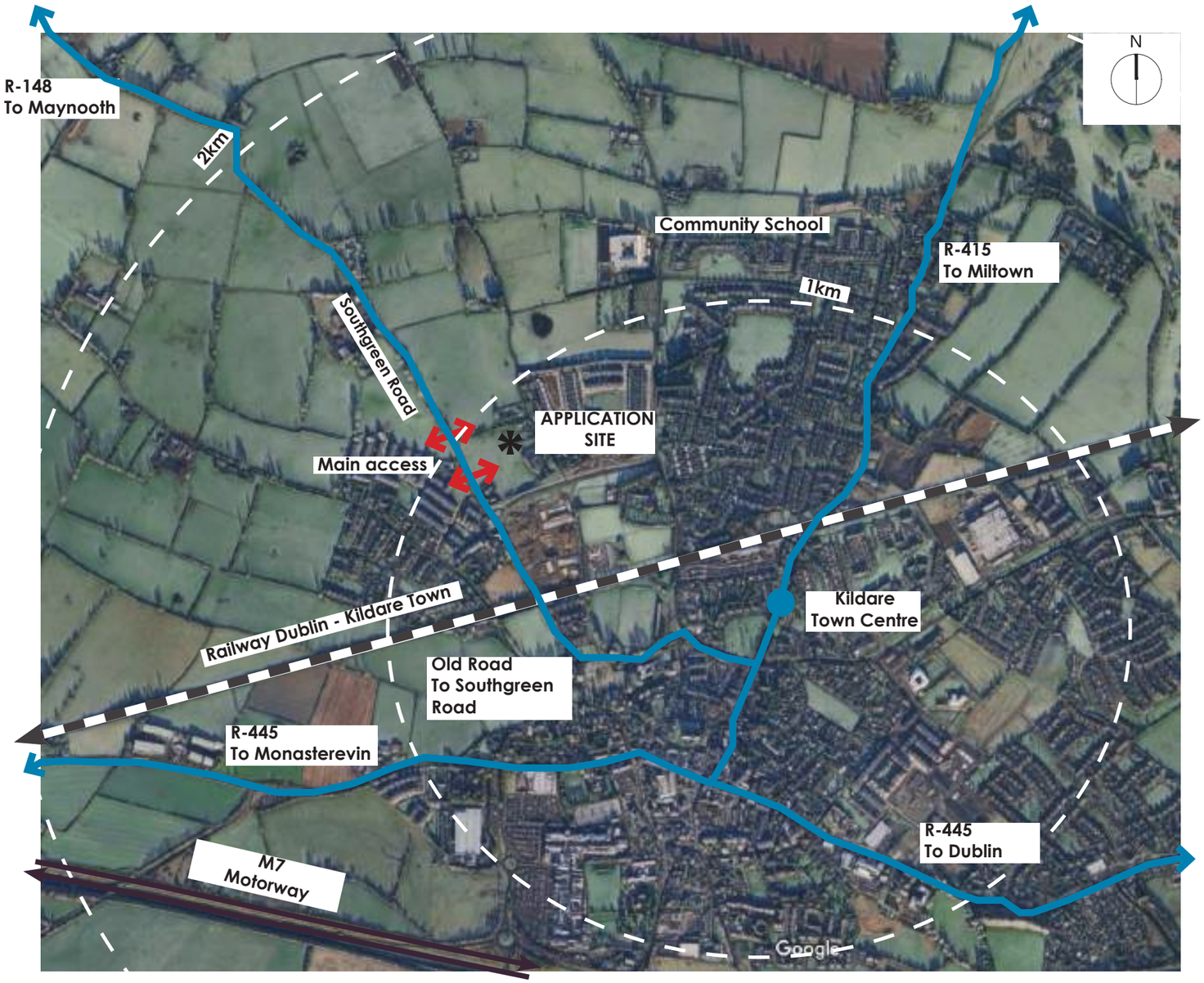


Fig 21.- Ariel view oshowing the site in its local context, including main connections and Kildare Town Centre. Source: MCORM 2026

Main road route across the development
Main pedestrian and cycling routes
Pedestrian/cycling link to Southgreen Road/Old Road
Potential future link to adjacent Old Road/Future Greenway
Main access and Egrees point
Potential future link to adjacent residential zoned lands
Focal Building
Creche Location

3.2 CONNECTIONS

The proposed development will be accessed via Southgreen Road As indicated opposite, the subject site is located in north of Kildare town's centre, clearly defined by the Southern Link Road, Old Road and Southgreen Road, in addition in close proximity to the Dublin - Galway/ Cork/Limerick railway track along the southern edge of the proposed development..

The two site entrance junctions have been strategically located to provide safe access and egress to the residents of Walkers Gate and the proposed development, as well as those commuting on the Southgreen Road. The design and position has been designed as the optimum location for the access to the scheme.

The scheme design provides a strategic pedestrian / cycle route north of the proposed development travelling east / west along the north as part of the proposed greenway as identified within the Kildare Transport Map of the Kildare Town LAP. A secondary route connecting the proposed development to the southern ring road is also proposed. Upgrade proposals of cycle infrastucture for Southgreen Road is also included within the application

The proposed development will therefore significantly improve the connectivity of the area; providing the residents and visitors to the subject site with access to its amenity spaces and routes through the proposed development to the adjoining residential developments / future developable areas. Pedestrian and cycling connections to the town centre will also be improved with the provision of these linkages.

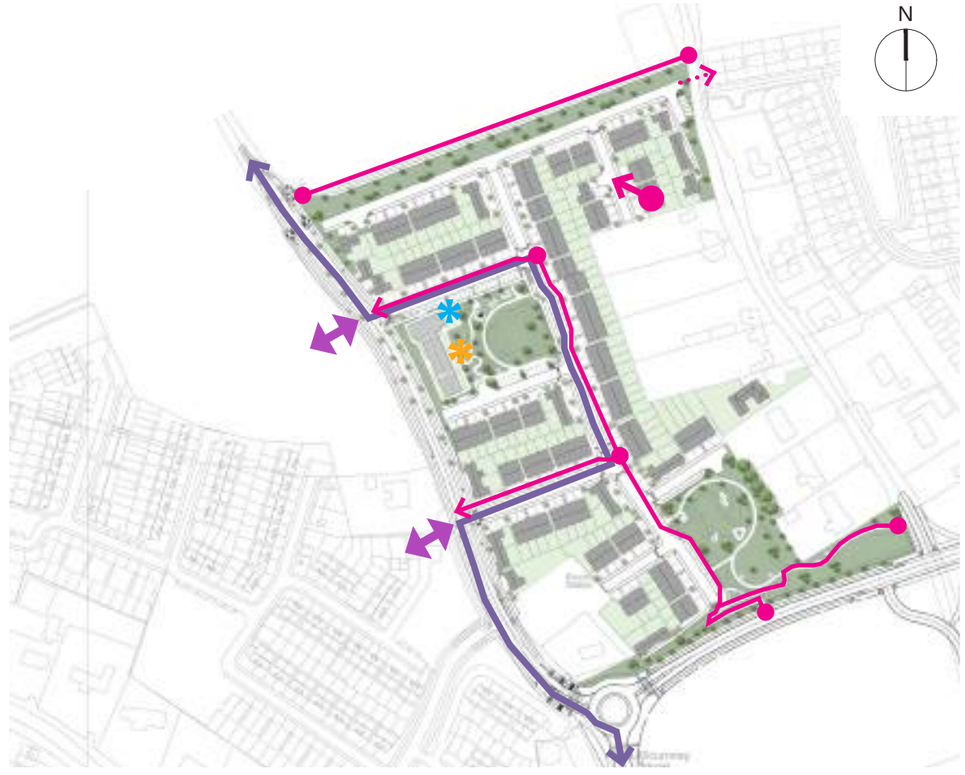


Fig 22.- Diagram of Site Layout and connections illustrating inner permeability of the scheme and linkages to adjacent lands and estates. Source: MCORM 2026

