribution of the whole design team and audited by the consultant civil engineers to ensure the proposed scheme is compliant with these principles.

The street at the central open space, has a raised table at footpath level, which will slow traffic and give primacy to the pedestrian path forming the east - west pedestrian route.

A stage 1 road safety audit has been undertaken by Roadplan Consulting Ltd. of the completed design, which is included with this submission.

## 8.2 Accessibility

The overall site layout has been developed in line with Urban Design Manual and universal design guidelines. Footpath gradients are gently sloped at no greater than 1:20, and the proposed paving surfaces comprise concrete, paviours, and bound gravel.

On street and off street below podium car parking has been provided for duplexes/ apartments with designated visitor and universal access spaces. Dished kerbs with tactile paving to footpaths are proposed at road crossings and adjoining universal access car park spaces.

A range of house types, duplex units and apartments has been proposed in terms of both design and size. All houses are designed to be compliant with Part M of the Building Regulations, feature flush thresholds to front entrances and rear patio doors and all have visitable bathrooms.

The 1 and 2 bed apartments over the crèche are accessed via a lift and stair core. Accessible communal open space for the duplex/apartment residents is located with each block.

Signage and wayfinding is designed with text size, format, and colour contrast to provide enhanced accessibility. The lighting proposal is designed to enhance the environment for all users.

## 8.3 Housing Quality Assessment

The houses comply with the requirements of the design guidance of the Quality Housing for Sustainable Communities,2007.

The duplexes/apartments comply with the requirements of the design guidance of the Sustainable Urban Housing: Design Standards for New Apartments, 2020.

An audit of compliance with the spatial requirements of the design guides are included in Appendix A.

## Appendix A

Housing Quality Assessment

# Schedule of Accommodation - Housing Quality Assessment

CODY ARCHITECTS

FILE NAME: DEV-COA-00-XX-RP-A-0502
PROJECT: Devoy Barracks, Naas, Co Kildare
JOB NO.: 2569
DATE: Apr-22

| Revisions | By / Date | Description |
|---|---|---|
| **P04** | 10/09/2020 | Planning boundary amended. Area of creche updated. |
| **P05** | 14/09/2020 | Creche Bicycle parking updated. |
| **P06** | 24/02/2021 | Updated Schedule due to increase of units. |
| **P07** | 04/03/2021 | Amended parking provision. |
| **P08** | 26/03/2021 | Issued for Planning |
| **P09** | 06/04/2021 | Issued for Planning |
| **P10** | 08/04/2021 | Issued for Planning |
| **P11** | 01/10/2021 | Draft issued for Planning |
| **P12** | 15/10/2021 | Issued for pre-application |
| **P13** | 06/04/2022 | Issued for Planning |

**SUMMARY**

| | | | | |
|---|---|---|---|---|
| **Total Units** | 219 | | | |
| **Total Gross Floor Area** | 14,098 | sq.m. | | |
| **Application Site Area** | 41,108 | sq.m. | 4.11 | ha. |
| **Nett Site Area** | 39,673 | sq.m. | 3.97 | ha. |
| **Nett Density** | 55.20 | Units per hectare | | |
| **Plot Ratio** | 0.355 | | | |
| **Site Coverage** | 9,895 | sq.m. | 24.9% | |
| **Public Open Space** | 6,158 | sq.m. | 15.5% | |
| **Private Open Space** | 4,884 | sq.m. | 12.3% | |
| **Communal Open Space** | 4,684 | sq.m. | 11.8% | |

| | | |
|---|---|---|
| **Bicycle Parking** | 84 | Houses |
| | 298 | Duplex and Apartments |
| | 90 | Visitor |
| | 10 | Creche |
| **Total Bicycle Parking Provision** | **482** | |

| | | | | |
|---|---|---|---|---|
| **Car Parking** | 84 | Houses | **Parking of Which:** | |
| | 177 | Duplex & Apartments | 24 | EV Spaces |
| | 39 | Visitor | 14 | Designated Wheelchair Accessible |
| | 14 | Creche | | |
| | **314** | | | |

| | | | |
|---|---|---|---|
| **Creche Provision** | 11 | Staff No. | |
| | 59 | Children Number | |
| Creche Area | 411.41 | sq.m. | |
| External Play Area | 265 | sq.m | |

| Notes |
|---|
| |
| |
| |

## Schedule of Accommodation - Housing Quality Assessment

COADY ARCHITECTS

FILE NAME: DEV-COA-00-XX-RP-A-0502
PROJECT: Devoy Barracks, Naas, Co Kildare
JOB NO.: 2569
DATE: Apr-22

| Revisions | By / Date | Description |
|---|---|---|
| P01 | 15/10/2021 | Issued for pre-application |
| P02 | 06/04/2022 | Issued for Planning |

**We set out below our demonstration of compliance with Section3.8 and Section 3.16 of the Design Standards for New Apartments 2020**
**min +10%**
**Requirement:**
The majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%).

**Apartment & Duplex Units (sp.m. area unless stated otherwise)**

| Unit Description | total Unit Count | Type Count as % of Scheme | Units incl. in Safeguarding Higher Standards (SHS) Calc. (min +10%) | % of type count include in SHS | Units excluded from min. + 10% | Minimum Gross Internal Required Area (sq.m.) | Minimum Gross Internal Required Area including SHS Mix (sq.m.) | Total Gross Internal Achieved Area (sq.m.) | Achieved Areas VS Required Area m2 | Unit count exceeding min. +10% | Total number of units with Dual / Triple Aspects | % Dual / Triple Aspect |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1 bed (2p) apartment units:** | 64 | 36% | 33 | 52% | 31 | 1,485.0 | 1,633.5 | 1,915.4 | +281.9 | 25 | 25 | 22% |
| **2 bed (4p) apartment units:** | 40 | 23% | 16 | 40% | 24 | 1,168.0 | 1,284.8 | 1,407.3 | +122.5 | 16 | 16 | 14% |
| **2 bed (4p) duplex units:** | 65 | 37% | 65 | 100% | 0 | 4,745.0 | 5,219.5 | 5,946.3 | +726.8 | 65 | 65 | 57% |
| **3 bed (5p) duplex units:** | 8 | 5% | 8 | 100% | 0 | 720.0 | 792.0 | 924.3 | +132.3 | 8 | 8 | 7% |
| **Total** | **177** | **100%** | **122** | **69%** | **55** | **8,118.0** | **8,929.8** | **10,193.3** | **+1,263.5** | **114** | **114** | **93%** |

**Conclusion:**
The majority of all Apartment and Duplex units in the scheme exceeds the minimun floor are standard by a minium of 10%.

**Section 3.16 - Dual Aspect Ratios**
**Requirement:**
The Proposed Development at Devoy Barracks shall be considered a suburban/ intermediate location and fulfil the following criteria.
Specific Planning Policy Requirement 4
(ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.

