



NAAS RACECOURSE

Naas Racecourse
LRD Application
Architectural Design Statement
April 2026

Development Description

Key Parameters

Project Team

Introduction

Development Metrics Summary

Response to LRD Opinion (LRD2025006)

	Section 1.0	Context	How does the development respond to its surroundings?
	Section 2.0	Connections	How well connected is the new development?
	Section 3.0	Inclusively	How easily is this scheme be accessed and used by the public?
	Section 4.0	Variety	How does the development promote a good mix of activities?
	Section 5.0	Efficiency	How does the development make appropriate use of resources, including land?
	Section 6.0	Distinctiveness	How do the proposals create a sense of place?
	Section 7.0	Layout	How does the proposal create people friendly streets and spaces?
	Section 8.0	Public Realm	How safe, secure and enjoyable are the public areas?
	Section 9.0	Adaptability	How will the buildings cope with change?
	Section 10.0	Privacy & Amenity	How do the buildings provide a decent standard of amenity?
	Section 11.0	Parking	How will parking be secure and attractive?
	Section 12.0	Detailed Design	How well thought through is the building and landscape design?

Document Description

This document describes Reddy Architecture + Urbanism’ proposals for residential development at Naas Racecourse Lands.

- Design Standards**
- This Architectural Design Statement is guided by the 12 criteria set out in the Urban Design Manual: A Best Practice Guide, and the proposed scheme has been developed in accordance with the following relevant guidelines and policy documents:
- Urban Design Manual: A Best Practice Guide
 - Design Manual for Urban Roads and Streets – 2019
 - Kildare Development Plan 2023-2029
 - Naas Local Area Plan 2021-2027
 - Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities
 - Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025
 - Design Manual for Quality Housing
 - ‘Quality Housing for Sustainable Communities’ 2007
 - Car Parking What works where
 - Employer’s requirements for Detail Design of Quality Housing



Figure 1 - The 12 criteria from Urban Design Manual

Document Number

Project Code	System	Spatial Zone	Level	File Type	Originator	Role Type	Number	Revision
NRC	02	XX	XXX	RP	RAU	AR	0002	P3

Development Description

The proposed development comprises a Large-scale Residential Development (LRD) on lands extending to c. 8.7 hectares located to the west of Naas Racecourse, Naas, Co. Kildare.

The proposal consists of 234 no. residential units, comprising 115 no. houses, 21 no. apartments within a three-storey apartment block, 80 no. own-door apartments within duplex-type buildings and 18 no. own-door apartments within triplex-type buildings together with ancillary public, communal and private open space; landscaping and play areas; internal roads and footpaths; car and bicycle parking; refuse storage; drainage infrastructure; utilities and services (including 2 no. ESB kiosks); and all associated site and ancillary works. The proposed development also includes a childcare facility with associated outdoor play space, set-down area and parking.

Transport and connectivity infrastructure includes the construction of an extension to Gallops Avenue connecting the existing Gallops Avenue to Tipper Road, upgrades to the existing section of Gallops Avenue (including cycle infrastructure and junction improvements), junction and traffic management works at Dublin Road and Tipper Road, provision for future vehicular access connections to adjoining lands, a new pedestrian connection to Kingsfurze Avenue, and provision for a future pedestrian connection along the western boundary to Kingsfurze Avenue.

The development also includes site clearance, demolition of an existing shed, removal of sections of existing boundary treatments, undergrounding of existing overhead lines, public lighting and all associated infrastructural works.

Full details of the proposed development are set out in the statutory notices and the accompanying planning application documentation, including the Architectural Design Statement prepared by Reddy Architecture + Urbanism, the Landscape Design Report prepared by Murphy + Sheanon and the Infrastructure Design Report prepared by Donnachadh O'Brien & Associates.

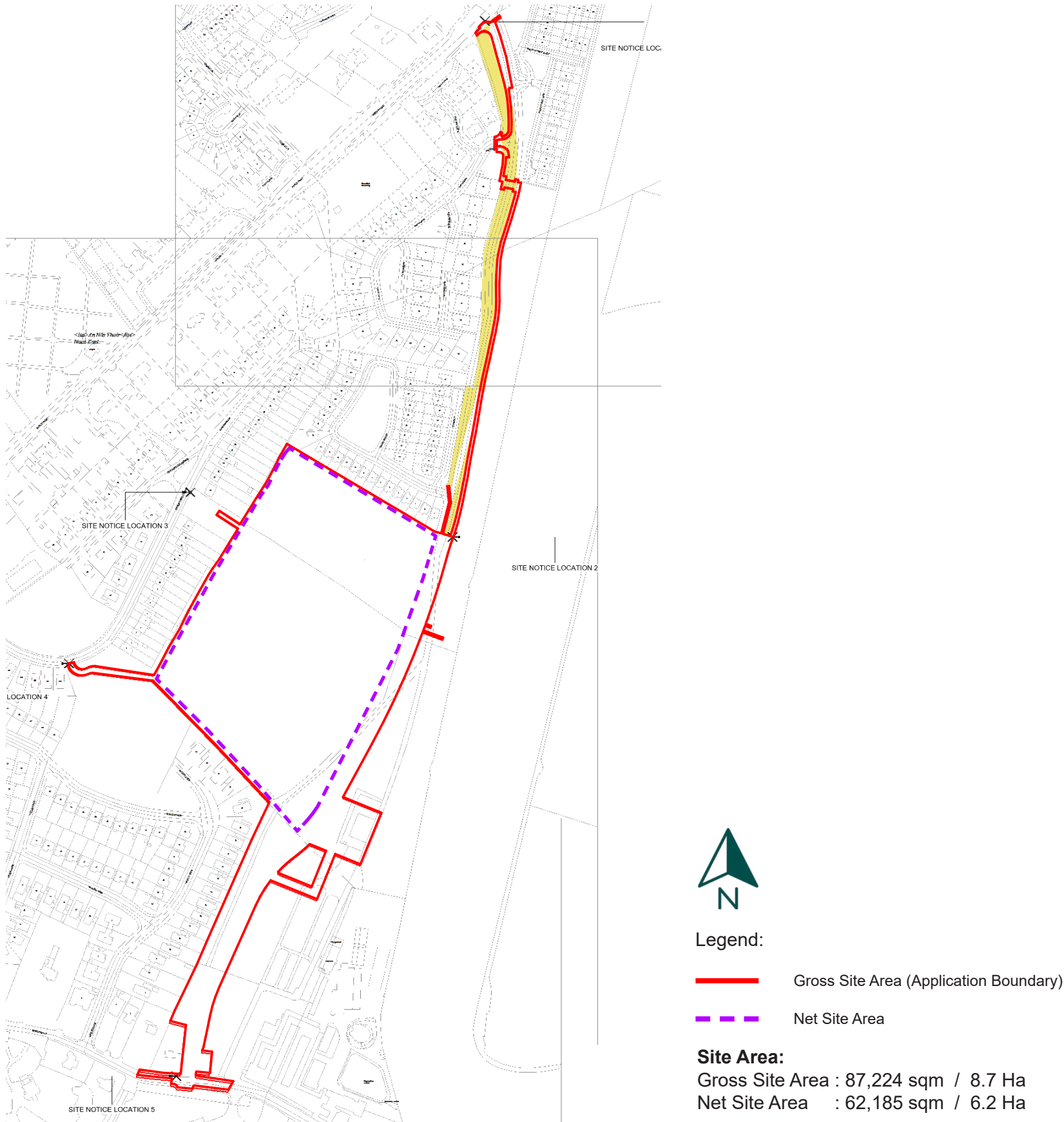


Figure 2 - Site Location Map

Key Parameters

Apartments & Houses	Apartment Mix	House Mix	Total unit Mix	Dual Aspect Units	Building Area (GIA)	Site Area
Houses (115 no.): 48 no. 3-bedroom houses 65 no. 4-bedroom houses 2 no. 5-bedroom houses	1 Bedroom Apts = 31% 2 Bedroom Apts= 32% 3 Bedroom Apts= 37%	3 Bedroom Houses= 42% 4 Bedroom Houses= 57% 5 Bedroom Houses= 2%	1 Bedroom Units =16% 2 Bedroom Units=16% 3 Bedroom Units= 39% 4 Bedroom Units= 28% 5 Bedroom Units=1%	96% Dual Aspect (including all type of units)	Overall GIA of Proposed Units : 27,536 Sqm	Gross Site Area : 87,224 sqm / 8.7 Ha Net Site Area : 62,185 sqm / 6.2 Ha Gross Site Area: The overall site application area. Net Site Area: The area within C(16) on the Naas Land Use Zoning Map, excluding the extension to Gallops Avenue
Apartments (119 no.): 37 no. 1-bedroom apartments 38 no. 2-bedroom apartments 44 no. 3-bedroom apartments						
Grand Total : 234 Units						
Creche: (113 children)						