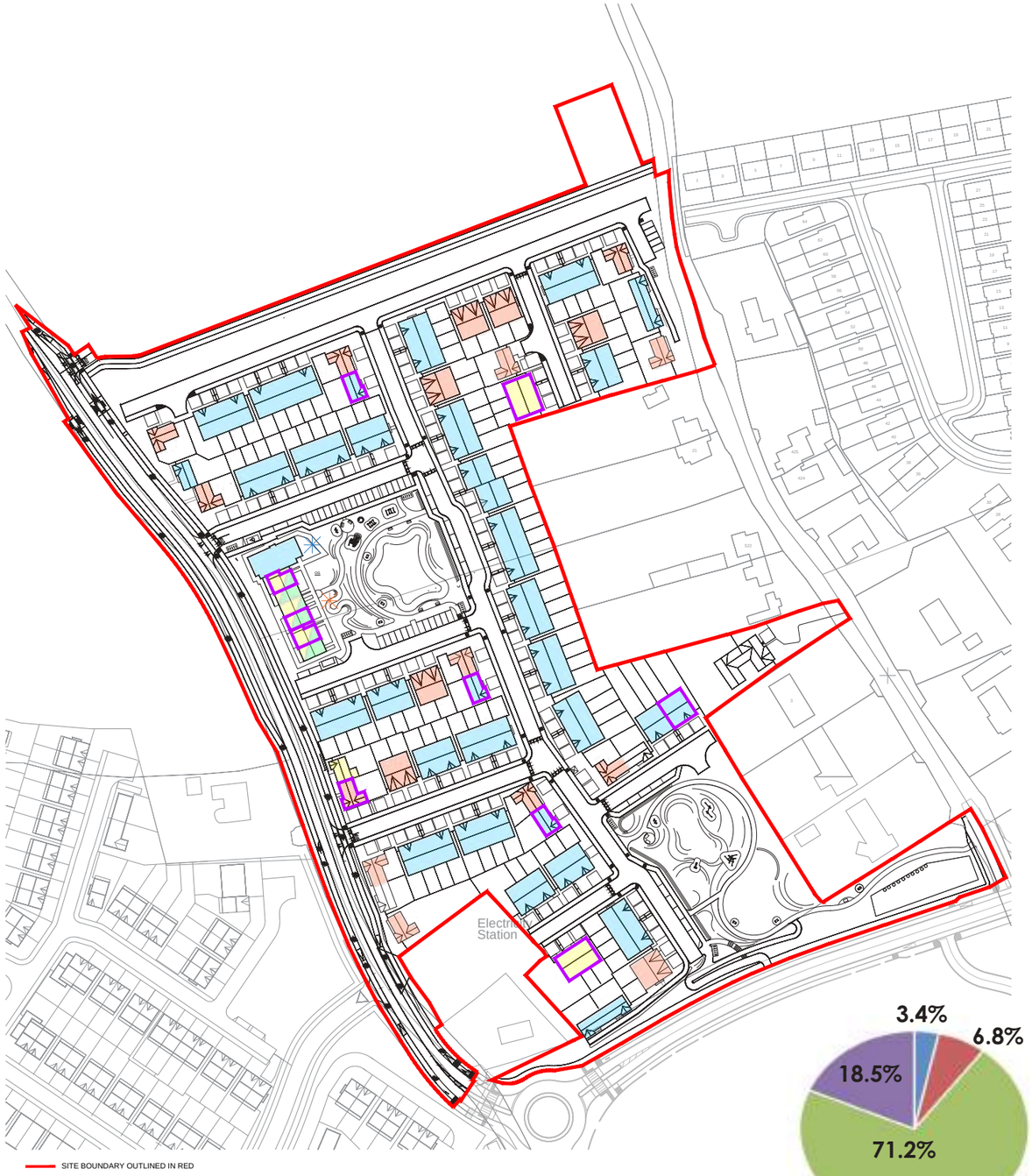


Fig 23.- Housing mix site plan. Source: MCORM 2026

3.3 INCLUSIVITY

It is the policy of Kildare County Council to promote varied and inclusive residential communities with a wide range of typologies to cater for a diversity of residents and households (Kildare County Development Plan, HO P7)

In line with the above, this 146-homes' scheme provides a generous mix of typologies (houses, duplexes and apartments) and dwelling sizes (1 to 4-bed) to enhance Kildare Town's residential fabric and deliver a new resilient community at the northern area of the town. This residential mix delivers a variety of 2-storey terraced houses, semi-detached houses, and 2-storey and 3-storey own-door multi-unit block (apartments & duplexes),

The development also provides grounds for inclusive community in terms of universal access throughout the public realm - please refer to Hayes-Ryan landscape design documents - and entrances to all houses and own-door apartments and duplexes. Principles of universal design are also applied in accessible own-door apartments and lifetime adaptable houses to cater for users with a range of disabilities.

The residential mix achieved is illustrated opposite and justified in the Statement of Housing Mix below, as required by Kildare County Council Development Plan (2023-2029) for developments above 10no. units (objective HO O16):

2.3.1 STATEMENT OF HOUSING MIX

The scheme comprises a balanced mix of homes ranging from 1 to 4-bed units provided in 1 and 2-bed own-door apartments, 3-bed own-door duplexes and 2 to 4-bed houses. All houses, own-door apartments and duplexes all dual aspect. Accessible private amenity areas is provided for, in accordance with Kildare County Development Plan standards.

Apartment and Duplex's within Block A will enjoy favourable aspects to maximise sunlight and daylight, along with energy efficiency of the same. Terraced 2 and 3-bed houses contribute to the compact nature and density of the proposed residential environment, while 3-bed and 4-bed semi-detached houses will cater for bigger households.

We respectfully state that the proposed mix, illustrated below, will contribute to a balanced and inclusive community populated by a rich pattern of diverse households, including future adaptability of houses and apartments to function appropriately for users with a range of disabilities. A number of these are designated as Part V dwellings. Universal Access and Design are further addressed in section 3.9 "Adaptability" within this Architectural Design Statement.

Please refer to architect's HQA for complete information on the residential mix and amenity proposed and to the separate Part V document also submitted within this planning application for information on the social/affordable housing provision.

RESIDENTIAL DEVELOPMENT STATISTICS

Dwelling typology	Totals	1-bed	2-bed	3-bed	4-bed
Houses	136 units	-	7	102	27
Duplexes	2 units	-	-	2	-
Apartments	8 units	5	3	-	-
Overall totals	**146 units**	**5**	**10**	**104**	**27**