**Proposal:**

| | | |
|---|---|---|
| Total Number of Units in the Proposed Scheme: | 219 | 100.00% |
| Dual Aspect (or better) in Apartment & Duplex units: | 161 | 73.52% |
| Dual Aspect (or better) in House units: | 42 | 19.18% |
| Total Dual Aspect Units: | 203 | **92.69%** |
| Total Single Aspect Units: | 16 | **7.31%** |

**Conclusion:**
The min. requirement of 50% is provided in the scheme.

**Notes**

## Schedule of Accommodation - Housing Quality Assessment

COADY ARCHITECTS

FILE NAME: DEV-COA-00-XX-RP-A-0502
PROJECT: Devoy Barracks, Naas, Co Kildare
JOB NO.: 2569
DATE: Apr-22

| Revisions | By / Date | Description |
|---|---|---|
| P04 | 10/09/2020 | Planning boundary amended. Area of creche updated. |
| P05 | 24/02/2021 | Updated schedule due to density increase. |
| P06 | 26/03/2021 | Issued for Planning |
| P07 | 06/04/2021 | Issued for Planning |
| P08 | 08/04/2021 | Issued for Planning |
| P09 | 01/10/2021 | Draft issued for Planning |
| P10 | 15/10/2021 | Issued for pre-application |
| P11 | 06/04/2022 | Issued for Planning |

| General | | | | | | | | | | | | | Living | | | | | | Bedrooms | | | | | | | | | | | | Storage | | External | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unit Number | Unit Type | Unit Description | Unit Aspect 1 = s, 2 = d, 3 = t | Orientations | Bedroom Count | Bedspaces | Access Level | Minimum Gross Internal Area Required (sq.m.) | Gross Internal Area Provided (sq.m.) | Minimum Gross Internal Area Reqiured including 10% m2 | Apartment Size >10% | Part V Allocation | Aggregate Living Dining Kitchen Area Required (sq.m.) | Aggregate Living Dining Kitchen Area Provided (sq.m.) | Minimum Main Living Room Required (sq.m.) | Main Living Room Provided (sq.m) | Living Dining Kitchen Area Width Required (m.) | Living Dining Kitchen Area Width Provided (m.) | Aggregate Bed Area Required (sq.m.) | Aggregate Bed Area Provided (sq.m.) | Bedroom 1 Area Required (sq.m.) | Bedroom 1 Area Provided (sq.m.) | Bedroom 1 Width Required (m.) | Bedroom 1 Width Provided (m.) | Bedroom 2 Area Required (sq.m.) | Bedroom 2 Area Provided (sq.m.) | Bedroom 2 Width Required (m.) | Bedroom 2 Width Provided (m.) | Bedroom 3 Area Required (sq.m.) | Bedroom 3 Area Provided (sq.m.) | Bedroom 3 Width Required (m.) | Bedroom 3 Width Provided (m.) | * Aggreagate Storage Area Required (sq.m.) | Aggreagate Storage Area Provided (sq.m.) | Aggreagate Private Open Space Required (sq.m.) | Aggreagate Private Open Space (sq.m.) |
| 1 | Type F2 | 3 bed house | 3 | NE/SE/SW | 3 bed | 5 | ground floor | 92.0 | 103.4 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 18.1 | 3.8 | 3.8 | 32.0 | 32.6 | 13.0 | 13.5 | 2.8 | | 11.4 | 11.6 | 2.8 | | 7.1 | 7.6 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 61.0 |
| 2 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 62.0 |
| 3 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 75.0 |
| 4 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 76.0 |
| 5 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 60.0 |
| 6 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 60.0 |
| 7 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 62.0 |
| 8 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 81.0 |
| 9 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 65.0 |
| 10 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 64.0 |
| 11 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 83.0 |
| 12 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 84.0 |
| 13 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 66.0 |
| 14 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 68.0 |
| 15 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 91.0 |
| 16 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 96.0 |
| 17 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 80.0 |
| 18 | Type F1 | 3 bed house | 2 | NE/SW | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 104.0 |
| 19 | Type L1 | 2 bed duplex | 3 | NE/SE/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 20 | Type L1 | 1 bed apartment | 3 | NE/SE/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 21 | Type L1 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 22 | Type L1 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 23 | Type L1 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 24 | Type L1 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 25 | Type L1 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 26 | Type L1 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 27 | Type L1 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 28 | Type L1 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 29 | Type L1 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 30 | Type L1 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 31 | Type L1 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 32 | Type L1 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 33 | Type L1 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 34 | Type L1 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 35 | Type L1 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 36 | Type L1 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 37 | Type L1 | 2 bed duplex | 3 | NE/NW/SW | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 38 | Type L1 | 1 bed apartment | 3 | NE/NW/SW | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 39 | Type K2 | 2 bed apartment | 2 | NW/SW | 2 bed | 4 | ground floor | 73.0 | 78.1 | 80.3 | N | N | 30.0 | 30.3 | | 30.3 | 3.6 | 4.1 | 24.4 | 25.1 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 11.9 | 2.8 | 3.2 | | | | | 6.0 | 6.2 | 7.0 | 7.4 |
| 40 | Type K2 | 2 bed apartment | 2 | NW/SW | 2 bed | 4 | first floor | 73.0 | 78.9 | 80.3 | N | N | 30.0 | 30.9 | | 30.9 | 3.6 | 4.1 | 24.4 | 25.5 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 12.2 | 2.8 | 3.2 | | | | | 6.0 | 6.4 | 7.0 | 7.4 |
| 41 | Type K2 | 2 bed apartment | 3 | NW/SW/SE | 2 bed | 4 | first floor | 73.0 | 93.4 | 80.3 | Y | N | 30.0 | 31.1 | | 31.1 | 3.6 | 4.1 | 24.4 | 27.0 | 13.0 | 14.2 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 3.2 | | | | | 6.0 | 7.0 | 7.0 | 7.0 |
| 42 | Type L2 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 43 | Type L2 | 1 bed apartment | 2 | NW/SE | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 44 | Type L2 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 45 | Type L2 | 1 bed apartment | 2 | NW/SE | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 46 | Type L2 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 47 | Type L2 | 1 bed apartment | 2 | NW/SE | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 48 | Type L2 | 2 bed duplex | 3 | NW/NE/SE | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 49 | Type L2 | 1 bed apartment | 3 | NW/NE/SE | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 50 | Type L1 | 2 bed duplex | 3 | N/W/S | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 51 | Type L1 | 1 bed apartment | 3 | N/W/S | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 52 | Type L1 | 2 bed duplex | 2 | N/S | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 53 | Type L1 | 1 bed apartment | 2 | N/S | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 54 | Type L1 | 2 bed duplex | 2 | N/S | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 55 | Type L1 | 1 bed apartment | 2 | N/S | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 56 | Type L1 | 2 bed duplex | 2 | N/S | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 57 | Type L1 | 1 bed apartment | 2 | N/S | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 58 | Type L1 | 2 bed duplex | 2 | N/S | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 59 | Type L1 | 1 bed apartment | 2 | N/S | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 60 | Type L1 | 2 bed duplex | 3 | N/E/S | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 61 | Type L1 | 1 bed apartment | 3 | N/E/S | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 62 | Type L1 | 2 bed duplex | 3 | W/N/E | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 63 | Type L1 | 1 bed apartment | 3 | W/N/E | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 64 | Type L1 | 2 bed duplex | 2 | W/E | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 65 | Type L1 | 1 bed apartment | 2 | W/E | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 66 | Type L1 | 2 bed duplex | 2 | W/E | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 67 | Type L1 | 1 bed apartment | 2 | W/E | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 68 | Type L1 | 2 bed duplex | 2 | W/E | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 69 | Type L1 | 1 bed apartment | 2 | W/E | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 70 | Type L1 | 2 bed duplex | 2 | W/E | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 71 | Type L1 | 1 bed apartment | 2 | W/E | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |

## Schedule of Accommodation - Housing Quality Assessment

COADY ARCHITECTS

FILE NAME: DEV-COA-00-XX-RP-A-0502
PROJECT: Devoy Barracks, Naas, Co Kildare
JOB NO.: 2569
DATE: Apr-22

| Revisions | By / Date | Description |
|---|---|---|
| P04 | 10/09/2020 | Planning boundary amended. Area of creche updated. |
| P05 | 24/02/2021 | Updated schedule due to density increase. |
| P06 | 26/03/2021 | Issued for Planning |
| P07 | 06/04/2021 | Issued for Planning |
| P08 | 08/04/2021 | Issued for Planning |
| P09 | 01/10/2021 | Draft issued for Planning |
| P10 | 15/10/2021 | Issued for pre-application |
| P11 | 06/04/2022 | Issued for Planning |

| General | | | | | | | | | | | | | Living | | | | | | Bedrooms | | | | | | | | | | | | Storage | | External | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unit Number | Unit Type | Unit Description | Unit Aspect 1 = s, 2 = d, 3 = t | Orientations | Bedroom Count | Bedspaces | Access Level | Minimum Gross Internal Area Required (sq.m.) | Gross Internal Area Provided (sq.m.) | Minimum Gross Internal Area Required including 10% m2 | Apartment Size >10% | Part V Allocation | Aggregate Living Dining Kitchen Area Required (sq.m.) | Aggregate Living Dining Kitchen Area Provided (sq.m.) | Minimum Main Living Room Required (sq.m.) | Main Living Room Provided (sq.m) | Living Dining Kitchen Area Width Required (m.) | Living Dining Kitchen Area Width Provided (m.) | Aggregate Bed Area Required (sq.m.) | Aggregate Bed Area Provided (sq.m.) | Bedroom 1 Area Required (sq.m.) | Bedroom 1 Area Provided (sq.m.) | Bedroom 1 Width Required (m.) | Bedroom 1 Width Provided (m.) | Bedroom 2 Area Required (sq.m.) | Bedroom 2 Area Provided (sq.m.) | Bedroom 2 Width Required (m.) | Bedroom 2 Width Provided (m.) | Bedroom 3 Area Required (sq.m.) | Bedroom 3 Area Provided (sq.m.) | Bedroom 3 Width Required (m.) | Bedroom 3 Width Provided (m.) | * Aggregate Storage Area Required (sq.m.) | Aggregate Storage Area Provided (sq.m.) | Aggregate Private Open Space Required (sq.m.) | Aggregate Private Open Space (sq.m.) |
| 72 | Type L1 | 2 bed duplex | 2 | W/E | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 73 | Type L1 | 1 bed apartment | 2 | W/E | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 74 | Type L1 | 2 bed duplex | 2 | W/E | 2 bed | 4 | ground floor | 73.0 | 90.2 | 80.3 | Y | N | 30.0 | 30.0 | | 30.0 | 3.6 | 4.0 | 24.4 | 25.1 | 13.0 | 13.3 | 2.8 | 3.4 | 11.4 | 11.7 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 21.7 |
| 75 | Type L1 | 1 bed apartment | 2 | W/E | 1 bed | 2 | first floor | 45.0 | 59.5 | 49.5 | Y | N | 23.0 | 23.2 | | 23.2 | 3.3 | 3.8 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.0 | 5.0 | 6.5 |
| 76 | Type X1 | 2 bed apartment | 2 | SE/SW | 2 bed | 4 | first floor | 73.0 | 78.8 | 80.3 | N | N | 30.0 | 30.0 | | 30.0 | 3.6 | 5.2 | 24.4 | 24.6 | 13.0 | 13.1 | 2.8 | 3.5 | 11.4 | 11.6 | 2.8 | 3.0 | | | | | 6.0 | 7.0 | 7.0 | 7.1 |
| 77 | Type X2 | 1 bed apartment | 2 | NW/SW | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.7 | 11.4 | 11.6 | 11.4 | 11.6 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.2 | 5.0 | 5.1 |
| 78 | Type X3 | 1 bed apartment | 1 | NW | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.5 | | 23.5 | 3.3 | 3.7 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 79 | Type X4 | 1 bed apartment | 1 | W | 1 bed | 2 | first floor | 45.0 | 60.5 | 49.5 | Y | N | 23.0 | 25.7 | | 25.7 | 3.3 | 4.1 | 11.4 | 17.2 | 11.4 | 17.2 | 2.8 | 3.9 | | | | | | | | | 3.0 | 6.0 | 5.0 | 5.1 |
| 80 | Type X5 | 2 bed apartment | 2 | W/E | 2 bed | 4 | first floor | 73.0 | 84.4 | 80.3 | Y | N | 30.0 | 30.4 | | 30.4 | 3.3 | 4.1 | 24.4 | 26.2 | 13.0 | 13.9 | 2.8 | 3.1 | 11.4 | 12.6 | 2.8 | 2.9 | | | | | 6.0 | 6.9 | 7.0 | 7.1 |
| 81 | Type X6 | 1 bed apartment | 1 | E | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.4 | | 23.4 | 3.3 | 3.7 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 82 | Type X7 | 1 bed apartment | 1 | E/SE | 1 bed | 2 | first floor | 45.0 | 50.6 | 49.5 | Y | N | 23.0 | 24.7 | | 24.7 | 3.3 | 6.2 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 6.2 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 83 | Type X1 | 2 bed apartment | 2 | SE/SW | 2 bed | 4 | first floor | 73.0 | 78.8 | 80.3 | N | N | 30.0 | 30.0 | | 30.0 | 3.6 | 5.2 | 24.4 | 24.6 | 13.0 | 13.1 | 2.8 | 3.5 | 11.4 | 11.6 | 2.8 | 3.0 | | | | | 6.0 | 7.0 | 7.0 | 7.1 |
| 84 | Type X2 | 1 bed apartment | 2 | NW/SW | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.7 | 11.4 | 11.6 | 11.4 | 11.6 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.2 | 5.0 | 5.1 |
| 85 | Type X3 | 1 bed apartment | 1 | NW | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.5 | | 23.5 | 3.3 | 3.7 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 86 | Type X4 | 1 bed apartment | 1 | W | 1 bed | 2 | first floor | 45.0 | 60.5 | 49.5 | Y | N | 23.0 | 25.7 | | 25.7 | 3.3 | 4.1 | 11.4 | 17.2 | 11.4 | 17.2 | 2.8 | 3.9 | | | | | | | | | 3.0 | 6.0 | 5.0 | 5.1 |
| 87 | Type X5 | 2 bed apartment | 2 | W/E | 2 bed | 4 | first floor | 73.0 | 84.4 | 80.3 | Y | N | 30.0 | 30.4 | | 30.4 | 3.3 | 4.1 | 24.4 | 26.2 | 13.0 | 13.9 | 2.8 | 3.1 | 11.4 | 12.6 | 2.8 | 2.9 | | | | | 6.0 | 6.9 | 7.0 | 7.1 |
| 88 | Type X6 | 1 bed apartment | 1 | E | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.4 | | 23.4 | 3.3 | 3.7 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 89 | Type X7 | 1 bed apartment | 1 | E/SE | 1 bed | 2 | first floor | 45.0 | 50.6 | 49.5 | Y | N | 23.0 | 24.7 | | 24.7 | 3.3 | 6.2 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 6.2 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 90 | Type X1 | 2 bed apartment | 2 | SE/SW | 2 bed | 4 | first floor | 73.0 | 78.8 | 80.3 | N | N | 30.0 | 30.0 | | 30.0 | 3.6 | 5.2 | 24.4 | 24.6 | 13.0 | 13.1 | 2.8 | 3.5 | 11.4 | 11.6 | 2.8 | 3.0 | | | | | 6.0 | 7.0 | 7.0 | 7.1 |
| 91 | Type X2 | 1 bed apartment | 2 | NW/SW | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.7 | 11.4 | 11.6 | 11.4 | 11.6 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.2 | 5.0 | 5.1 |
| 92 | Type X3 | 1 bed apartment | 1 | NW | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.5 | | 23.5 | 3.3 | 3.7 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 93 | Type X4 | 1 bed apartment | 1 | W | 1 bed | 2 | first floor | 45.0 | 60.5 | 49.5 | Y | N | 23.0 | 25.7 | | 25.7 | 3.3 | 4.1 | 11.4 | 17.2 | 11.4 | 17.2 | 2.8 | 3.9 | | | | | | | | | 3.0 | 6.0 | 5.0 | 5.1 |
| 94 | Type X5 | 2 bed apartment | 2 | W/E | 2 bed | 4 | first floor | 73.0 | 84.4 | 80.3 | Y | N | 30.0 | 30.4 | | 30.4 | 3.3 | 4.1 | 24.4 | 26.2 | 13.0 | 13.9 | 2.8 | 3.1 | 11.4 | 12.6 | 2.8 | 2.9 | | | | | 6.0 | 6.9 | 7.0 | 7.1 |