Public Open Space	Density/Plot Ratio	Site Coverage	Sunlight/Daylight	Parking	Part V
Gross Site Area : 87,224 m² Net Site Area : 62,185 m² Required POS Area: 15% of the total net site area Required POS Area : 0.15 x 62,185 m² = 9327 m² Proposed POS Area : 10,007 m² Proposed POS Area : 16%	Density (Residential): Units per Ha (Gross) : 26.8 Unit per Ha Units per Ha (Net) : 37.7 Unit per Ha Plot Ratio (Residential) Overall GIA of Proposed Units : 27,536 Sqm Plot Ratio : Overall GIA/Net Site Area :27,536/62,185=0.44	Total ground floor area : 14,495 m² Net Site Area : 62,185 m² Site Coverage : 14,495 m² / 62,185 m² = 0.23	Daylight: 99% compliance Rate (SDA) All external communal areas meet the minimum BRE Standards and generally exceed the guidance for sunlight	Residential Car Parking Spaces : 277 Spaces Visitor Car Parking Spaces : 30 Creche Car Parking Spaces :9 Total Parking Spaces : 316	37 no. 1-bedroom apartments 8 no. 2-bedroom apartments 6 no. 3-bedroom apartments 2 no. 3-bedroom houses Total Provided : 53 Units

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Figure 3 - Aerial Impression of Proposed Scheme - 1

Introduction

Project Vision

The proposed development seeks to deliver a distinctive and sustainable new residential quarter close to Naas Town Centre, comprising high-quality residential units and a crèche. The scheme has been carefully designed to respond positively to its local context and the surrounding residential environment, creating an attractive, well-lit, and landscape-led setting for future residents. The application also incorporates the provision of a new road extension to Gallops Avenue, which will enhance connectivity and provide appropriate vehicular and pedestrian access providing active travel infrastructure, including paths, safe crossings, and cycle tracks; while integrating the development with the existing local road network. The proposal also delivers social and community infrastructure, including a childcare facility and network of open spaces. Overall, the proposal aims to establish a high-quality residential environment that will support both existing and future communities.

In summary, the proposed development includes:

- 115 no. houses (a mix of three, four and five-bedroom units)
- 119 no. apartments (a mix of one, two and three bedroom units)
- 1 no. crèche
- Extension to Gallops Avenue
- Associated infrastructure

“International experience shows that compact settlements with an integrated network of well-designed and mixed-use neighbourhoods have many benefits. These neighbourhoods tend to offer improved access to services and amenities, better integration with existing infrastructure and public transport, more efficient use of land, and facilitate and support a transition to lower carbon living.”

— Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, Chapter 1, Section 1.3.2 Compact Growth

This design report outlines the architectural principles, key characteristics, and urban design proposals for the development of the Naas Racecourse Lands. The subject site is located less

than 1.5 km from Naas Town Centre and west of the Naas Racecourse. The development will comprise mix of houses and apartment units (distributed in duplexes, triplexes, and an apartment block), together with a crèche and associated landscaped open space. It will also deliver cycle lanes along Gallops Avenue and extend Gallops Avenue to connect Dublin Road and Tipper Road, in line with the Naas LAP 2021–2027. The proposal responds to the distinctive character of the site and it creates a new connected neighbourhood for the town.

This Architectural Design Statement is structured along the 12 Criteria set out in the Urban Design Manual (A best practice guide 2009) which was originally a companion document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), this second document now being superseded by the Sustainable Residential Development and Compact Settlements (Guidelines for Planning Authorities 2024). The Urban Design Manual is still a companion non-statutory Design Manual that illustrates best practice examples of how of policies and objectives of the Sustainable Residential Development and Compact Settlements can be applied. The specific Design Checklist for ‘Key Indicators of Quality Design and

Place making’ in Appendix D of the 2024 guidelines are referenced in Section 06 of this design report titled ‘Distinctiveness’ (How do the proposals create a sense of place?).

The Design Statement integrates feedback received from Kildare County Council at the following meetings and through formal opinion :

- Section 247 meeting on 17 April 2025
- Follow up meeting on 20 May 2025
- Section 247 meeting on 15 July 2025
- LRD Meeting on 2 October 2025
- LRD Opinion on 30 October 2025

Along with further reference taken to both the Naas Local Area Plan and the Kildare County Council Development Plan 2023–2029.

The scheme has been updated in response to the LRD Opinion issued on 30 October, with responses to the relevant sections of the opinion set out on the following pages.



Figure 4 - Proposed Site Plan Within Surrounding Suburban Context

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

UD 01

Require a high standard of urban design to be integrated into the design and layout all new development and ensure compliance with the principles of healthy placemaking by providing increased opportunities for physical activities, social interaction and active travel, through the development of compact, permeable neighbourhoods which feature high-quality pedestrian and cyclist connectivity, accessible to a range of local services and amenities.

In order to demonstrate the integration of urban design principles from the conceptual stage we structure our Design Statment along the 12 principles of the Urban Design Manual (2009). This guidance document provides best practice guidance, and sets out, the core principles of urban design and sustainability insofar as they relate to residential development. These principles were informed by the qualities of successful places – places that people time and again choose to make their homes. The Urban Design Manual (2009) was developed to help frame design statements and planning applications; and to assist planning authorities to assess the quality of submitted planning applications. And as noted in the KCC Development Plan 2023-2029 these principles have informed KCC's own 'Urban Design Standards Checklist' (Table 14.2 in the 2023-2029 Development Plan). In responding to UD01 we will cross reference our response to the main text of the Design Statement for more detail.

The specific Design Checklist for 'Key Indicators of Quality Design and Place n Appendix D of the 2024 guidelines are referenced in Section 06 of this design report titled 'Distinctiveness' (How do the proposals create a sense of place?).

Appendix D: Design Checklist - Key Indicators of Quality Urban Design and Placemaking

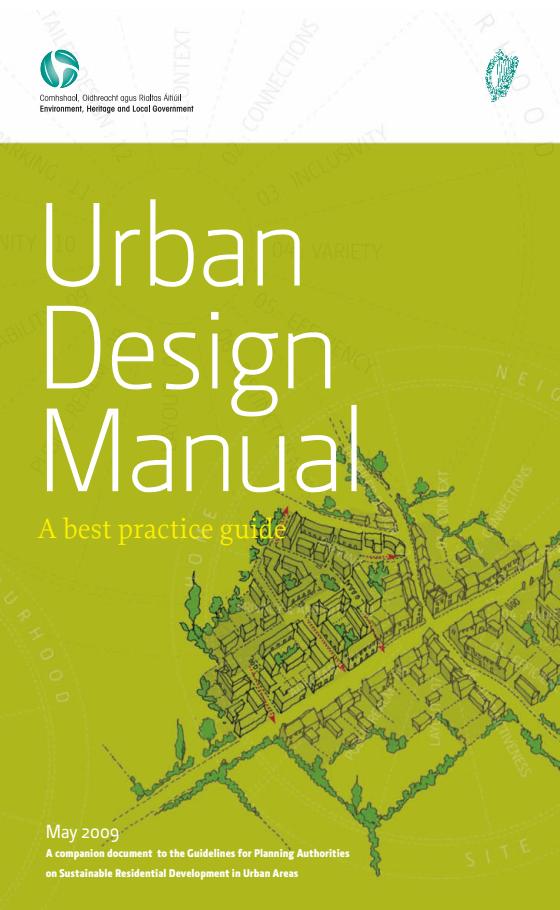
The Design Checklist below has been developed to assist in the application of Section 4.3 - Key Indicators of Quality Urban Design and Placemaking of these Guidelines. The checklist presents a series of questions that are intended as helpful prompts that can be used in the refinement and review of detailed plans (such as masterplans or urban design frameworks) and in the consideration of individual planning applications. Plans and development proposals may perform better against some indicators than others, and it will be a matter for the planning authority (or An Bord Pleanála in the case of an appeal or direct application) to determine whether the proposal overall is acceptable from a design perspective.

1. Sustainable and Efficient Movement	
(i)	Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?
(ii)	Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?
(iii)	Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?
(iv)	Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?
2. Mix of Land Uses (Vibrant Centres and Communities)	
(i)	Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?
(ii)	Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?
(iii)	Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?
(iv)	Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?
3. Green and Blue Infrastructure (Open Space, Landscape and Heritage)	
(i)	Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?
(ii)	Have a complementary and interconnected range of open spaces, corridors and planted/landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?
(iii)	Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?
(iv)	Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?
4. Responsive Built Form	
(i)	Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?
(ii)	Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?
(iii)	Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?
(iv)	Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?