Fig 24.- Housing mix site table. Source: MCORM 2026

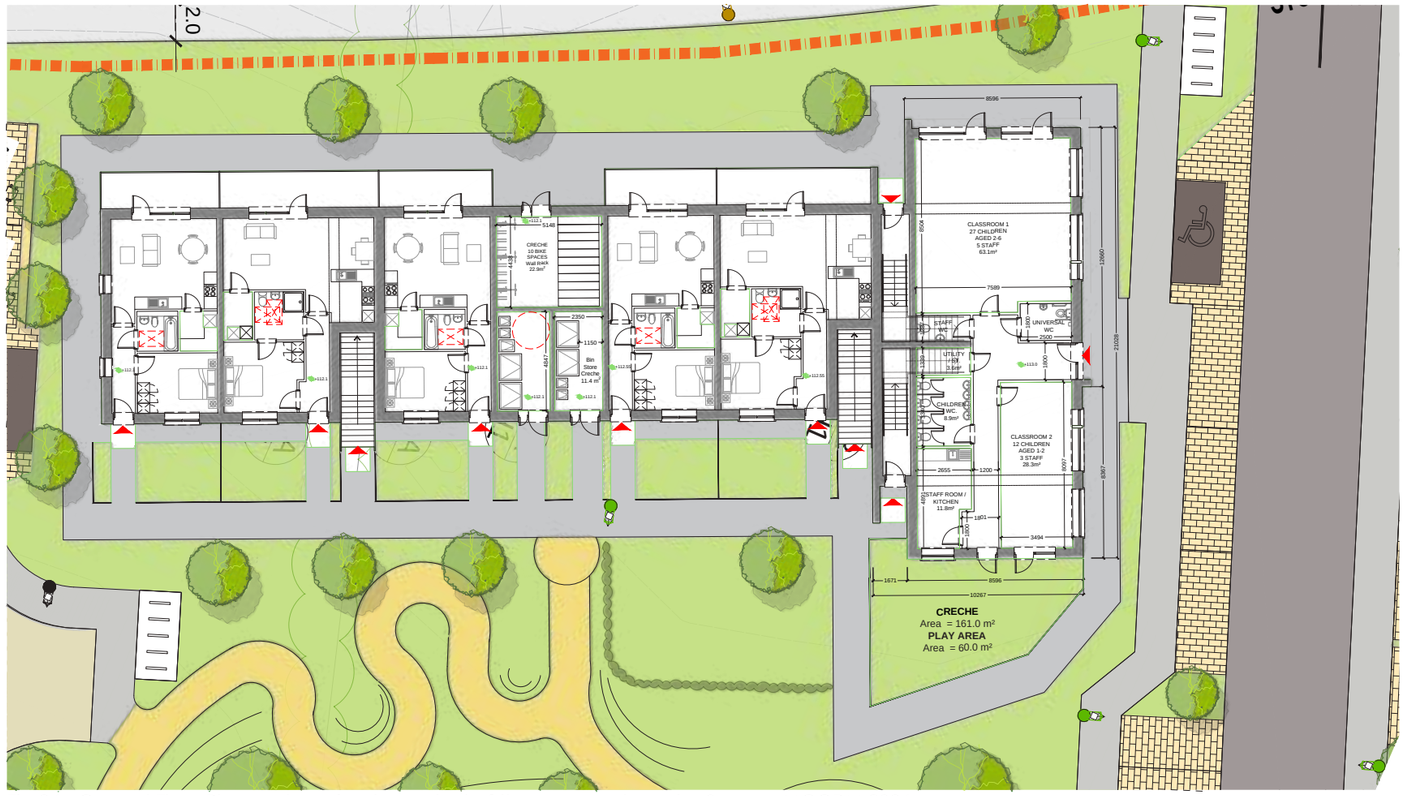


Fig 24.- Ground Floor Plan and proximate context of the proposed creche Source: MCORM 2026



Fig 24.- Proposed creche front elevation. Source: MCORM 2026

2.3.2 CHILDCARE FACILITY

The location of the crèche was chosen following feedback within the Stage II LRD opinion response. In addition, the building acts as a wayfinder at the main access and egress point of the scheme, off Southgreen Road. It enjoys direct access to playgrounds provided within the Public Open Space Lands in the environs of the childcare facility.

The capacity of the crèche has been worked out having regard to the requirements of the Childcare Regulations. The full mix of dwelling types and sizes has been considered. The calculation method is illustrated in the table provided below.

All classrooms and ancillary spaces are arranged in a ground floor layout fully accessible to its outdoor amenity space, which includes a separate playarea and a traffic-calmed urban environment with safe car parking for children drop-off and staff, along with bicycle parking provided in accordance with Kildare County Council standards.

Please refer to architect's drawings 2020 and 2021 for full information about the design and capacity of the crèche.

CRECHE CAPACITY CALCULATION				
1-beds	Excluded			
2-beds	50%	10		
3-beds	100%	104		
4-beds	100%	27		
		141	38	20 childcare places for every 75 dwellings (Childcare Act)
Requirments of Childacre regulations (Childcare Act - Schedule 7 - Minimum Space Requirments)				
0-1 (Babies)	3.7	sqm/child		
1-2 (Wobblers)	2.8	sqm/child		
2-3 (Toddlers)	2.35	sqm/child		
3-6 (Pre-School)	2.3	sqm/child		

CRECHE CLASSROOM LAYOUT				
Room Name	Area	Age Group	Children Calc.	**Children Inditcated**
Classroom 1	28.3	2-3 (Toddlers)	12.04	**12**
Classroom 1	63.1	3-6 (Pre-School)	27.4	**27**
			39.44	**39**

Fig 25.- tables including capacity and classrooms' calculation of the proposed creche. Source: MCORM 2026



Fig 26.- Ariel view and distint open space areas within the residential enviroment. Source: MCORM 2026

3.4 VARIETY

The proposed new residential community will bring a diversity of landscaped open spaces and public areas that will cater for a diverse mix of future users, from children to the elderly, and including population groups with a range of disabilities.

The strategy for the development outlined above in terms of built form and building heights are crucial components of urban design and architecture, influencing the spatial, aesthetic, and functional qualities of the built environment so as to ensure that the proposed pattern of the development sits comfortably within the confines of the site.

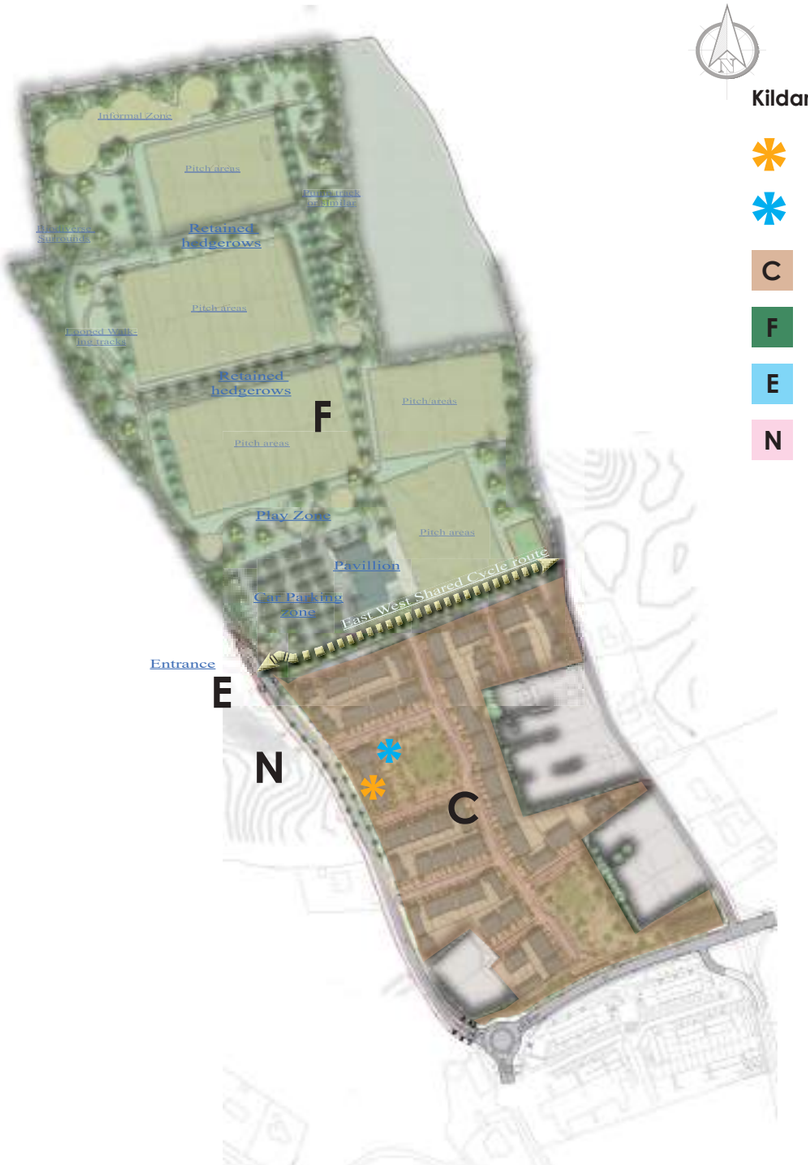
The concentration of two storey dwellings and their physical characteristics and arrangement of dwellings and spaces within the subject site, collectively shape the urban environment in context with its surrounding developments. A single storey unit is proposed facing onto Old Road within the infill portion of the site to keep within the context of the surrounding existing dwellings.