| 95 | Type X6 | 1 bed apartment | 1 | E | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.4 | | 23.4 | 3.3 | 3.7 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 96 | Type X7 | 1 bed apartment | 1 | E/SE | 1 bed | 2 | first floor | 45.0 | 50.6 | 49.5 | Y | N | 23.0 | 24.7 | | 24.7 | 3.3 | 6.2 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 6.2 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 97 | Type X1 | 2 bed apartment | 2 | SE/SW | 2 bed | 4 | first floor | 73.0 | 78.8 | 80.3 | N | N | 30.0 | 30.0 | | 30.0 | 3.6 | 5.2 | 24.4 | 24.6 | 13.0 | 13.1 | 2.8 | 3.5 | 11.4 | 11.6 | 2.8 | 3.0 | | | | | 6.0 | 7.0 | 7.0 | 7.1 |
| 98 | Type X2 | 1 bed apartment | 2 | NW/SW | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.7 | 11.4 | 11.6 | 11.4 | 11.6 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.2 | 5.0 | 5.1 |
| 99 | Type X3 | 1 bed apartment | 1 | NW | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.5 | | 23.5 | 3.3 | 3.7 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 100 | Type X4 | 1 bed apartment | 1 | W | 1 bed | 2 | first floor | 45.0 | 60.5 | 49.5 | Y | N | 23.0 | 25.7 | | 25.7 | 3.3 | 4.1 | 11.4 | 17.2 | 11.4 | 17.2 | 2.8 | 3.9 | | | | | | | | | 3.0 | 6.0 | 5.0 | 5.1 |
| 101 | Type X5 | 2 bed apartment | 2 | W/E | 2 bed | 4 | first floor | 73.0 | 84.4 | 80.3 | Y | N | 30.0 | 30.4 | | 30.4 | 3.3 | 4.1 | 24.4 | 26.2 | 13.0 | 13.9 | 2.8 | 3.1 | 11.4 | 12.6 | 2.8 | 2.9 | | | | | 6.0 | 6.9 | 7.0 | 7.1 |
| 102 | Type X6 | 1 bed apartment | 1 | E | 1 bed | 2 | first floor | 45.0 | 49.2 | 49.5 | N | N | 23.0 | 23.4 | | 23.4 | 3.3 | 3.7 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.0 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 103 | Type X7 | 1 bed apartment | 1 | E/SE | 1 bed | 2 | first floor | 45.0 | 50.6 | 49.5 | Y | N | 23.0 | 24.7 | | 24.7 | 3.3 | 6.2 | 11.4 | 11.5 | 11.4 | 11.5 | 2.8 | 6.2 | | | | | | | | | 3.0 | 3.3 | 5.0 | 5.1 |
| 104 | Type K2 | 2 bed apartment | 2 | SW/SE | 2 bed | 4 | ground floor | 73.0 | 78.1 | 80.3 | N | Y | 30.0 | 30.3 | | 30.3 | 3.6 | 4.1 | 24.4 | 25.1 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 11.9 | 2.8 | 3.2 | | | | | 6.0 | 6.2 | 7.0 | 7.4 |
| 105 | Type K2 | 2 bed apartment | 2 | SW/SE | 2 bed | 4 | first floor | 73.0 | 78.9 | 80.3 | N | Y | 30.0 | 30.9 | | 30.9 | 3.6 | 4.1 | 24.4 | 25.5 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 12.2 | 2.8 | 3.2 | | | | | 6.0 | 6.4 | 7.0 | 7.4 |
| 106 | Type K2 | 2 bed apartment | 3 | SW/SE/NE | 2 bed | 4 | first floor | 73.0 | 93.4 | 80.3 | Y | Y | 30.0 | 31.1 | | 31.1 | 3.6 | 4.1 | 24.4 | 27.0 | 13.0 | 14.2 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 3.2 | | | | | 6.0 | 7.0 | 7.0 | 7.0 |
| 107 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 108 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 109 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 110 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 111 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 112 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 113 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 114 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 115 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 116 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 117 | Type K1 | 2 bed apartment | 2 | NW/SW | 2 bed | 4 | ground floor | 73.0 | 78.1 | 80.3 | N | Y | 30.0 | 30.3 | | 30.3 | 3.6 | 4.1 | 24.4 | 25.1 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 11.9 | 2.8 | 3.2 | | | | | 6.0 | 6.2 | 7.0 | 7.4 |
| 118 | Type K1 | 2 bed apartment | 2 | NW/SW | 2 bed | 4 | first floor | 73.0 | 78.9 | 80.3 | N | Y | 30.0 | 30.9 | | 30.9 | 3.6 | 4.1 | 24.4 | 25.5 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 12.2 | 2.8 | 3.2 | | | | | 6.0 | 6.4 | 7.0 | 7.4 |
| 119 | Type K1 | 2 bed apartment | 3 | NE/NW/SW | 2 bed | 4 | first floor | 73.0 | 93.4 | 80.3 | Y | Y | 30.0 | 31.1 | | 31.1 | 3.6 | 4.1 | 24.4 | 27.0 | 13.0 | 14.2 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 3.2 | | | | | 6.0 | 7.0 | 7.0 | 7.0 |
| 120 | Type E2 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 121 | Type E2 | 2 bed duplex | 3 | NW/SW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 122 | Type E2 | 2 bed apartment | 3 | NW/SW/SE | 2 bed | 4 | second floor | 73.0 | 84.9 | 80.3 | Y | Y | 30.0 | 35.3 | | 35.3 | 3.6 | 4.7 | 24.4 | 26.2 | 13.0 | 13.4 | 2.8 | 3.0 | 11.4 | 12.9 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 7.3 |
| 123 | Type E1 | 2 bed apartment | 2 | NW/SE | 2 bed | 4 | second floor | 73.0 | 84.9 | 80.3 | Y | Y | 30.0 | 35.3 | | 35.3 | 3.6 | 4.7 | 24.4 | 26.2 | 13.0 | 13.4 | 2.8 | 3.0 | 11.4 | 12.9 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 7.3 |
| 124 | Type E1 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 125 | Type E1 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 126 | Type E1 | 2 bed apartment | 3 | NW/NE/SE | 2 bed | 4 | second floor | 73.0 | 84.9 | 80.3 | Y | Y | 30.0 | 35.3 | | 35.3 | 3.6 | 4.7 | 24.4 | 26.2 | 13.0 | 13.4 | 2.8 | 3.0 | 11.4 | 12.9 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 7.3 |
| 127 | Type E1 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 128 | Type E1 | 2 bed duplex | 3 | NW/NE/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 129 | Type A3 | 1 bed apartment | 3 | NW/SW/SE | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 130 | Type A3 | 2 bed duplex | 3 | NW/SW/SE | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 131 | Type A3 | 1 bed apartment | 3 | NW/NE/SE | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 132 | Type A3 | 2 bed duplex | 3 | NW/NE/SE | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 133 | Type K2 | 2 bed apartment | 2 | NE/NW | 2 bed | 4 | ground floor | 73.0 | 78.1 | 80.3 | N | Y | 30.0 | 30.3 | | 30.3 | 3.6 | 4.1 | 24.4 | 25.1 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 11.9 | 2.8 | 3.2 | | | | | 6.0 | 6.2 | 7.0 | 7.4 |
| 134 | Type K2 | 2 bed apartment | 2 | NE/NW | 2 bed | 4 | first floor | 73.0 | 78.9 | 80.3 | N | Y | 30.0 | 30.9 | | 30.9 | 3.6 | 4.1 | 24.4 | 25.5 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 12.2 | 2.8 | 3.2 | | | | | 6.0 | 6.4 | 7.0 | 7.4 |
| 135 | Type K2 | 2 bed apartment | 3 | NE/NW/SW | 2 bed | 4 | first floor | 73.0 | 93.4 | 80.3 | Y | Y | 30.0 | 31.1 | | 31.1 | 3.6 | 4.1 | 24.4 | 27.0 | 13.0 | 14.2 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 3.2 | | | | | 6.0 | 7.0 | 7.0 | 7.0 |
| 136 | Type A2 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 137 | Type A2 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 138 | Type A2 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 139 | Type A2 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 140 | Type A2 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 141 | Type A2 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 142 | Type A2 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 143 | Type A2 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 144 | Type A2 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |

## Schedule of Accommodation - Housing Quality Assessment

COADY ARCHITECTS

FILE NAME: DEV-COA-00-XX-RP-A-0502
PROJECT: Devoy Barracks, Naas, Co Kildare
JOB NO.: 2569
DATE: Apr-22

| Revisions | By / Date | Description |
|---|---|---|
| P04 | 10/09/2020 | Planning boundary amended. Area of creche updated. |
| P05 | 24/02/2021 | Updated schedule due to density increase. |
| P06 | 26/03/2021 | Issued for Planning |
| P07 | 06/04/2021 | Issued for Planning |
| P08 | 08/04/2021 | Issued for Planning |
| P09 | 01/10/2021 | Draft issued for Planning |
| P10 | 15/10/2021 | Issued for pre-application |
| P11 | 06/04/2022 | Issued for Planning |

| General | | | | | | | | | | | | | Living | | | | | | Bedrooms | | | | | | | | | | | | Storage | | External | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unit Number | Unit Type | Unit Description | Unit Aspect 1 = s, 2 = d, 3 = t | Orientations | Bedroom Count | Bedspaces | Access Level | Minimum Gross Internal Area Required (sq.m.) | Gross Internal Area Provided (sq.m.) | Minimum Gross Internal Area Required including 10% m2 | Apartment Size >10% | Part V Allocation | Aggregate Living Dining Kitchen Area Required (sq.m.) | Aggregate Living Dining Kitchen Area Provided (sq.m.) | Minimum Main Living Room Required (sq.m.) | Main Living Room Provided (sq.m) | Living Dining Kitchen Area Width Required (m.) | Living Dining Kitchen Area Width Provided (m.) | Aggregate Bed Area Required (sq.m.) | Aggregate Bed Area Provided (sq.m.) | Bedroom 1 Area Required (sq.m.) | Bedroom 1 Area Provided (sq.m.) | Bedroom 1 Width Required (m.) | Bedroom 1 Width Provided (m.) | Bedroom 2 Area Required (sq.m.) | Bedroom 2 Area Provided (sq.m.) | Bedroom 2 Width Required (m.) | Bedroom 2 Width Provided (m.) | Bedroom 3 Area Required (sq.m.) | Bedroom 3 Area Provided (sq.m.) | Bedroom 3 Width Required (m.) | Bedroom 3 Width Provided (m.) | * Aggreagate Storage Area Required (sq.m.) | Aggreagate Storage Area Provided (sq.m.) | Aggreagate Private Open Space Required (sq.m.) | Aggreagate Private Open Space (sq.m.) |
| 145 | Type A2 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 16.9 |
| 146 | Type D2 | 1 bed apartment | 3 | NE/SE/SW | 1 bed | 2 | ground floor | 45.0 | 51.6 | 49.5 | Y | Y | 23.0 | 25.2 | | 25.2 | 3.3 | 3.7 | 11.4 | 12.6 | 11.4 | 12.6 | 2.8 | 2.9 | | | | | | | | | 3.0 | 3.4 | 5.0 | 12.0 |
| 147 | Type D2 | 1 bed apartment | 3 | NE/SE/SW | 1 bed | 2 | first floor | 45.0 | 51.6 | 49.5 | Y | Y | 23.0 | 24.4 | | 24.4 | 3.3 | 3.6 | 11.4 | 12.6 | 11.4 | 12.6 | 2.8 | 2.9 | | | | | | | | | 3.0 | 3.0 | 5.0 | 5.1 |
| 148 | Type D2 | 2 bed duplex | 3 | NE/SE/SW | 2 bed | 4 | second floor | 73.0 | 91.5 | 80.3 | Y | Y | 30.0 | 31.0 | | 31.0 | 3.6 | 4.2 | 24.4 | 25.9 | 13.0 | 13.8 | 2.8 | 2.9 | 11.4 | 12.0 | 2.8 | 3.2 | | | | | 6.0 | 8.5 | 7.0 | 13.6 |
| 149 | Type C1 | 2 bed duplex | 3 | NW/SW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 3.6 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 19.3 |
| 150 | Type C1 | 2 bed duplex | 3 | NW/SW/SE | 2 bed | 4 | second floor | 73.0 | 81.1 | 80.3 | Y | Y | 30.0 | 31.0 | | 31.0 | 3.6 | 4.3 | 24.4 | 24.5 | 13.0 | 13.0 | 2.8 | 3.1 | 11.4 | 11.4 | 2.8 | 3.1 | | | | | 6.0 | 6.1 | 7.0 | 11.2 |
| 151 | Type E1 | 2 bed duplex | 3 | NW/NE/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 152 | Type E1 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 153 | Type E1 | 2 bed apartment | 3 | NW/NE/SE | 2 bed | 4 | second floor | 73.0 | 84.9 | 80.3 | Y | Y | 30.0 | 35.3 | | 35.3 | 3.6 | 4.7 | 24.4 | 26.2 | 13.0 | 13.4 | 2.8 | 3.0 | 11.4 | 12.9 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 7.3 |
| 154 | Type E1 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 155 | Type E1 | 2 bed duplex | 2 | NW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 156 | Type E1 | 2 bed apartment | 2 | NW/SE | 2 bed | 4 | second floor | 73.0 | 84.9 | 80.3 | Y | Y | 30.0 | 35.3 | | 35.3 | 3.6 | 4.7 | 24.4 | 26.2 | 13.0 | 13.4 | 2.8 | 3.0 | 11.4 | 12.9 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 7.3 |
| 157 | Type E2 | 2 bed apartment | 2 | NW/SE | 2 bed | 4 | second floor | 73.0 | 84.9 | 80.3 | Y | Y | 30.0 | 35.3 | | 35.3 | 3.6 | 4.7 | 24.4 | 26.2 | 13.0 | 13.4 | 2.8 | 3.0 | 11.4 | 12.9 | 2.8 | 3.0 | | | | | 6.0 | 6.3 | 7.0 | 7.3 |
| 158 | Type E2 | 2 bed duplex | 3 | NW/SW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 159 | Type E2 | 2 bed duplex | 3 | NW/SW/SE | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 4.0 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 18.0 |