Figure 5 - Design Checklist from the Sustainable Residential Development and Compact Settlements

Aspect of Urban Design	Urban Design Principle	Urban Design Response
Places for People Enriching the Existing	Character	A development which takes into consideration the surrounding environment and builds upon historic character or natural features of the site in order to create an identity and 'sense of place'. The design and layout of any built form should reinforce locally distinctive patterns of townscape and landscape.
	Continuity and Enclosure	The creation of new built form that is in keeping with the surrounding urban context. Developments should seek to achieve continuity and the enclosure of space through the construction of strong urban edges, including continuity of street frontages and alignment with established building lines, along with the development of legible built form.
	Attractiveness	Ensure that attractiveness in new and regenerated buildings is achieved through the use of high-quality design, layout and material finishes.
Working with the Landscape	Variety	Ensure that built form typologies are varied within development schemes to maintain a level of interest in the urban environment.
	Quality of the Public Realm	The development of people-centred public spaces and routes that are attractive, safe, uncluttered and universally accessible.
	Ease of Movement	Create areas which are easy to get to and move through by providing for how people get around on foot, bicycle, public transport and by car – and in that order.
Making Connections	Legibility	The creation of legible places which a visitor can easily 'read' by providing recognisable and easy to navigate routes, intersections and landmarks.
	Diversity	The promotion of choice through a mix of compatible developments and uses that work together to ensure a place that responds to local needs, as well as providing for a diverse society of different incomes at different stages of their lives.
Designing for Change	Adaptability	The development of built form and urban spaces that are robust and flexible enough to respond to changing social, technological and economic trends.
	Environmental Sustainability	The promotion of local biodiversity by integrating the development with a settlement's green infrastructure network. Developments should allow for new wildlife habitats to become established and existing ones protected and enhanced.
Sustainable Design	Climate Adaptation and Mitigation	Creating climate resilience through various measures such as the incorporation of green infrastructure, the integration of SuDS, maximising the most efficient and sustainable use of land, and designating environments which provides opportunities for active travel, in order to reduce carbon emissions.
	Technical Issues	Access and car parking standards / provision of cycle stands Energy efficiency EV charging provision Design and location of communal refuse storage and recycling Mix of tenure

Figure 6 - Urban Design Standards Checklist from the UD 01 Kildare Development Plan



Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Places For People / Enriching the Existing Character

A development which takes into consideration the surrounding environment and builds upon historic character or natural features of the site in order to create an identity and 'sense of place'. The design and layout of any built form should reinforce locally distinctive patterns of townscape and landscape.

The site sits at the edge of Naas, bounded to the east by Naas Race course and low rise suburban residential development along its other boundaries. The site is largely open and agricultural in character, with a number of hedgerows along its boundaries. An extension to Gallops Avenue will define a clear boundary between the race course and the town, providing the opportunity for an extension of the existing townscape on this infill site. Whilst the existing surrounding suburban developments have been developed in isolation to one another without limited consideration to place making, the proposed design at Naas Racecourse creates a strong sense of place by providing increased opportunities for physical activities, social interaction and active travel, through the development of a compact permeable neighbourhood which feature high-quality pedestrian and cyclist connectivity, that in turn provides access to a range of local services and amenities in the locality. The adjoining diagrams demonstrate how the design concept responds to the particular design generators that are unique to this site and its sense of place.

A more detailed explanation of these principles are set out in Chapter 1 - Context (How does the development respond to its surroundings), the following positive indicators are discussed in more detail:

- A development should seem to have evolved naturally as part of its surroundings
- Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users
- Form, architecture and landscaping have been informed by the development's place and time
- The development positively contributes to the character and identity of the neighbourhood
- Appropriate responses are made to the nature of specific boundary conditions

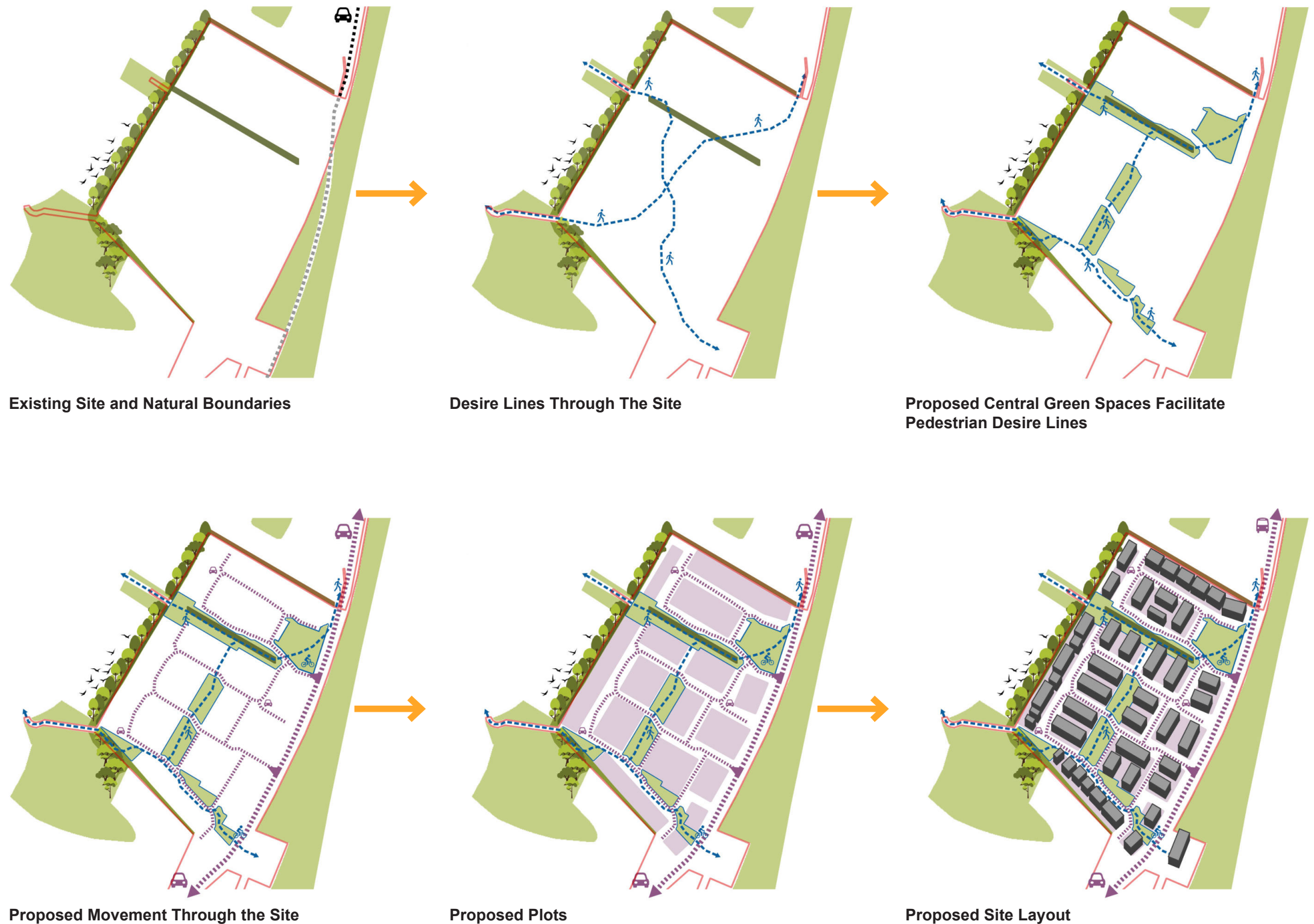


Figure 7 - Proposed Development Concept

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Working with the Landscape Continuity and Enclosure

The creation of new built form that is in keeping with the surrounding urban context. Developments should seek to achieve continuity and the enclosure of space through the construction of strong urban edges, including continuity of street frontages and alignment with established building lines, along with the development of legible built form.

This proposed infill development on the suburban edge of Naas includes an effective mix of 2 and 3 storey buildings which integrate well with the surrounding pattern of development which is generally two storey suburban housing. A permeable network of streets, pedestrian paths, and landscaped corridors align with established and emerging desire lines, encouraging walking and cycling as the most convenient modes of movement. Active frontages are fundamental to the layout strategy of the scheme. Front doors, living room windows, and dual-aspect units address streets and open spaces, ensuring consistent natural surveillance. The units adjacent to the extension of Gallops Avenue form a well-defined urban edge. This creates a sense of enclosure and animation along one side of the avenue, transforming it from a vehicular corridor into an inhabited street. Within the scheme streets are designed as social spaces rather than traffic-dominated routes, where there is a clear hierarchy that distinguishes between primary routes and quieter residential streets. The principles of DMURs are followed as part of the creation of a legible built form.

A more detailed explanation of these principles are set out in Chapter 7- Layout (How does the proposal create people friendly streets and spaces?), the following positive indicators are discussed in more detail:

- 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

Legend:

-  Site Application Boundary
-  Main Cycle and Pedestrian Lines Through the Site
-  Active Frontages to the extension of Gallops Avenue
-  Active Frontages on Pedestrian Public Spaces



Figure 8 - Pedestrian Desire Lines Across the Proposed Site Layout

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Working with the Landscape Attractiveness

Ensure that attractiveness in new and regenerated buildings is achieved through the use of high-quality design, layout and material finishes.