Along with the variety of the built form, the range of street typologies, open spaces and strategic connectivity across the scheme, enabling public use and activity, will boost the typological variety proposed for the development, including terraced and semi-detached houses, apartments and duplexes, from 1 to 4-bed dwellings. The housing clusters, lower building heights and unit type placement affect how people move through and interact within the subject site can create a more intimate, pedestrian-friendly environment. The height of buildings relate to the width of streets and surrounding structures to maintain visual harmony.

In addition, the opportunity for providing a crèche as aprt of a focal building along the main access of the scheme has been fully considered by designing two distinct elements, shown in the CGIs below, which is located at one of the proposed development entrance's and will reinforce the overall architectural and landscaping mix of the scheme, in addition to creating a unique sense of place. This design item will be elaborated upon in more detail in section 3.6. Distinctiveness of this report.

Outline Concept

Residential Development
(LRD Application)
Southgreen Road, Kildare, Co. Kildare
Client : Pouatorle Ltd.



Kildare LAP Zoning Legend, Source: KCC

- Focal Building
- Creche Location
- C — Phase 2 - New Residential
- F — Open Space & Amenity
- E — Community & Education
- N — Neighbourhood Centre

Fig 27.- Site Layout & Outline concept of zoned amenity lands to the north demonstrating compliance with the same.
Source: MCORM/HAYES-RYAN 2026

3.5 EFFICIENCY

Efficiency and delivery of a compact urban form have been key drivers in the design brief since the inception of this project. This has resulted in an efficient low-rise masterplan comprising 146no. homes and a ground floor crèche located within Block A, all within the residential zoned area (C).The residential net density of the development achieves 31.5 dwellings per hectare.

The proposed scheme seeks to promote a sustainable density through careful design which includes the following parameters:

- Delivery of a compact urban form that provides higher density 2-storey buildings of terraced own-door apartments (Block A) with it book-end with a three story element containing a ground floor crèche & 2-storey duplex units above located at prominent location within the development, ensuring adequate overlooking of the central public open space.

  The traditional housing area splits into organic but efficient mid-density cells, following the contours of the existing landscape. They will enjoy individual back gardens in compliance with the private open space requirements of the Kildare CDP.

- The variety of typologies combining in the scheme delivers a sustainable density of 31.5 units per hectare.

- An efficient and DMURS compliant street network, promotes permeability and a pedestrian/cycling friendly public realm within the scheme and to outer locations (Kildare town centre, railway stations). This permeability also extends providing connections to surrounding existing footpath/cycle infrastructure.

The table below summarises main site parameters, with particular attention to efficiency and density:

PROJECT STATISTICS

Overall Site Area	6.138ha	61380sq.m	
Developable Site Area	4.638ha	46384sq.m	
Net Density	**35.1 units per hectare**	**146 homes**	
Plot Ratio (Net)	0.37		
Plot Ratio (Gross)	0.28		
Site Coverage (Net)	17.03%		

Net plot ratio (0.37) and Site Coverage are within parameters envisaged by KCC for a site of similar nature to this planning application: plot ratio within 0.35-0.5 and site coverage below 50%.

Adequate separation and orientation of housing cells maximises sunlight/daylight penetration to dwellings. All duplex units and apartments are dual aspect, in which south-facing balconies with favourable orientations are maximised.





CHARACTER AREA A



CHARACTER AREA B



Fig 28.- Character Area drawing & CGI's of the scheme showing variety and distinctiveness of different streetscapes, residential types and public open spaces across the proposed developmet. Source: MCORM/BIG LOLLY 2026

3.6 DISTINCTIVENESS

The proposed central spine road running north-south naturally divides the development into two distinct precinct or character areas. This element of connectivity clearly sets the division between character area 1 and 2..

Character Area 1 is located west of the proposed central spine road running from north to south, integrated as the most prominent piece of connectivity within the residential environment. It is clearly defined by the main access to the scheme off Southgreen Road and features the crèche, marking the entrance, and focal building, as a way-finder into the residential environment located east of the crèche, which are the most distinct architectural landmarks of the scheme. It is also characterised by the public open spaces of the scheme, illustrated opposite, which is the focal public open space of this character area.

Character Area 2 is defined by the aforementioned spine road and the residential fabric proposed to the right, which is defined by the main road meandering south towards the southern link road and a traffic-calmed and public realm network providing a distinct character and proposed pedestrian/cycle connection opportunities to these lands. A carefully designed home-zone areas is conceived as an informal and environmental street of pedestrian and cycling priority while integrating housing car parking and front gardens into its distinct urban design.

Both character areas enjoy the amenity of large new public open spaces which connects both distinct precincts along the spine road as illustrated below. This clear division results in distinct views across a positive network of streetscapes composed by the proposed residential fabric and land form with the existing natural features of the site retained and integrated in the development.

A character area overview of the scheme, including a variety of building typologies, elevations and materials is provided overleaf. In addition, please refer to section 3.12 of this report for full information of the palette of materials and finishes proposed.

Kildare LAP Zoning Legend, Source: KCC

Character Area A - Buff Brick

Character Area B - Red Brick

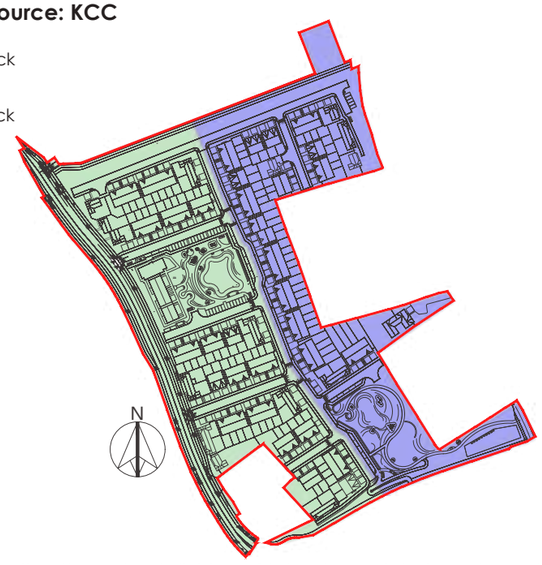


Fig 29.- Character Area Plan indicating the natural division of teh scheme into two character areas divided by the north-south spine road Source: MCORM 2026



Fig 30- Propose Site Layout in the application. Source: MCORM 2026

3.7 LAYOUT

The design approach for the scheme forming part of this application has been prepared as a direct response to the existing context, physical characteristics of the land, site constraints and feedback from the Section 247 & Stage II LRD meetings. It is considered that the lands provide an opportunity to deliver a high quality housing development which will respect the amenity of existing residential neighbourhoods and which will enhance the existing amenities, through the provision of a strong pedestrian links and diverse public open spaces.

The layout which emerged from the design development process in response to the site constraints, these have created the opportunity to develop a fluid layout in terms of footprint of the housing clusters. The housing cell arrangement is designed to create public open spaces which interact with the units but also with the adjoining developments by creating pedestrian links and future potential links. The orientation of cell 1, 2, 3 and 4 are such to create a street frontage long the Southgreen road & Southern internal link road to improve the street-scape.

The proposal endeavours to enhance the interaction with current context to the South and provide possible future connectivity to the North which lands are to be ceded to KCC. In all instances the amenity of existing residents is respected by providing separation distances which are proportionate to the compact settlement guidelines and orientating the units to eliminate any direct overlooking.

Two vehicular access points are proposed from the Southgreen road. A new section of public footpath and pedestrian crossing connecting back into the exiting public footpath infrastructure is proposed along the eastern boundary south of the main access point increasing cycle and pedestrian permeability north towards future amenity zoned lands. Connections north-south and east-west within the scheme is designed to increase permeability through the site from the adjoining developments while the internal access road is designed to promote more social/intimate home-zones branching off to reduce traffic throughout the scheme.