| 160 | Type F2 | 3 bed house | 3 | NW/SW/SE | 3 bed | 5 | ground floor | 92.0 | 103.4 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 18.1 | 3.8 | 3.8 | 32.0 | 32.6 | 13.0 | 13.5 | 2.8 | 3.8 | 11.4 | 11.6 | 2.8 | 2.8 | 7.1 | 7.6 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 106.0 |
| 161 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 80.0 |
| 162 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 78.0 |
| 163 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 76.0 |
| 164 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 75.0 |
| 165 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 74.0 |
| 166 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 74.0 |
| 167 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 95.0 |
| 168 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 79.0 |
| 169 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 63.0 |
| 170 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 63.0 |
| 171 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 64.0 |
| 172 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 64.0 |
| 173 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 63.0 |
| 174 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 63.0 |
| 175 | Type F1 | 3 bed house | 2 | NW/SE | 3 bed | 5 | ground floor | 92.0 | 101.1 | 101.2 | n/a | N | 34.0 | 34.3 | 13.0 | 16.4 | 3.8 | 3.8 | 32.0 | 33.1 | 13.0 | 13.5 | 2.8 | 3.5 | 11.4 | 12.4 | 2.8 | 2.8 | 7.1 | 7.1 | 2.1 | 2.1 | 9.0 | 9.1 | 60.0 | 186.0 |
| 176 | Type K1 | 2 bed apartment | 2 | NW/SW | 2 bed | 4 | ground floor | 73.0 | 78.1 | 80.3 | N | Y | 30.0 | 30.3 | | 30.3 | 3.6 | 4.1 | 24.4 | 25.1 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 11.9 | 2.8 | 3.2 | | | | | 6.0 | 6.2 | 7.0 | 7.4 |
| 177 | Type K1 | 2 bed apartment | 2 | NW/SW | 2 bed | 4 | first floor | 73.0 | 78.9 | 80.3 | N | Y | 30.0 | 30.9 | | 30.9 | 3.6 | 4.1 | 24.4 | 25.5 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 12.2 | 2.8 | 3.2 | | | | | 6.0 | 6.4 | 7.0 | 7.4 |
| 178 | Type K1 | 2 bed apartment | 3 | NE/NW/SW | 2 bed | 4 | first floor | 73.0 | 93.4 | 80.3 | Y | Y | 30.0 | 31.1 | | 31.1 | 3.6 | 4.1 | 24.4 | 27.0 | 13.0 | 14.2 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 3.2 | | | | | 6.0 | 7.0 | 7.0 | 7.0 |
| 179 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 180 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 28.4 |
| 181 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 182 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 28.4 |
| 183 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 184 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 28.4 |
| 185 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 186 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 28.4 |
| 187 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 188 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 28.4 |
| 189 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 190 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 28.4 |
| 191 | Type A3 | 1 bed apartment | 2 | NE/SW | 1 bed | 2 | ground floor | 45.0 | 49.1 | 49.5 | N | N | 23.0 | 23.1 | | 23.1 | 3.3 | 3.5 | 11.4 | 11.8 | 11.4 | 11.8 | 2.8 | 3.3 | | | | | | | | | 3.0 | 3.5 | 5.0 | 22.7 |
| 192 | Type A3 | 2 bed duplex | 2 | NE/SW | 2 bed | 4 | ground floor | 73.0 | 96.4 | 80.3 | Y | N | 30.0 | 30.9 | | 30.9 | 3.6 | 5.4 | 24.4 | 26.6 | 13.0 | 13.8 | 2.8 | 3.1 | 11.4 | 12.8 | 2.8 | 3.1 | | | | | 6.0 | 6.7 | 7.0 | 28.4 |
| 193 | Type K1 | 2 bed apartment | 2 | W/S | 2 bed | 4 | ground floor | 73.0 | 78.1 | 80.3 | N | Y | 30.0 | 30.3 | | 30.3 | 3.6 | 4.1 | 24.4 | 25.1 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 11.9 | 2.8 | 3.2 | | | | | 6.0 | 6.2 | 7.0 | 7.4 |
| 194 | Type K1 | 2 bed apartment | 2 | W/S | 2 bed | 4 | first floor | 73.0 | 78.9 | 80.3 | N | Y | 30.0 | 30.9 | | 30.9 | 3.6 | 4.1 | 24.4 | 25.5 | 13.0 | 13.2 | 2.8 | 3.0 | 11.4 | 12.2 | 2.8 | 3.2 | | | | | 6.0 | 6.4 | 7.0 | 7.4 |
| 195 | Type K1 | 2 bed apartment | 3 | N/W/S | 2 bed | 4 | first floor | 73.0 | 93.4 | 80.3 | Y | Y | 30.0 | 31.1 | | 31.1 | 3.6 | 4.1 | 24.4 | 27.0 | 13.0 | 14.2 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 3.2 | | | | | 6.0 | 7.0 | 7.0 | 7.0 |
| 196 | Type C1 | 2 bed duplex | 2 | N/S | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 3.6 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 31.5 |
| 197 | Type C1 | 2 bed duplex | 2 | N/S | 2 bed | 4 | second floor | 73.0 | 81.1 | 80.3 | Y | Y | 30.0 | 31.0 | | 31.0 | 3.6 | 4.3 | 24.4 | 24.5 | 13.0 | 13.0 | 2.8 | 3.1 | 11.4 | 11.4 | 2.8 | 3.1 | | | | | 6.0 | 6.1 | 7.0 | 11.2 |