The finished quality of a development can have a significant effect on its character, sense of place and legibility. The proposed high-quality materials, thoughtful detailing, and seamless integration between buildings and their surrounding public realm foster a strong sense of place and community ownership. The proposed building designs employ a durable and refined palette of materials and these are complemented throughout by high-quality landscaping materials including natural stone paving, permeable surfaces, and a well-chosen planting selection that seamlessly connect the buildings with the public and semi-private outdoor spaces. The hardscape treatments extend consistently through the parking areas, footpaths, and shared spaces, ensuring a unified and legible streetscape that promotes ease of movement and accessibility.

A more detailed explanation of these principles are set out in Chapter 12- Detailed Design (How well thought through is the building and landscape design?), the following positive indicators are discussed in more detail:

- The materials and external design make a positive contribution to the locality
- The landscape design facilitates the use of the public spaces from the outset
- Design of the buildings and public space will facilitate easy and regular maintenance
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly
- Care has been taken over the siting of flues, vents and bin stores



Figure 9 - Artist Impression of the Proposed Scheme from Southwest of Site

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Working with the Landscape Variety

Ensure that built form typologies are varied within development schemes to maintain a level of interest in the urban environment.

The proposed scheme has a variety of residential typologies with articulated roof lines and careful detailing that contribute rhythm and depth to the streetscape. There is a balance of continuity and innovation that ensures the development is sensitive to its context while possessing a distinct and memorable identity. The scheme has a coherent design rational but with both spatial and architectural variety as shown in the adjoining sequential street views that show how streets, open spaces, landmarks, and framed vistas unfold progressively through the site. Together, these spatial sequences reinforce legibility, reveal changing character areas, and confirm that the development offers a rich and recognisable sense of place.

The proposed scheme addresses the checklist points under 'Responsive Built Environment' as outlined in Appendix D of the Sustainable and Compact Settlement Guidelines as follows:

- The development creates a coherent and legible urban structure through the proposed Gateway buildings, with the built form reinforcing key junctions and routes.
- The building layout, height, and massing respond to the surrounding context, enhancing the streetscape character and integration. The proposed scheme strengthens connectivity and permeability across the site, promoting movement through sustainable modes such as walking and cycling.
- The development addresses streets and spaces with active frontages, supporting a safe and attractive public realm.
- A high-quality and contextually appropriate architectural approach is adopted, using durable materials that reflect the local character.

A more detailed explanation of these principles are set out in Chapter 6- Distinctiveness (How do the proposals create a sense of place?), the following positive indicators are discussed in more detail:

- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.

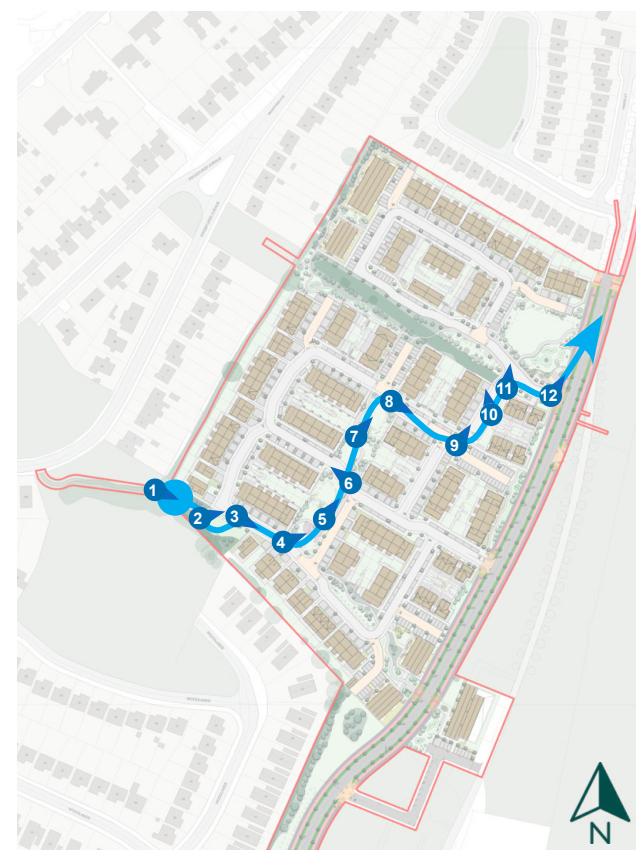


Figure 10 - Key Plan- Sequential View Locations

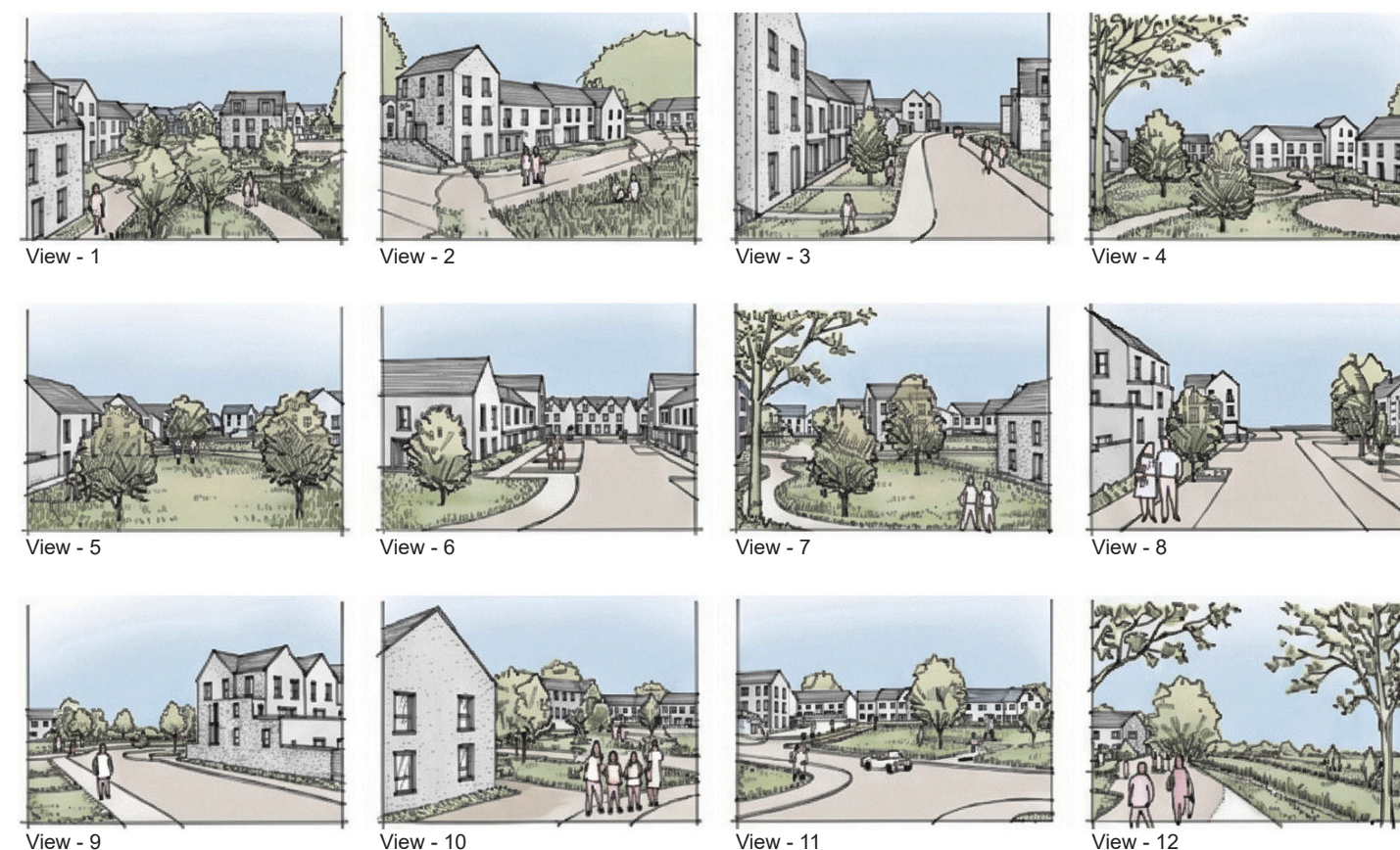


Figure 11 - Sequential Views Through the Site

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Working with the Landscape
Quality of the Public Realm

The development of people-centred public spaces and routes that are attractive, safe, uncluttered and universally accessible.

The proposed development places a strong emphasis on creating a safe, attractive, and well-defined public realm that supports a high quality of life for all residents. At the heart of the scheme are a series of generously proportioned public open space. The public realm is planned as a series of linked, universally accessible permeable landscape spaces with a clear hierarchy. The development's streets, shared surfaces, and pocket parks are designed as purposeful extensions of the living environment rather than residual areas. Streetscapes employ a clear hierarchy defined through surface materials, tree planting, and subtle boundary treatments, distinguishing public, semi-private, and private domains.