Open spaces of different character and exposure, with one providing an appropriate space to serve various purposes, from offering recreational opportunities to enhancing the visual appeal, promoting environmental sustainability, and the other providing a more secure and secluded open space with connection linking the subject site to Old Road and future green-way.

The scheme has adapted to existing contours throughout the subject site and is stepped back from the southern and western embankment to deliver an adequate relationship between houses and Old Road future green-way in terms of overlooking and potential pedestrian links which within the context of its surroundings fits well within this subject site, levels and ridge heights of units are varied to create slight variance of elevations and visuals throughout the site.

The design concept for the western boundary of the site fronting onto the Southgreen road is designed to future strengthen the street-scape and provide further passive surveillance along Southgreen Road.

We note that the heights proposed are broadly in line with the other local and existing developments and that the proposed heights are both justifiable and appropriate for the character of the future residential and retail developments in the vicinity, particularly when considered in the context of the site been zoned as consolidation with no other zoned residential land surrounding the site.



Fig 31- Propose CGI of public open space 1. Source: MCORM/BIG LOLLY 2026

3.8 PUBLIC REALM

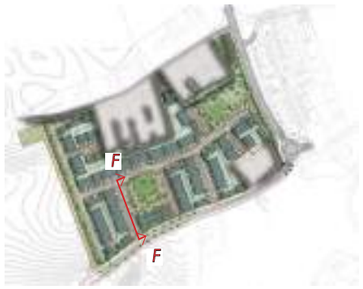
The open space distribution has evolved to form a comprehensive integral part of the scheme design, with a principal open space centrally located within the development and a large open space located to the southern end of the development. Both open spaces have passive supervision from surrounding internal roads and dwellings following feedback from Kildare County Council post Section 247 & LRD Stage II meetings and further coordination between design team members..

Within each open space zone, a sequence of areas, spatially defined by the surrounding buildings providing passive surveillance, allows for views to be funnelled to key open space features, each open space offering a breathing space / destination at the end of the linking pathways and facilitates a pleasant journey through the sweeping curved pathways and the sculpted topography.

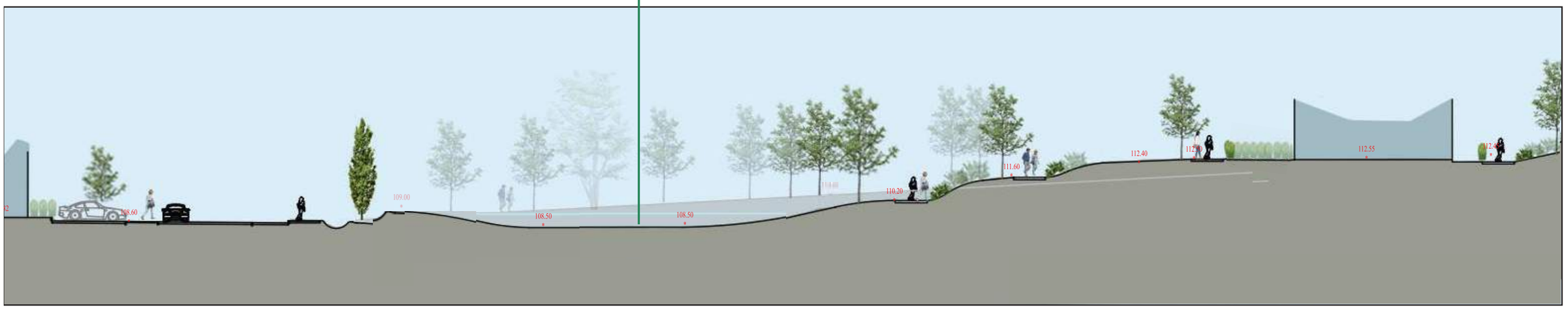
The objective of two substantial open space designs is to a achieve a balance between optimum circulation routes, incorporation of detention basin volumes and levels as required by engineers, allow for space for informal kick-about activity, and natural play zones with associated areas for passive supervision / social interaction.



Image of one of the play areas proposed with the souther public park



Key Plan - Section F-F



Section E-E'

Scale 1 : 250 at A3

Fig 32- Propose Site Section in the application. Source: MCORM/HAYES-RYAN 2026

PUBLIC - COMMUNAL OPEN SPACE LAYOUT

Highlighted open space areas, both public and communal, are provided within residential zoned land which immediately adjoin and extend into expansive public open spaces within open space zonings.





Fig 33- Open Space story telling diagram. . Source: MCORM/HAYES-RYAN 2026



Fig 24.- Site Plan indicating the variety in size of dwekkings proposed, allowing to move house with the schem if household needs change throughout lifetime. Source: MCORM 2026

3.9 ADAPTABILITY

The proposed development includes an inherent ability to copy with change and is adaptable to changing contexts and occupant requirements. In accordance with Objective HO O15 of the Kildare County Development Plan 2023-2029, the proposed development has been carefully designed to provide an appropriate mix of typologies and in accordance with principles of Universal Design for residential use.

The proposed development provides a generous mix of typologies (houses, duplexes and apartments) and dwelling sizes (one, two, three and four-bedroom units). Part V dwellings are distributed appropriately throughout the scheme, designed to align with KCC design standards.

The excellent variety of unit types available will allow people stay within the community for long term. The range of unit sizes proposed, (illustrated below), will allow people to move within the scheme to a larger or smaller dwelling as their needs change over time. (For example, younger occupants may wish to "trade-up" or older residents may wish to "trade-down".)

All residential units have been designed to successfully cope with change and adapt to future household needs. All homes are designed applying Technical Guidance Documents (i.e. TGD Part M), best-practice guidelines and current housing standards, with a cohert of specifically selected principles of universal design for proposed units , as well as lifetime adaptable homes.

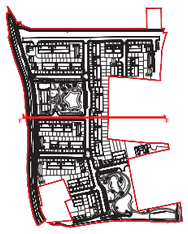
All buildings will use construction methods ensuring they are capable of modification to suit the needs of the end user over time. Furthermore, internal alterations and/or extensions to the rear or into attic spaces will be possible should occupiers desire to expand their available space in the future. (Subject to the necessary statutory consents or adherence to the exempted development regulations.)



Fig 35.- Plans & section of terrace house indicating dedicated rooms for storage, including attic, accessed via a folding stairs for long-term storage, as envisaged by Kildare County Development Plan - Housing Design Standards Source: MCORM 2026



Dual-aspect buildings comprising own-door apartments/ duplexes with directly accessible private amenity



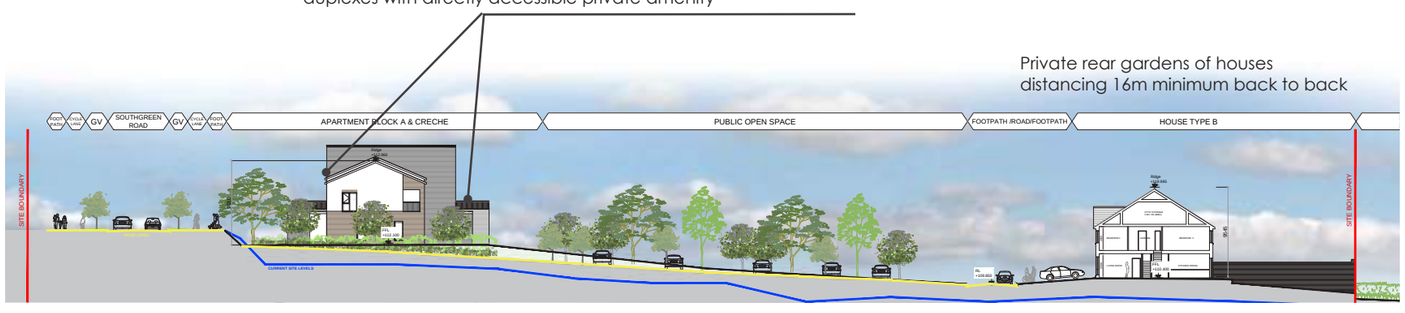


Fig 36.- Section illustrating rear private gardens of houses and dual aspect of multi-unit Block A - Source MCORM 2026

3.10 PRIVACY AND AMENITY

Every residential dwelling proposed in the scheme, regardless of its size or typology, will have an accessible area of directly-accessible private open space to enjoy. Entrances to apartments, duplexes and houses are well-defined with a semi-private transition zone, designed as a soft-landscaped buffer, including hedgerows for privacy where required. Individual terraced areas will be provided for all ground floor units. Similarly, generous terraced areas are provided to serve the duplex dwellings overhead.