| 198 | Type C2 | 2 bed duplex | 2 | N/S | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 3.6 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 33.5 |
| 199 | Type C2 | 2 bed duplex | 2 | N/S | 2 bed | 4 | second floor | 73.0 | 81.1 | 80.3 | Y | Y | 30.0 | 31.0 | | 31.0 | 3.6 | 4.3 | 24.4 | 24.5 | 13.0 | 13.0 | 2.8 | 3.1 | 11.4 | 11.4 | 2.8 | 3.1 | | | | | 6.0 | 6.1 | 7.0 | 11.2 |
| 200 | Type C1 | 2 bed duplex | 2 | N/S | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 3.6 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 33.3 |
| 201 | Type C1 | 2 bed duplex | 2 | N/S | 2 bed | 4 | second floor | 73.0 | 81.1 | 80.3 | Y | Y | 30.0 | 31.0 | | 31.0 | 3.6 | 4.3 | 24.4 | 24.5 | 13.0 | 13.0 | 2.8 | 3.1 | 11.4 | 11.4 | 2.8 | 3.1 | | | | | 6.0 | 6.1 | 7.0 | 11.2 |
| 202 | Type C2 | 2 bed duplex | 3 | N/E/S | 2 bed | 4 | ground floor | 73.0 | 90.7 | 80.3 | Y | Y | 30.0 | 30.0 | | 14.4 | 3.6 | 3.6 | 24.4 | 26.4 | 13.0 | 13.7 | 2.8 | 3.0 | 11.4 | 12.8 | 2.8 | 2.9 | | | | | 6.0 | 7.8 | 7.0 | 35.2 |
| 203 | Type C2 | 2 bed duplex | 3 | N/E/S | 2 bed | 4 | second floor | 73.0 | 81.1 | 80.3 | Y | Y | 30.0 | 31.0 | | 31.0 | 3.6 | 4.3 | 24.4 | 24.5 | 13.0 | 13.0 | 2.8 | 3.1 | 11.4 | 11.4 | 2.8 | 3.1 | | | | | 6.0 | 6.1 | 7.0 | 11.2 |
| 204 | Type B2 | 2 bed apartment | 2 | E/W | 2 bed | 4 | ground floor | 73.0 | 77.7 | 80.3 | N | N | 30.0 | 31.2 | | 31.2 | 3.6 | 5.2 | 24.4 | 25.0 | 13.0 | 13.1 | 2.8 | 2.8 | 11.4 | 11.9 | 2.8 | 2.9 | | | | | 6.0 | 6.4 | 7.0 | 25.8 |
| 205 | Type B2 | 3 bed duplex | 3 | E/S/W | 3 bed | 5 | first floor | 90.0 | 115.5 | 99 | Y | N | 34.0 | 39.7 | | 39.7 | 3.8 | 4.0 | 31.5 | 32.4 | 13.0 | 13.2 | 2.8 | 3.1 | 11.4 | 11.5 | 2.8 | 3.0 | 7.1 | 7.6 | 2.1 | 2.4 | 9.0 | 9.7 | 9.0 | 18.4 |
| 206 | Type B1 | 2 bed apartment | 2 | E/W | 2 bed | 4 | ground floor | 73.0 | 77.7 | 80.3 | N | N | 30.0 | 31.2 | | 31.2 | 3.6 | 5.2 | 24.4 | 25.0 | 13.0 | 13.1 | 2.8 | 2.8 | 11.4 | 11.9 | 2.8 | 2.9 | | | | | 6.0 | 6.4 | 7.0 | 25.8 |
| 207 | Type B1 | 3 bed duplex | 2 | E/W | 3 bed | 5 | first floor | 90.0 | 115.5 | 99 | Y | N | 34.0 | 39.7 | | 39.7 | 3.8 | 4.0 | 31.5 | 32.4 | 13.0 | 13.2 | 2.8 | 3.1 | 11.4 | 11.5 | 2.8 | 3.0 | 7.1 | 7.6 | 2.1 | 2.4 | 9.0 | 9.7 | 9.0 | 18.4 |
| 208 | Type B2 | 2 bed apartment | 2 | E/W | 2 bed | 4 | ground floor | 73.0 | 77.7 | 80.3 | N | N | 30.0 | 31.2 | | 31.2 | 3.6 | 5.2 | 24.4 | 25.0 | 13.0 | 13.1 | 2.8 | 2.8 | 11.4 | 11.9 | 2.8 | 2.9 | | | | | 6.0 | 6.4 | 7.0 | 25.8 |
| 209 | Type B2 | 3 bed duplex | 2 | E/W | 3 bed | 5 | first floor | 90.0 | 115.5 | 99 | Y | N | 34.0 | 39.7 | | 39.7 | 3.8 | 4.0 | 31.5 | 32.4 | 13.0 | 13.2 | 2.8 | 3.1 | 11.4 | 11.5 | 2.8 | 3.0 | 7.1 | 7.6 | 2.1 | 2.4 | 9.0 | 9.7 | 9.0 | 18.4 |
| 210 | Type B1 | 2 bed apartment | 2 | E/W | 2 bed | 4 | ground floor | 73.0 | 77.7 | 80.3 | N | N | 30.0 | 31.2 | | 31.2 | 3.6 | 5.2 | 24.4 | 25.0 | 13.0 | 13.1 | 2.8 | 2.8 | 11.4 | 11.9 | 2.8 | 2.9 | | | | | 6.0 | 6.4 | 7.0 | 25.8 |
| 211 | Type B1 | 3 bed duplex | 2 | E/W | 3 bed | 5 | first floor | 90.0 | 115.5 | 99 | Y | N | 34.0 | 39.7 | | 39.7 | 3.8 | 4.0 | 31.5 | 32.4 | 13.0 | 13.2 | 2.8 | 3.1 | 11.4 | 11.5 | 2.8 | 3.0 | 7.1 | 7.6 | 2.1 | 2.4 | 9.0 | 9.7 | 9.0 | 18.4 |
| 212 | Type B2 | 2 bed apartment | 2 | E/W | 2 bed | 4 | ground floor | 73.0 | 77.7 | 80.3 | N | N | 30.0 | 31.2 | | 31.2 | 3.6 | 5.2 | 24.4 | 25.0 | 13.0 | 13.1 | 2.8 | 2.8 | 11.4 | 11.9 | 2.8 | 2.9 | | | | | 6.0 | 6.4 | 7.0 | 25.8 |
| 213 | Type B2 | 3 bed duplex | 2 | E/W | 3 bed | 5 | first floor | 90.0 | 115.5 | 99 | Y | N | 34.0 | 39.7 | | 39.7 | 3.8 | 4.0 | 31.5 | 32.4 | 13.0 | 13.2 | 2.8 | 3.1 | 11.4 | 11.5 | 2.8 | 3.0 | 7.1 | 7.6 | 2.1 | 2.4 | 9.0 | 9.7 | 9.0 | 18.4 |
| 214 | Type B1 | 2 bed apartment | 2 | E/W | 2 bed | 4 | ground floor | 73.0 | 77.7 | 80.3 | N | N | 30.0 | 31.2 | | 31.2 | 3.6 | 5.2 | 24.4 | 25.0 | 13.0 | 13.1 | 2.8 | 2.8 | 11.4 | 11.9 | 2.8 | 2.9 | | | | | 6.0 | 6.4 | 7.0 | 25.8 |
| 215 | Type B1 | 3 bed duplex | 2 | E/W | 3 bed | 5 | first floor | 90.0 | 115.5 | 99 | Y | N | 34.0 | 39.7 | | 39.7 | 3.8 | 4.0 | 31.5 | 32.4 | 13.0 | 13.2 | 2.8 | 3.1 | 11.4 | 11.5 | 2.8 | 3.0 | 7.1 | 7.6 | 2.1 | 2.4 | 9.0 | 9.7 | 9.0 | 18.4 |
| 216 | Type B2 | 2 bed apartment | 2 | E/W | 2 bed | 4 | ground floor | 73.0 | 77.7 | 80.3 | N | N | 30.0 | 31.2 | | 31.2 | 3.6 | 5.2 | 24.4 | 25.0 | 13.0 | 13.1 | 2.8 | 2.8 | 11.4 | 11.9 | 2.8 | 2.9 | | | | | 6.0 | 6.4 | 7.0 | 25.8 |
| 217 | Type B2 | 3 bed duplex | 2 | E/W | 3 bed | 5 | first floor | 90.0 | 115.5 | 99 | Y | N | 34.0 | 39.7 | | 39.7 | 3.8 | 4.0 | 31.5 | 32.4 | 13.0 | 13.2 | 2.8 | 3.1 | 11.4 | 11.5 | 2.8 | 3.0 | 7.1 | 7.6 | 2.1 | 2.4 | 9.0 | 9.7 | 9.0 | 18.4 |