A more detailed explanation of these principles are set out in Chapter 8- Public Realm (How safe, secure and enjoyable are the public areas?), the following positive indicators are discussed in more detail:

- All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use
- The public realm is considered as a usable integrated element in the design of the development
- Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighborhood
- There is a clear definition between public, semiprivate, and private space
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm.

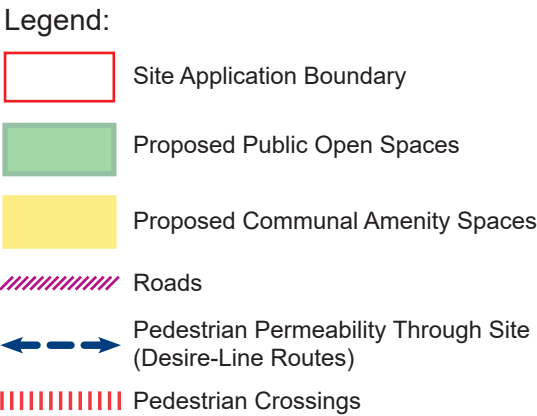


Figure 12 - Accessibility Across Proposed Scheme (residential area)

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Making Connections Ease of Movement

Create areas which are easy to get to and move through by providing for how people get around on foot, bicycle, public transport and by car – and in that order.

The street network within the development has been designed to prioritise permeability, legibility, and safety. The layout follows a clear street hierarchy, with a mix of primary routes and shared-surface areas that promote low vehicle speeds and safe conditions for walking and cycling, fully compliant with DMURS (Design Manual for Urban Roads and Streets). The network seamlessly connects to existing pedestrian and cyclist movement routes and local desire lines, including routes to the town centre (approximately a 10-minute cycle or 25-minute walk), supporting sustainable travel choices and access to existing bus stops.

The proposed scheme addresses the checklist points under 'Sustainability and Efficient Movement' as outlined in Appendix D of the Sustainable and Compact Settlement Guidelines as follows:

- The street network (including links through open spaces) provides a permeable and legible urban environment, optimising movement for sustainable modes (walking, cycling) with ease of way finding using the built environment.
- The proposed scheme is connected to the wider urban street and transport networks through improved connectivity with surrounding residential areas, to public transport, local services and local amenities.
- Active travel is encouraged through traffic calming and the creation of street networks that feel safe and comfortable for pedestrians and cyclists (DMURS).
- The quantum of car parking is appropriate to travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.

A more detailed explanation of these principles are set out in Chapter 2- Connections (How well connected is the new development?), the following positive indicators are discussed in more detail:

- There are attractive routes in and out for pedestrians and cyclists
- The development is located in or close to a mixed-use centre
- The development's layout makes it easy for a bus to serve the scheme
- The layout links to existing movement routes and the places people will want to get to
- Appropriate density, dependent on location, helps support efficient public transport

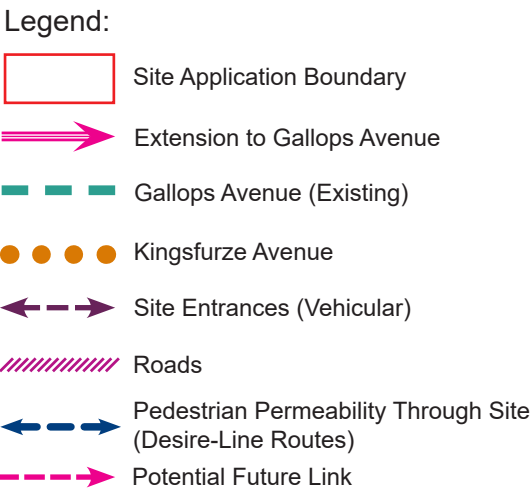


Figure 13 - Connectivity Across Proposed Scheme

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Making Connections Legibility

The creation of legible places which a visitor can easily 'read' by providing recognisable and easy to navigate routes, intersections and landmarks.

A clear hierarchy of spaces reinforces legibility and sense of arrival. At the primary entrance to the scheme from Gallop's Avenue a park and distinctive buildings form a marker and gateway to the development. From here, a sequence of residential streets and courtyards unfold around varied and characterful public open spaces. These spaces differ in scale, enclosure, and landscape treatment, ensuring that no two areas feel interchangeable. Strong visual and physical connections to adjoining open spaces further embed the scheme within its wider setting. Southwest and western links are framed and overlooked by housing, enhancing natural surveillance while strengthening continuity with the surrounding landscape. Carefully curated internal views along streets, combined with outward views towards the mountains and local landmarks, provide orientation and reinforce connection to the wider landscape setting of Naas.

A more detailed explanation of these principles are set out in Chapter 6- Distinctiveness (How do the proposals create a sense of place?), the following positive indicators are discussed in more detail:

- The place has recognisable features so that people can describe where they live and form an emotional attachment to the place
- The scheme is a positive addition to the identity of the locality
- The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout
- The proposal successfully exploits views into and out of the site
- There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.

Legend:

- Site Application Boundary
- Extension to Gallops Avenue
- Gallops Avenue (Existing)
- Proposed Public Open Spaces
- Pedestrian Permeability Through Site (Desire-Line Routes)



Figure 14 - Connectivity Across Proposed Scheme and Open Space

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Mix of Uses

Diversity

The promotion of choice through a mix of compatible developments and uses that work together to ensure a place that responds to local needs, as well as providing for a diverse society of different incomes at different stages of their lives.

The development provides a well-balanced mix of apartments and houses, ranging from 1- to 5-bedroom units. This diversity accommodates different household structures at different life stages—from single occupants and young couples to growing families and downsizers—enhancing housing choice and responding to the evolving needs of the wider Naas community. The proposed development introduces variety into a locality currently dominated by large, detached homes on generous plots at low density. Although the surrounding area is predominantly residential, the site's proximity to Naas Racecourse, Naas Town Centre, and other local amenities ensures the development complements existing services, retail, leisure, and community facilities. The adjacency of this scheme to existing local facilities will enhance the lifestyle of new residents while reinforcing the vitality of established centres. The proposed new creche will serve the new residents and the existing surrounding residential neighbourhoods.

The proposed scheme addresses the checklist points under 'Mix of Land uses' (Vibrant Centres and Communities) as outlined in Appendix D of the Sustainable and Compact Settlement Guidelines as follows:

- The development is located close to the existing town centre and the improved connectivity will support the existing town centre uses.
- A new creche is proposed in the nearby Racecourse development and the new residential community will support this creche.
- The use of this site for residential use will actively promote and support intensification close to the town centre.
- Connectivity to public transport is maximised.
- A diverse mix of housing is provided in the scheme using innovative housing types that can facilitate compact growth and provide greater housing choice.

A more detailed explanation of these principles are set out in Chapter 4- Variety (How do the development promote a good mix of activities?), the following positive indicators are discussed in more detail:

- Activities generated by the development contribute to the quality of life in its locality
- Uses that attract the most people are in the most accessible places
- Neighbouring uses and activities are compatible with each other
- Housing types and tenure add to the choice available in the area
- Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood



Figure 15 - Artist Impression of the Proposed Creche

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Designing for Change Adaptability

The development of built form and urban spaces that are robust and flexible enough to respond to changing social, technological and economic trends.

Adaptable residential design enables homes to accommodate shifts in family structures, working patterns, and climate conditions, extending the lifespan, functionality, and relevance of the development well into the future. The proposed development embodies this principle through the delivery of “loose-fit” homes—generously proportioned, spatially efficient dwellings designed to adapt without undermining the overall quality of the scheme. All unit types exceed minimum internal space standards, ensuring flexibility for a wide range of future scenarios, including home working, multigenerational living, and changing household sizes. Apartment buildings and duplexes offer less flexibility in adaptation but they provide an important part of the diversity of households to meet different life stage needs.