All private terraces and balconies for apartments and duplexes are directly accessible from internal layouts and will comply with the minimum standards outlined in Kildare CDP. All houses have generous private rear gardens, which are compliant in size and design, as per the standards outlined in Kildare County Development Plan (2023-2029). Apartments and duplexes will also be served by communal open space, well-integrated within the overall landscaped space network, as shown in previous section 3.7.

In addition, both houses and apartments will be served by storage areas dimensioned according to Kildare CDP standards. At house types, required storage is mainly provided at floor level. In addition, attic space is also designated for long-term storage, which contributes to maximising living and bedroom areas.

Unit Type	Private Open Space
Studio	4 m^2
One Bedroom	5 m^2
Two Bedrooms	6 m^2
Three Bedrooms	7 m^2
Four Bedrooms or more	9 m^2

Unit Type (House)	Floor Area	Storage Area	Minimum Private Open space
One bedroom	55m^2	3m^2	48m^2
Two Bedroom	85m^2	6m^2	55m^2
Three Bedroom	100m^2	9m^2	60m^2
Four Bedroom	110m^2	10m^2	75m^2*

Figure 2. Minimum floor and private amenity areas for houses and apartments. Source: Kildare Development Plan (2023-2029) & Design Standards for New Apartments. Source: MCORM, 2023.

Minimum storage space requirements

Studio	3 sq m
One bedroom	3 sq m
Two bedrooms (3 person)	5 sq m
Two bedrooms (4 person)	6 sq m
Three or more bedrooms	9 sq m

Minimum floor areas for communal amenity space

Studio	4 sq m
One bedrooms	5 sq m
Two bedrooms (3 person)	6 sq m
Two bedrooms (4 person)	7 sq m
Three bedrooms	9 sq m

Figure 3. SMinimum floor and storage areas for houses and apartments. Source: Design Standards for New Apartments (2020). Source: MCORM, 2023.

Please refer to architect's drawings and HQA for detailed information on residential units, and provision of car and bicycle parking. All car parking for houses is provided on curtilage with possibility for EV charging direct connection. EV chargers will also be provided for a number of communal spaces serving Block A.

Legend - Car Parking

- Houses
- Visitor
- Apartment Block A
- Creche

Visitor bicycle parking highlighted in red
Please refer to architect's planning drawings for details of quantum and location of bicycle parking serving the residential units and creche.



Fig 37.- Site Parking Plan - Source MCORM 2026

3.11 PARKING

The applicant and overall design team take cognizance of the new approach to parking standards envisaged in the Kildare Development Plan (2023-2029), which sets maximum ratios for residential car parking. In addition, this application has full awareness of Council´s policy in terms of maximizing pedestrian and cycling linkages to the town centre and public transportation hubs, along with enhancing bicycle parking facilities.

Therefore, the development has been designed in so far that each dwelling will have 2 spaces which one can be used for private visitor parking at times, as follows:

CAR PARKING

CAR PARKING PROPOSED			
Houses	2no. per unit	252	Surface curtilage parking
Houses	2no. per unit	20	Surface off curtilage parking
Own-door Apartments & Own-door Duplex Apartments	1.5 no. per unit (including visitor parking @ 1 per 5 dwellings)	18	Surface
Additional visitor parking	1 per 10 dwellings(136no. houses) including 1 universal space	15	Surface, taken-in-charge
Creche Parking	1 per 2 staff & 1 per 4 children + 1 universal space	16	Surface