## Schedule of Accommodation - Housing Quality Assessment

COADY ARCHITECTS

FILE NAME: DEV-COA-00-XX-RP-A-0502
PROJECT: Devoy Barracks, Naas, Co Kildare
JOB NO.: 2569
DATE: Apr-22

| Revisions | By / Date | | Description |
|---|---|---|---|
| **P04** | 10/09/2020 | | Planning boundary amended. Area of creche updated. |
| **P05** | 24/02/2021 | | Updated schedule due to density increase. |
| **P06** | 26/03/2021 | | Issued for Planning |
| **P07** | 06/04/2021 | | Issued for Planning |
| **P08** | 08/04/2021 | | Issued for Planning |
| **P09** | 01/10/2021 | | Draft issued for Planning |
| **P10** | 15/10/2021 | | Issued for pre-application |
| **P11** | 06/04/2022 | | Issued for Planning |

| General | | | | | | | | | | | | | Living | | | | | | Bedrooms | | | | | | | | | | | | Storage | | External | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unit Number | Unit Type | Unit Description | Unit Aspect 1 = s, 2 = d, 3 = t | Orientations | Bedroom Count | Bedspaces | Access Level | Minimum Gross Internal Area Required (sq.m.) | Gross Internal Area Provided (sq.m.) | Minimum Gross Internal Area Required including 10% m2 | Apartment Size >10% | Part V Allocation | Aggregate Living Dining Kitchen Area Required (sq.m.) | Aggregate Living Dining Kitchen Area Provided (sq.m.) | Minimum Main Living Room Required (sq.m.) | Main Living Room Provided (sq.m) | Living Dining Kitchen Area Width Required (m.) | Living Dining Kitchen Area Width Provided (m.) | Aggregate Bed Area Required (sq.m.) | Aggregate Bed Area Provided (sq.m.) | Bedroom 1 Area Required (sq.m.) | Bedroom 1 Area Provided (sq.m.) | Bedroom 1 Width Required (m.) | Bedroom 1 Width Provided (m.) | Bedroom 2 Area Required (sq.m.) | Bedroom 2 Area Provided (sq.m.) | Bedroom 2 Width Required (m.) | Bedroom 2 Width Provided (m.) | Bedroom 3 Area Required (sq.m.) | Bedroom 3 Area Provided (sq.m.) | Bedroom 3 Width Required (m.) | Bedroom 3 Width Provided (m.) | * Aggregate Storage Area Required (sq.m.) | Aggregate Storage Area Provided (sq.m.) | Aggregate Private Open Space Required (sq.m.) | Aggregate Private Open Space (sq.m.) |
| 218 | Type B1 | 2 bed apartment | 2 | E/W | 2 bed | 4 | ground floor | 73.0 | 77.7 | 80.3 | N | N | 30.0 | 31.2 | | 31.2 | 3.6 | 5.2 | 24.4 | 25.0 | 13.0 | 13.1 | 2.8 | 2.8 | 11.4 | 11.9 | 2.8 | 2.9 | | | | | 6.0 | 6.4 | 7.0 | 25.8 |
| 219 | Type B1 | 3 bed duplex | 2 | E/W | 3 bed | 5 | first floor | 90.0 | 115.5 | 99 | Y | N | 34.0 | 39.7 | | 39.7 | 3.8 | 4.0 | 31.5 | 32.4 | 13.0 | 13.2 | 2.8 | 3.1 | 11.4 | 11.5 | 2.8 | 3.0 | 7.1 | 7.6 | 2.1 | 2.4 | 9.0 | 9.7 | 9.0 | 18.4 |
| Total | | | | | | | | | | | 122 | 46 | | | | | | | | | | | | | | | | | | | | | | | | |

| Notes | |
|---|---|
| 1 | For Unit Type F1, F2 & F3 (house dwelling ), DoHPLG Min Area refer to the standard set out in the document by Department of Environment, Heritage and Local Government, Quality housing for Sustainable Communities - Best Practice Guidelines for Delivering homes, Sustaining Communities (2007) |
| 2 | For the Storage of Unit Type F1, F2 & F3 (house dwelling), DOHPLG Min. Area refer to the Table 17.4 as set out in the Kildare County Development Plan 2017-2023 |
| 3 | For unit Type A2, A3, B1, B2, C1, C2, D2, E1, E2, K1, K2, L1. L2, X1. X2. X3. X4. X5. X6 amd X7 (apartment/duplex dwellings), DoHPLG Min Area refer to the standard set out in the document by Department ofhousing , Planning and Local Government, Sustainable Urban housing: Design Standards for New Apartments - Guidelines for Planning Authorities (2020) |

## Schedule of Accommodation - Housing Quality Assessment

COADY ARCHITECTS

FILE NAME: DEV-COA-00-XX-RP-A-0502
PROJECT: Devoy Barracks, Naas, Co Kildare
JOB NO.: 2569
DATE: Apr-22

| Revisions | By / Date | Description |
|---|---|---|
| **P04** | 10/09/2020 | Planning boundary amended. Area of creche updated. |
| **P05** | 14/09/2020 | Creche Bicycle parking updated. |
| **P06** | 24/02/2021 | Updated Schedule due to increase of units. |
| **P06** | 04/03/2021 | Amended parking provision. |
| **P07** | 26/03/2021 | Issued for Planning |
| **P08** | 06/04/2021 | Issued for Planning |
| **P09** | 08/04/2021 | Issued for Planning |
| **P10** | 01/10/2021 | Draft issued for Planning |
| **P11** | 15/10/2021 | Issued for pre-application |
| **P12** | 06/04/2022 | Issued for Planning |

**SUMMARY**

| Unit Type | Unit Description | Quantity Blocks | Quantity 1 Bed Units | Quantity 2 Bed Units | Quantity 3 Bed Units | Overall Units |
|---|---|---|---|---|---|---|
| **Unit Type A2** | 1 Bed Apartment + 2 Bed Duplex Over | 5 | 5 | 5 | | 10 |
| **Unit Type A3** | 1 Bed Apartment + 2 Bed Duplex Over | 14 | 14 | 14 | | 28 |
| **Unit Type B1** | 2 Bed Apartment + 3 Bed Duplex Over | 4 | | 4 | 4 | 8 |
| **Unit Type B2** | 2 Bed Apartment + 3 Bed Duplex Over | 4 | | 4 | 4 | 8 |
| **Unit Type C1** | 2 Bed Duplex + 2 Bed Duplex Over | 3 | | 6 | | 6 |
| **Unit Type C2** | 2 Bed Duplex + 2 Bed Duplex Over | 2 | | 4 | | 4 |
| **Unit Type D2** | 2 no. x 1 Bed Apartment + 2 Bed Duplex Over | 1 | 2 | 1 | | 3 |
| **Unit Type E1** | 2 no. x 2 Bed Duplex + 2 Bed Apartment Over | 4 | | 12 | | 12 |
| **Unit Type E2** | 2 no. x 2 Bed Duplex + 2 Bed Apartment Over | 2 | | 6 | | 6 |
| **Unit Type F1** | 3 Bed House | 38 | | | 38 | 38 |
| **Unit Type F2** | 3 Bed House (End of Terrace side entry) | 3 | | | 3 | 3 |
| **Unit Type F3** | 3 Bed House (End of Terrace side entry) | 1 | | | 1 | 1 |
| **Unit Type F4** | 3 no. x 2 Bed Apartments | 3 | | 9 | | 9 |
| **Unit Type K2** | 3 no. x 2 Bed Apartments | 3 | | 9 | | 9 |
| **Unit Type L1** | 2 Bed Duplex + 1 Bed Apartment Over | 19 | 19 | 19 | | 38 |
| **Unit Type L2** | 2 Bed Duplex + 1 Bed Apartment Over | 4 | 4 | 4 | | 8 |
| **Unit Type X** | Apts over creche - 20 no. x 1 Bed + 8 no. x 2 Bed | 1 | 20 | 8 | | 28 |
| **Total** | | **111** | **64** | **105** | **50** | **219** |

| Notes |
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