A more detailed explanation of these principles are set out in Chapter 9- Adaptability (How will buildings cope with change?), the following positive indicators are discussed in more detail:

- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and its loose-fit design allows for adaptation and subdivision, such as the creation of an annex or small office
- Space in the roof or garage can be easily converted into living accommodation

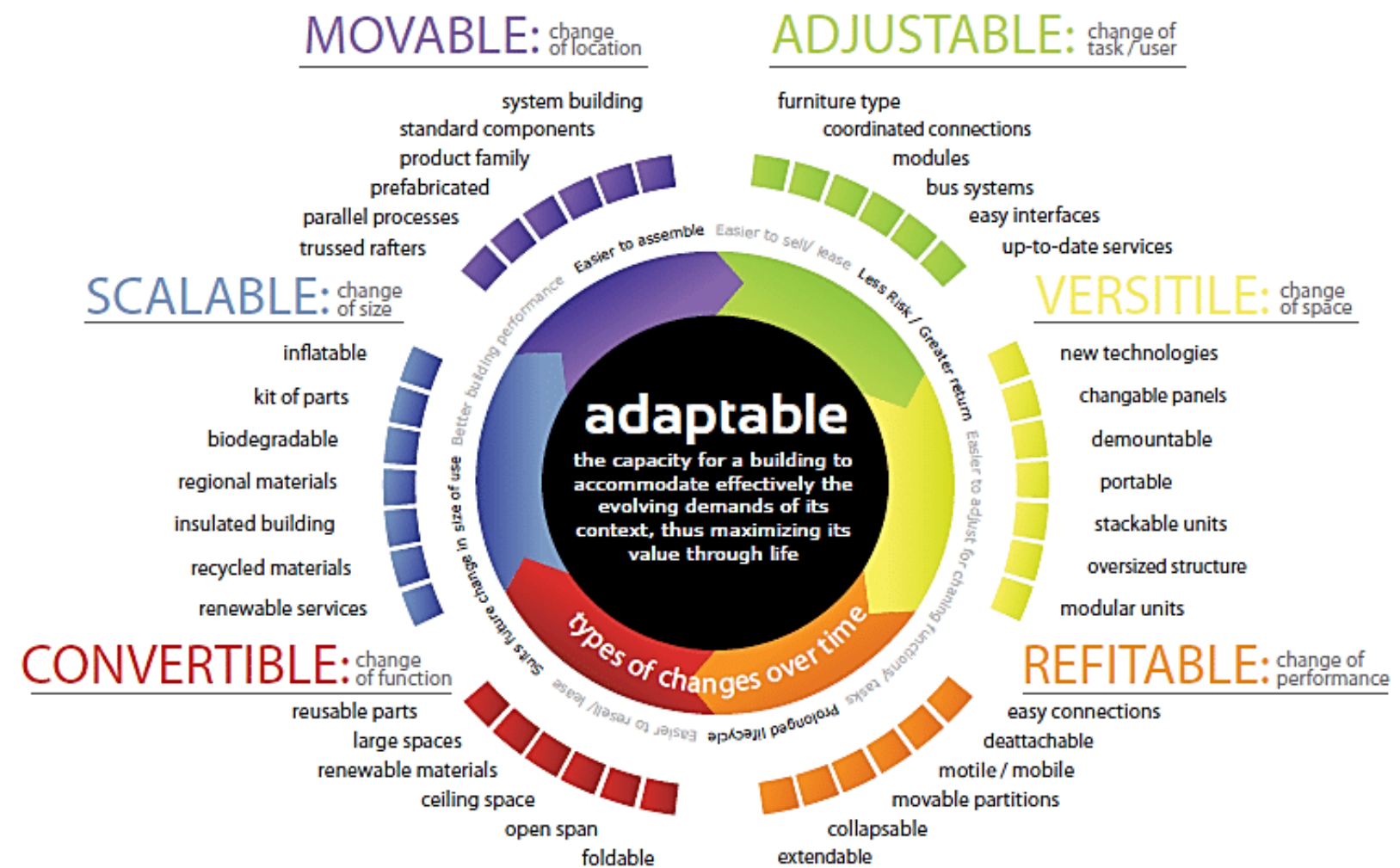


Figure 16 - Adaptability Framework - Adaptable Futures (2009)

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Sustainable Design

Environmental Sustainability

The promotion of local biodiversity by integrating the development with a settlement's green infrastructure network. Developments should allow for new wildlife habitats to become established and existing ones protected and enhanced.

The site has formerly been agricultural grazing land but is currently idle and fallow. The site is almost entirely landlocked, bounded to the north by a wall marking the rear of residential properties, to the west and south by existing hedgerows running along neighbouring gardens, and to the east by the Racecourse lands and a private road. Existing trees and hedgerows are in varying condition but they will be retained as part of the overall landscaping and site planning. Over 16% of the proposed site layout is dedicated to landscaped public open space designed for amenity and also to promote biodiversity and manage surface water in accordance with Sustainable Urban Drainage Systems (SuDS) principles. Bioretention planting beds are distributed throughout the site, managing storm water while enhancing the aesthetic and ecological value of the development.

The proposed scheme addresses the checklist points under 'Green and blue Infrastructure' (Open Space, Landscape and Heritage) as outlined in Appendix D of the Sustainable and Compact Settlement Guidelines as follows:

- The design looks to protect and enhance natural features, biodiversity and landscapes, it ensures that the housing maintains an appropriate separation and setback from the Townland Boundary hedgerows at the site.
- The development looks to protect and enhance important natural features (habitats and species) within and around the site, avoiding the degradation of ecosystems in the central hedgerow and the adjoining Naas Racecourse and local parks.
- An integrated network of multifunctional and interlinked urban green spaces is provided, linking existing and new spaces together.
- Nature-based Solutions (Sustainable Drainage Systems) are proposed for the management of surface water.

A more detailed explanation of these principles are set out in Chapter 5- Efficiency (How does the development make appropriate use of resources, including land?), the following positive indicators are discussed in more detail:

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

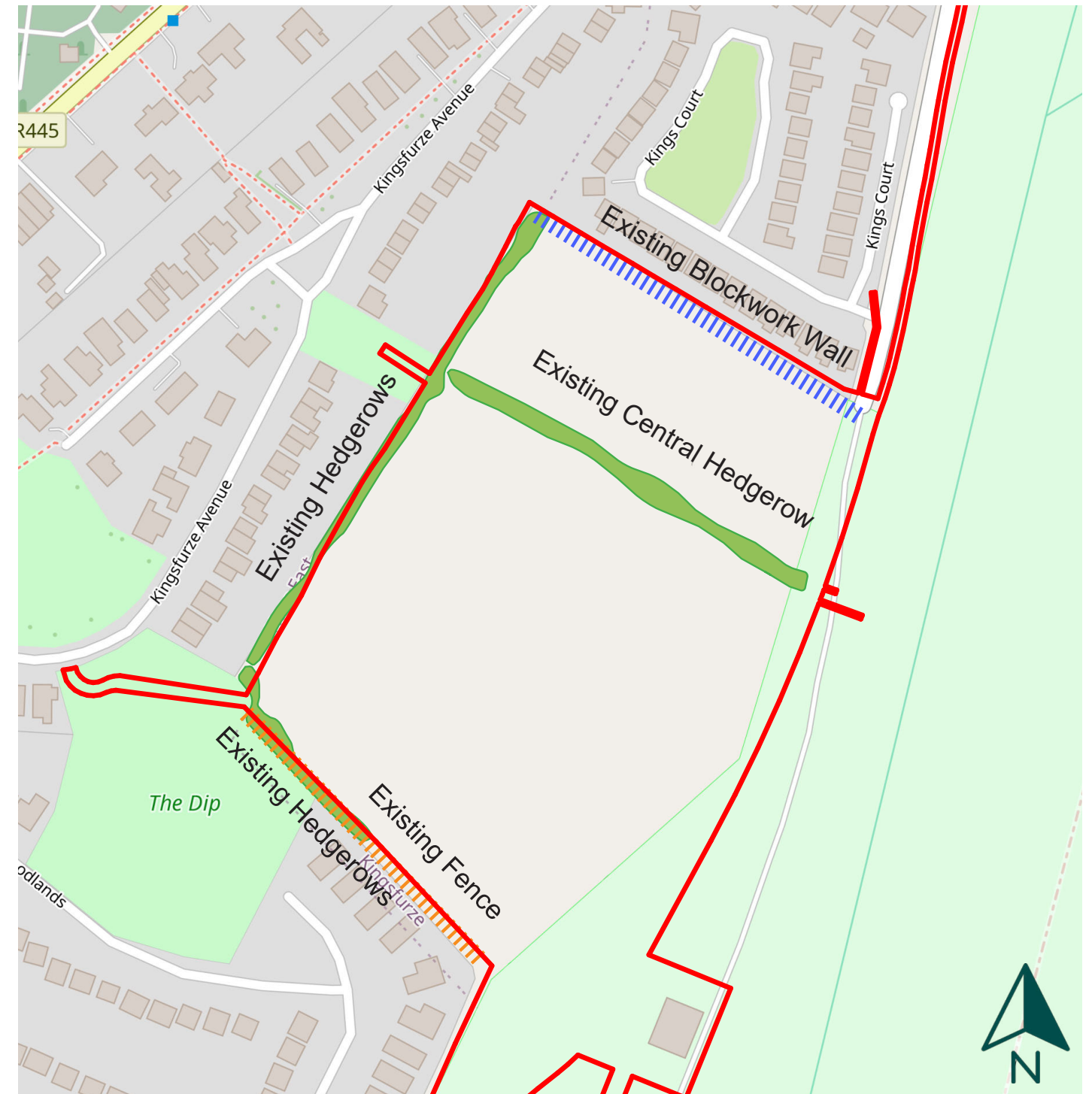


Figure 17 - Existing Boundaries on site (residential area)

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Sustainable Design
Climate Adaptation and Mitigation

Creating climate resilience through various measures such as the incorporation of green infrastructure, the integration of SuDS, maximising the most efficient and sustainable use of land, and designating environments which provides opportunities for active travel, in order to reduce carbon emissions.