Total	**321**	

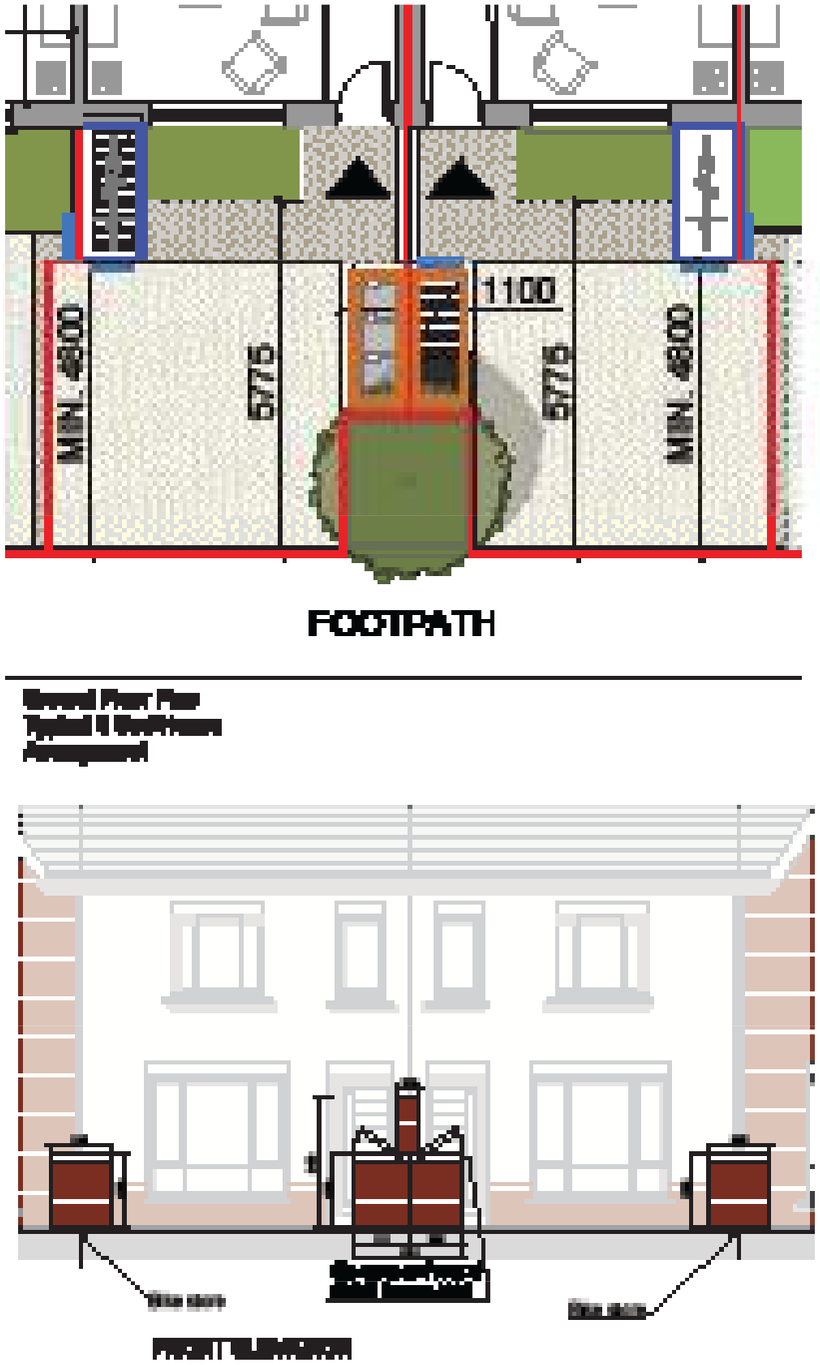
BICYCLE PARKING

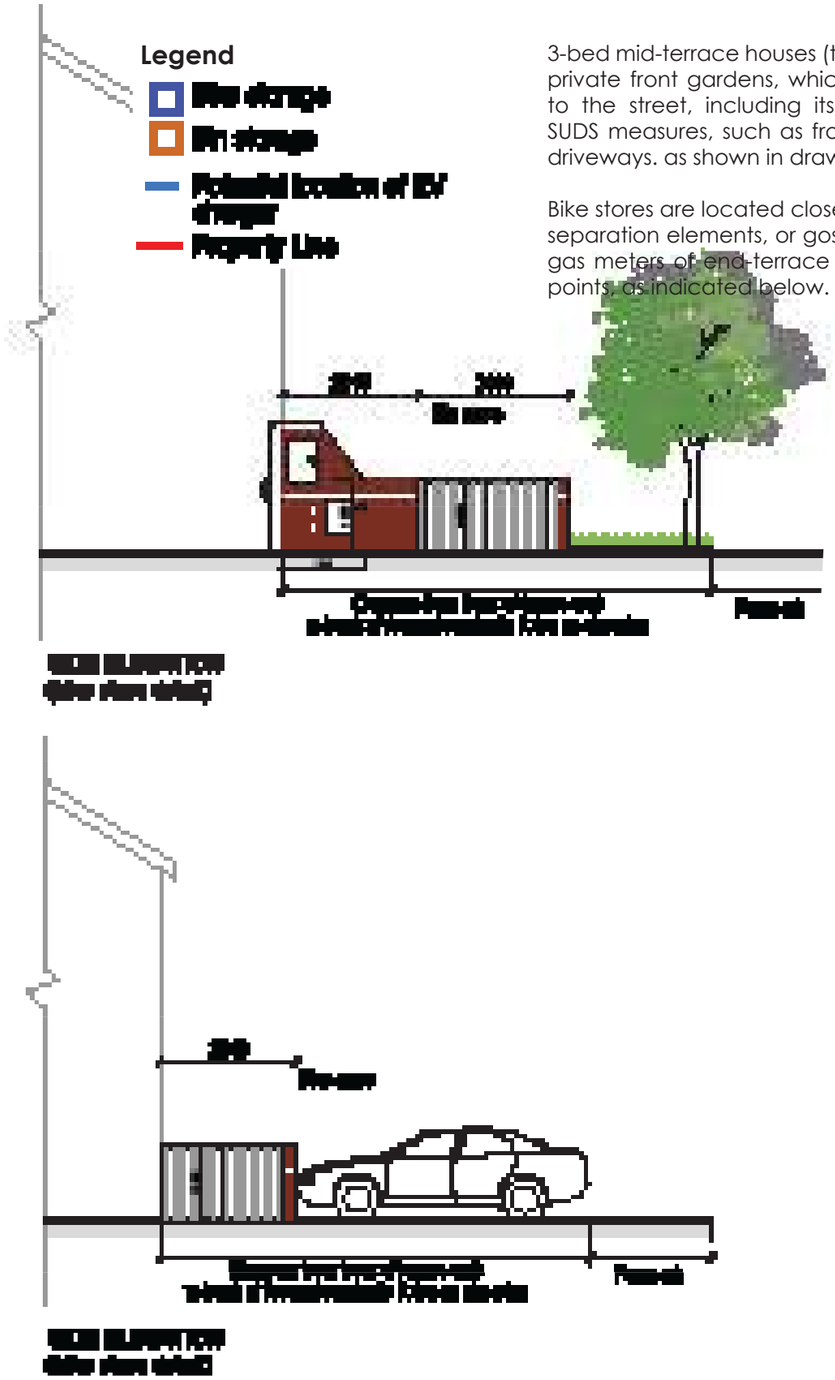
BICYCLE PARKING PROPOSED			
Apartments & Duplex Apartments	1no. per bed for residents	17	Secure in sheltered communal facility
	1no. per 2 unit for visitors	5	Surface (Sheffield stands)
Houses	1no. per bed for residents	428	Secure within curtilage
Aditional visitor parking	Provided across the development in public open space areas	67	Surface (Sheffield stands)
Creche	Staff & Children	10	Secure in sheltered communal facility
	Total	**527**	

Please also refer to architect's HQA and planning drawings for detailed information on designated car and bicycle parking for all residential units, including Part V dwellings, and crèche.

The images below provide reference on how the proposed site layout facilitates sustainable mobility in the form of bikes and electric vehicles. While resident bike spaces are in communal secured and sheltered within the footprint of block A, visitor spaces are integrated in the public realm in the form of Sheffield stands both proximate to residential buildings and areas of attraction and public gathering at public realm areas and throughout the southern strategic amenity lands. All communal and taken-in-charge car parking areas, along with public bicycle parking spaces, have been designed in close coordination with Hayes-Ryan Landscape Architecture and WM Consulting Engineers.

Front garden/parking arrangement
3-bed mid-terrace houses

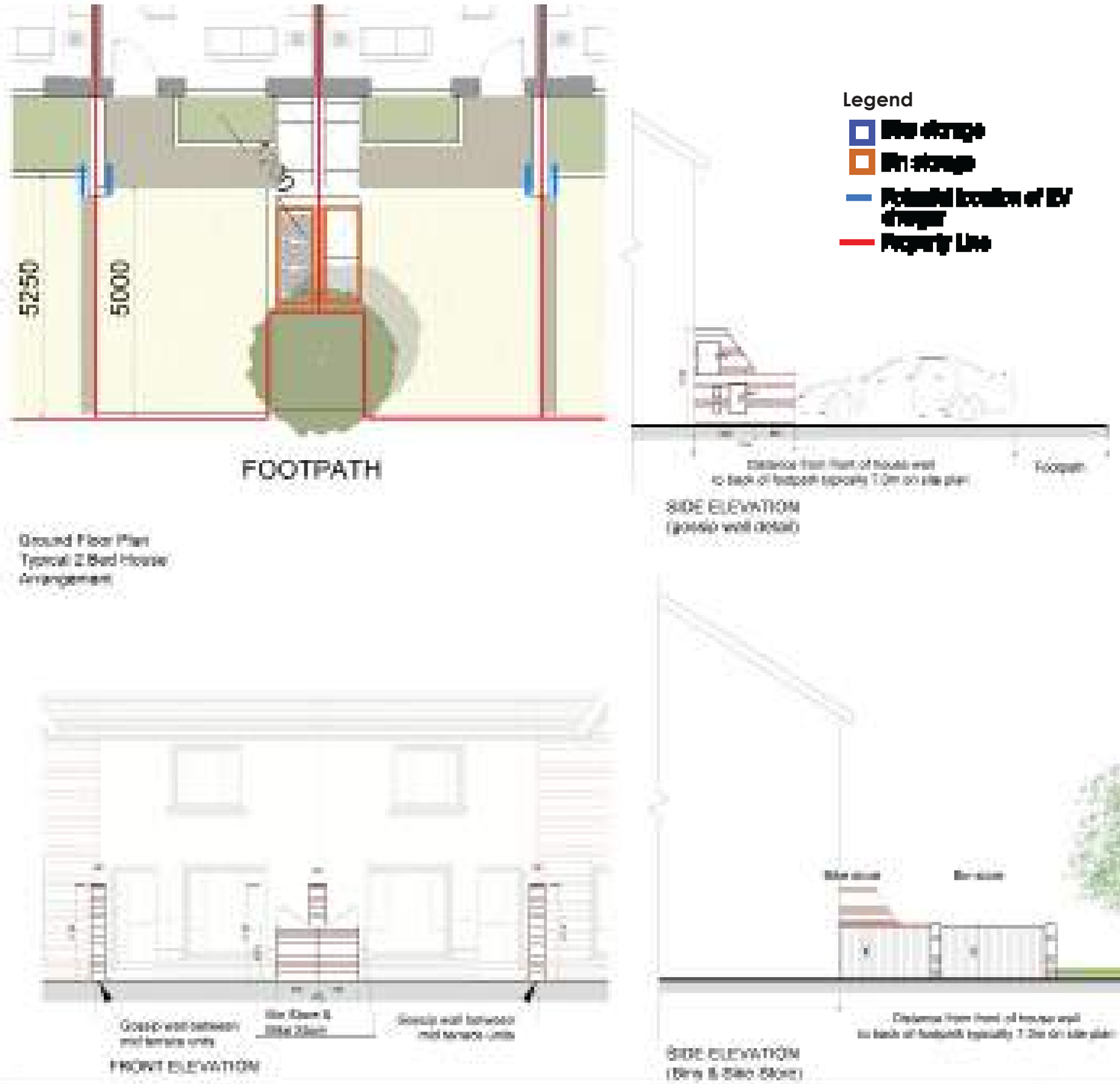




3-bed mid-terrace houses (types B) are provided with dedicated bike and bin stores at their private front gardens, which are designed in integration with the overall house frontage to the street, including its elevation, permeable-paved car parking space and local SUDS measures, such as front planting and taken-in-charge, tree pits between individual driveways. as shown in drawings provided.