The development brings this underutilised land into productive, sustainable use, demonstrating how compact edge-of-town growth can be achieved in a manner that respects and enhances its setting while contributing to national climate and housing targets. The proposed scheme is connected to the wider urban street and transport networks through improved connectivity with surrounding residential areas, to public transport, local services and local amenities. Active travel is encouraged through traffic calming and the creation of street networks that feel safe and comfortable for pedestrians and cyclists (DMURS).

The proposed scheme addresses the checklist points under 'Green and blue Infrastructure' (Open Space, Landscape and Heritage) as outlined in Appendix D of the Sustainable and Compact Settlement Guidelines as follows:

- The design looks to protect and enhance natural features, biodiversity and landscapes, it ensures that the housing maintains an appropriate separation and setback from the Townland Boundary hedgerows at the site.
- The development looks to protect and enhance important natural features (habitats and species) within and around the site, avoiding the degradation of ecosystems in the central hedgerow and the adjoining Naas Racecourse and local parks.
- An integrated network of multifunctional and interlinked urban green spaces is provided, linking existing and new spaces together.
- Nature-based Solutions (Sustainable Drainage Systems) are proposed for the management of surface water.

A more detailed explanation of these principles are set out in Chapter 5- Efficiency (How does the development make appropriate use of resources, including land?), the following positive indicators are discussed in more detail:

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided

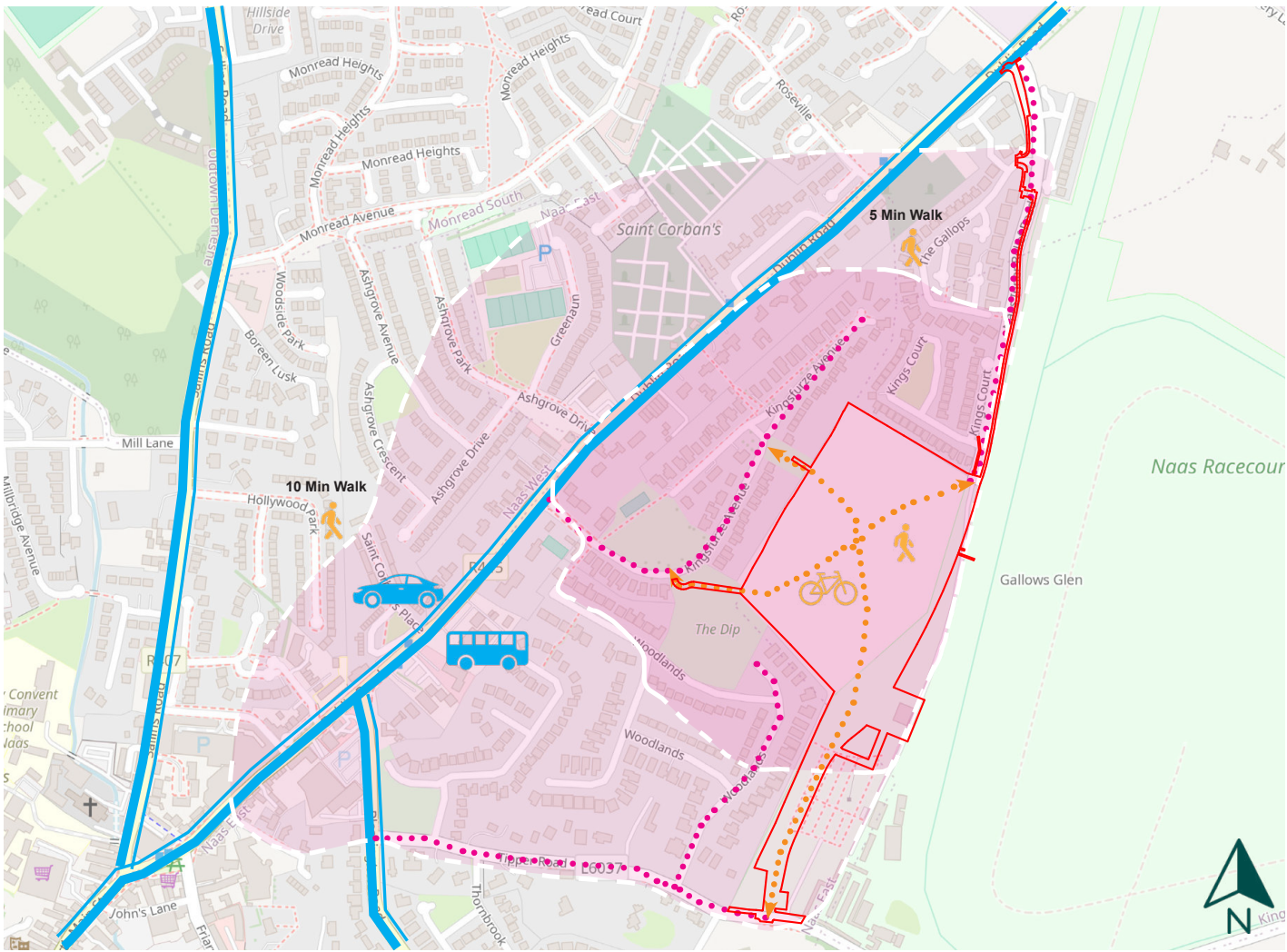


Figure 18 - Opportunity To Improve Pedestrian and Cyclist Connectivity

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Technical Issues

Access and Car Parking Standards / Provision of Cycle Stands

It is a core ambition of the design to reduce the visual and spatial impact of vehicles on the site, prioritising safe and convenient pedestrian and cyclist routes throughout. The parking and access strategy has been developed in accordance with the principles of DMURS 2019, which promotes a shift from traffic movement-dominated design towards a balanced approach that integrates the creation of place and movement functions. In line with the DMURS user hierarchy, pedestrians and cyclists are prioritised above private vehicles, and parking provision is designed to be subordinate to the creation of a safe, attractive, and well-overlooked street environment. Active travel is supported through secure and convenient cycle storage across all unit types. A minimum standard of one cycle storage space per bedroom is applied, in accordance with SPPR 4 of the Sustainable Residential Development and Compact Settlements Guidelines.

A more detailed explanation of these principles are set out in Chapter 11- Parking (How will parking be secure and attractive?), the following positive indicators are discussed in more detail:

- Appropriate car parking is on-street or within easy reach of the home's front door.
- Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.
- Parking to be 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

Legend:

-  Site Application Boundary
-  Visitor Car Parking Spaces
-  Creche Car Parking Spaces (Staff)
-  Creche Car Parking Spaces (Visitor Drop-off)



Figure 19 - Proposed Site Plan - Car Parking Strategy



Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Technical Issues

Energy Efficiency

From an environmental perspective, the homes are designed to achieve long-term thermal performance and climate resilience. The building envelope complies with current regulatory standards. Dual-aspect layouts promote cross-ventilation and passive solar gain, minimising reliance on mechanical heating and cooling systems while helping to mitigate rising energy costs and temperature extremes.

Energy efficiency is a central objective of the development and is achieved through:

- Limiting primary energy consumption and carbon emissions in accordance with the Dwelling Energy Assessment Procedure (DEAP) issued by the Sustainable Energy Authority of Ireland.
- Optimising building fabric to maximise passive heat gain and minimise energy loss.
- Installing high-efficiency space and water heating systems with advanced controls.
- Incorporating heat pumps, mechanical ventilation with heat recovery (MVHR), and LED lighting throughout.
- Supporting residents with guidance on the effective operation and maintenance of building services to optimise performance.

A more detailed explanation of these principles are set out in Chapter 9- Adaptability (How will buildings cope with change?), the following positive indicators are discussed in more detail:

- Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation
- The homes are energy-efficient and equipped for challenges anticipated from a changing climate
- Homes can be extended without ruining the character of the types, layout and outdoor space
- The structure of the home and its loose-fit design allows for adaptation and subdivision, such as the creation of an annex or small office
- Space in the roof or garage can be easily converted into living accommodation

Technical Issues

EV Charging Provision

Ducting infrastructure, consisting of conduits for electrical cables, will be provided for every parking space to enable the future installation of electric vehicle (EV) charging points. This requirement applies where the car park is physically adjacent to the building, i.e. within the curtilage of the site. This proposal is in line with the EV charging requirements from the KCC Development Plan, and provides a possibility of 39 EV parking spaces.

Where off-curtilage parking spaces are proposed, a portion of these spaces, all visitor parking spaces, and two spaces for Creche will be EV charging ready, as shown in the accompanying diagram.

Please Refer to the E.V. Charging Site plan by JAK Consultants (NRC-JAK-SW-ZZ-DR-E-62001, NRC-JAK-SW-ZZ-DR-E-62002) submitted under separate cover for further details.

Legend:

-  Site Application Boundary
-  Proposed EV Spots

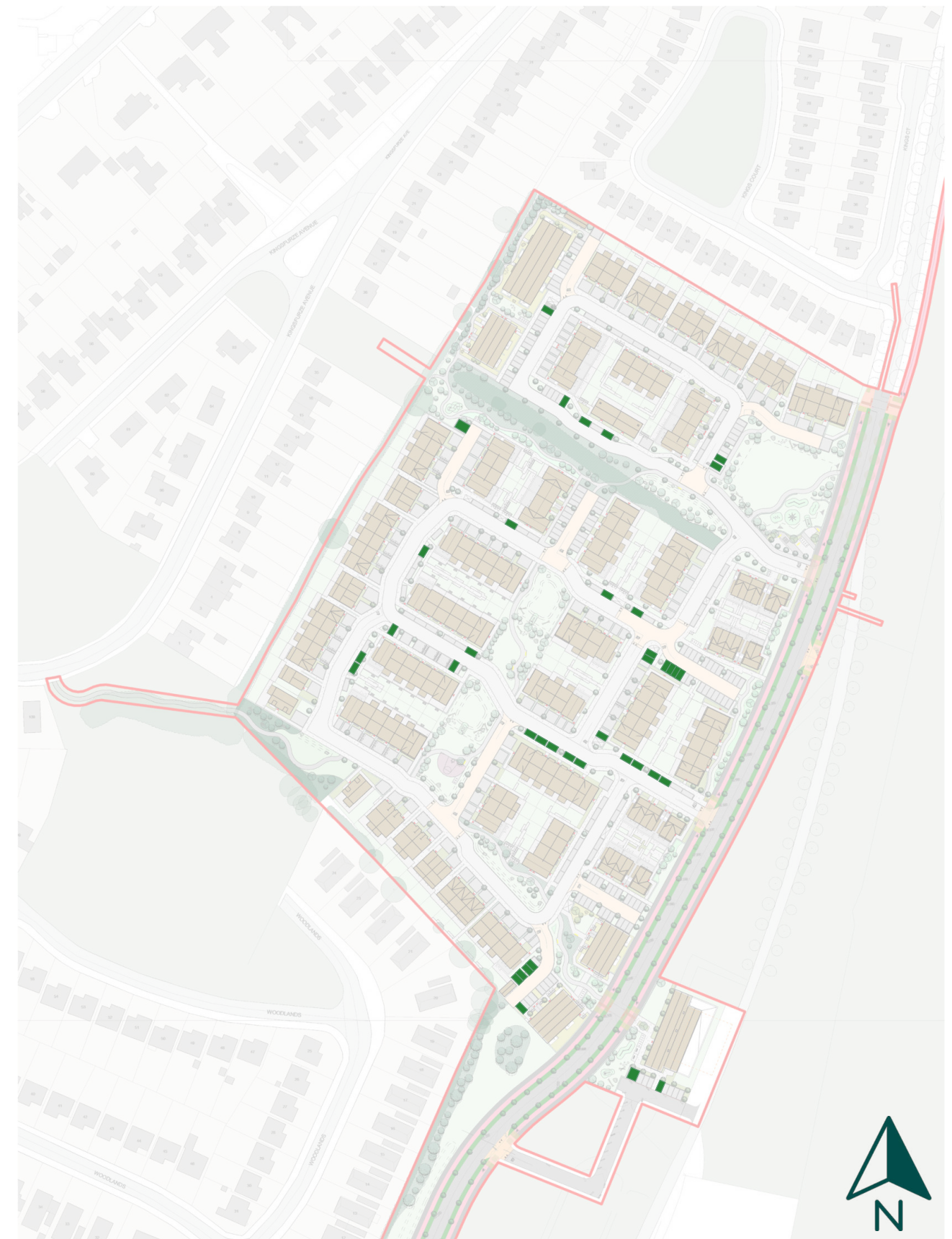


Figure 20 - Proposed Site Plan - EV Parking Spots

Architectural Response to LRD Opinion (LRD2025006)

Urban Design Requirements 01

Technical Issues

Design and Location of Communal Refuse Storage and Recycling

Houses and duplexes with rear garden access (the majority of units) will have a designated location for a three-bin system within the rear garden. These gardens will have direct access to service lanes, allowing residents to present bins for collection without passing through the house. The proposed scheme is in compliance with the Design Manual for Quality Housing. Where it is not feasible to provide rear garden access, bin storage will be provided to the front of the unit.

Please refer to Aramark Estate Management Report.

The Apartment Block will have a communal bin storage area on the ground floor with direct access to outside. Bin staging areas will be located adjacent to roads to facilitate collection based on the refuse truck swept path, with the management company responsible for moving bins to these staging areas as required. The crèche building will include its own integrated bin storage area.

A more detailed explanation of these principles are set out in Chapter 5- Efficiency (How does the development make appropriate use of resources, including land?), the following positive indicators are discussed in more detail:

- The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design
- Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems
- Buildings, gardens and public spaces are laid out to exploit the best solar orientation
- The scheme brings a redundant building or derelict site back into productive use
- Appropriate recycling facilities are provided



Design Manual for Quality Housing

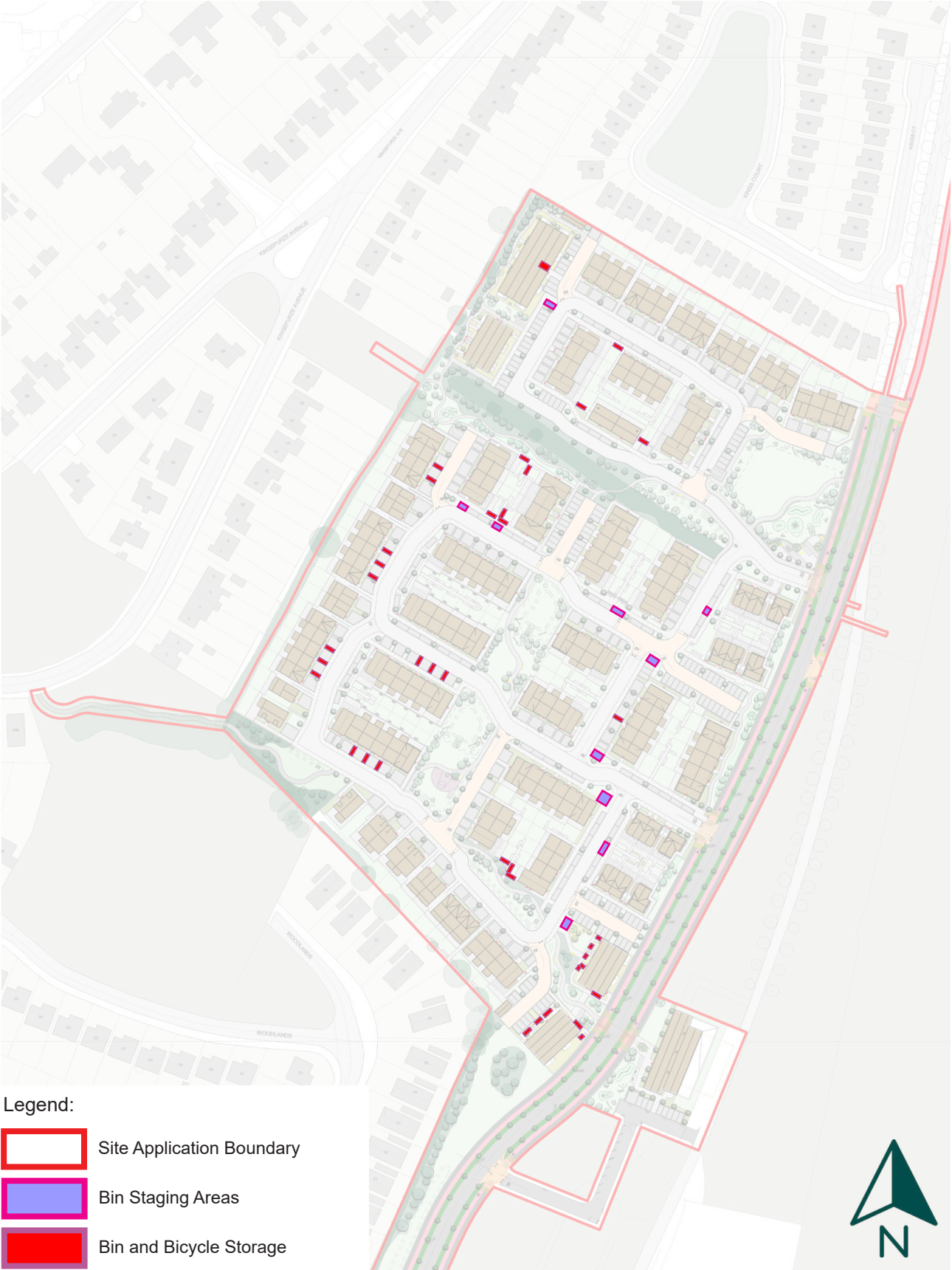


Figure 21 - Proposed Site Plan - Bin Placements