Bike stores are located close to the individual entrance of each house and also function as separation elements, or gossip walls, to ensure a degree of privacy and integrate ESB and gas meters of end-terrace dwellings, along with the potential installation of EV charging points, as indicated below.

Fig 38.- Plans and Elevations of front garden arrangments and bin/bike stores - Source MCORM 2026



Front garden/parking arrangement
2-bed mid-terrace houses

2-bed mid-terrace houses (types E) are provided with dedicated bike and bin stores at their private front gardens, which are designed in integration with the overall house frontage to the street, including its elevation, permeable-paved car parking space and local SUDS measures, such as front planting and taken-in-charge and tree pits between individual driveways, which line with the proposed stores. Bike stores are located in close proximity with the entrance of each mid-terrace 2-bed house. Gossip walls located opposite separate mid from end-terrace houses and accommodate ESB and Gas meters, along with potential EV chargers.

Fig 39.- Plans and Elevations of front garden arrangments and bin/bike stores for 2-bed mid terrace houses - Source MCORM 2026



Figure 4. Reference image of EV charging point installed outside a public footpath. Please note that the on-street parking proposed can be in a parallel or perpendicular arrangement. Source: MCORM, 2023.

Legend

- Underground ducting for EV charging
- Potential locations of EV charging points (300x300mm)
- Indicative standardised car parking space: 2.5x5m



Fig 40.- Ground Floor Plan of Block A indicating how residential on street parking is future proofed for EV charging points - Source MCORM 2026

Approach to Electric-Vehicle Parking

On-street parking

TM O117	Support the Government's targets for electric vehicles on roads by prioritising parking for Electric Vehicles (EVs) in central locations, by supporting the provision of charging facilities on public and private land. Ensure a future proofed approach to the rollout of EV charging infrastructure by means of planning decisions by applying the following requirements of the EU (Energy Performance of Buildings) Regulations
	2021 (S.I. 393 2021) for Electric Vehicle recharging infrastructure: • New buildings or buildings undergoing major renovations (other than a dwelling) shall install at least one recharging point and ducting infrastructure for at least one in every 5 car parking spaces to enable the subsequent installation of recharging points for electric vehicles. • New buildings or buildings undergoing major renovations (containing one or more than one dwelling), which has more than 10 car parking spaces, shall install ducting infrastructure for each car parking space to enable the subsequent installation of recharging points for electric vehicles.

As stated in objective TM O117 of Kildare County Development Plan (2023-2029) provided above, all car parking provided for Blocks A-F and Crèche will be served by underground ducting (charging infrastructure) running below lands non-taken-in-charge by the local authority, avoiding the encroachment of footpaths or committing the free movements of pedestrians or cyclists with future EV charging points, installed subsequently. Houses will be able to install EV chargers within their own curtilage.

Therefore, all car parking is future-proofed for electric vehicles. Car-parking serving the crèche will include 3no. EV charging points, in alignment with the aforementioned objective, which requires the provision of "*one recharging point and ducting infrastructure for at least one in every 5 car parking spaces*".

As illustrated opposite, underground ducting will not generally circulate below public footpaths, unless it needs to connect with the overall communal electric network of a building. Electric charging points will not occupy footpath areas and shall be installed within the free strip designed between parking spaces and footpaths or, alternatively, between parking spaces that are above 5m in width.

Please refer to architect's drawing 1008Taken-in-charge Site Plan, which identifies on-street residential and crèche parking to be assumed by the companies in charge of maintaining blocks A and the childcare facility. Site Layout Plans 1002/1003 demonstrate the compatibility of on-street parking arrangements with the described strategy to all residential buildings and crèche.

On-curtilage parking

On-curtilage parking serving houses can be served by an EV charger located within the dwelling private domain and directly connected with its private network, as shown in the previous section.

3.12 Detailed Design

The existing context of the adjacent residential developments to the east in Walkers Gate is characterized mainly by Red Brick, with wider areas of render . Ard na Pairce Theas located to the south is currently under construction and is characterized mainly by light and dark brickwork. This new development, located centrally within these developments is seen as an opportunity to create a continuity of character area with key architectural features defining the subject site of development within the immediate context.

The proposal for this residential development is to provide a high-quality built edge along the main roads using high quality materials and a sensitive response along the perimeter. The refined palette together with the strategic landscape strategy gives the development a calm and an elegant appearance.

As illustrated in the images, the elevations are contemporary composition and the massing of the housing cells is proportioned by the strategic use of selected brick as predominant material in the scheme, with render in a selected colour and metal canopies providing relief in the facade.
Large windows with consistent cill and head heights gives the fenestration a coherent appearance creating continuity throughout the scheme. Dark colored window frames and metal canopies create contrast with the lighter selected materials. A coherent architectural language is created across the scheme through the use of repeating elements (materials, window types, balcony treatments, etc.).

Side and rear elevations areas are finished in a light coloured render for improved daylighting and there is an extensive landscape plan for the pocket parks and green link areas incorporating areas of hard and soft landscaping and dedicated play areas located within the larger open space areas.
Footpaths and route ways around the houses to the front are paved and incidental areas of planting and landscaping enliven the ground plane with generous defensible planting zones throughout the scheme, particularly along the dual aspect units located on the corners of cells.
As with the public realm areas, the proposed dwellings will be finished to a high standard of materials suitable for the context/location of the scheme.



INDICATIVE PALETTE OF MATERIALS



SELECTED CANOPY : Predominantly used on side entrance/passive surveillance units



SELECTED BRICK IN DARK COLOR: Character Area 2 material used in the development on elevations fronting public spaces.



SELECTED WINDOW/ DOOR COLOURS: Predominantly on all units.



SELECTED BRICK IN LIGHT COLOR: Character Area 1 material used in the development on elevations fronting public spaces.



SELECTED ROOF TILE IN DARK COLOR: Predominant used on all houses.



SELECTED SIDE ACCESS GATE

Predominant side access gate to all detached, semi-detached and end of terrace dwellings.



Fig 41.- Character Area palette of materials Source MCORM 2026









Fig 42.- Development overview with CGI's prepared for the planning application. Source: BIG LOLLY 2026

4 CONCLUSION

The proposed design at Southgreen has appropriately addressed the site constraints and opportunities presented by this unique site and it's quite particular urban setting at the northern edge of Kildare town. Distinct character areas proposed include a variety of residential typologies and a considered integration of vegetation features along the northern, southern and central landscaped open spaces of the scheme. The site layout has been designed with emphasis on the delivery of a high quality public realm and network of landscaped open spaces.

The residential variety proposed is reinforced by introducing a combination of materials and elevational treatments across two distinct character areas. This proposed high level of finish coupled with a significant variety in dwelling types and mix will result in a low-rise compact built environment that integrates well with the existing built form of the neighbouring estates to the north. The permeability proposed and new connections will ensure that the neighbourhood remains well connected to Kildare town centre and adjacent future developments.

This strong legible urban proposal with it's network of open spaces and connectivity will provide the framework for a new community to develop at this location. It's compact nature and integration with existing built form and natural features provides for much needed housing in a sustainable form with a strong sense of place in Southgreen.

5 CGI VISUALS