

Planning Report

Including:

Statement of Consistency & Response to LRD Opinion

Proposed Large Scale Residential Development (LRD) on Lands
at Confey, Leixlip, Co. Kildare.

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Introduction

McGill Planning Limited, 9 Pembroke Street Upper, Dublin 2 is instructed by the Leixlip and Newbridge SPV Limited, 1st Floor Block One, Quayside Business Park, Dundalk Co. Louth, to submit this Large-Scale Residential Development LRD application under Section 32D of the Planning and Development (Amendment)(Large-scale Residential Development) Act, 2021. The details of the application are set out below.

Leixlip and Newbridge SPV Limited has employed a Design Team for this site to deliver the highest quality development in a timely manner and in line with the Development Plan of Kildare County Council.

The proposed development provides a total of 125 residential units, comprising 81 no. houses, 22 no. duplex units and 22 no. apartments. The housing element consists of a mix of semi-detached and terraced dwellings, including 56 no. 3-bedroom houses and 25 no. 4-bedroom houses, ranging in height from 2 to 3 storeys. The development includes 22 no. duplex units within 11 duplex blocks, comprising 11 no. 2-bedroom and 11 no. 3-bedroom duplex homes, arranged over 3 storeys. The apartment element comprises 22 no. units within a single apartment block of up to 5 storeys in height, consisting of 5 no. 1-bedroom apartments and 17 no. 2-bedroom apartments.

Provision of car, cycle and motorbike parking will be provided throughout the development.

Vehicular, pedestrian, and cyclist access points will be provided from the north of the site via R149, with additional pedestrian and cyclist access provided from the south via the Royal Canal Greenway. The development will also provide landscaping, public and communal open spaces and all associated site development works to facilitate the project. These include boundary treatments, plant and waste management areas, and other service provisions.



Figure 1: Approximate Site Location. Please note the red line is shown for indicative purposes only. Please refer to the architect's drawings for an accurate red line boundary

Please note, that while every effort has been made to ensure consistency throughout the application, inconsistencies may arise due to human error. As such the drawings and documentation created by Tegos Architects are the principal documents for the design and layout of the development.

Development statistics

Development Statistics	
Site Area	4.260ha (gross) 2.986 ha (net)
Floor Area	13,627 m ²
Density	42 dph net
Plot Ratio	0.46
Total no. of units	125
Site Coverage	21.74%
Height	2-5 Storeys
Dual Aspect	Houses - 100% Dual Aspect Apartment/Duplexes - 87% Dual Aspect
Open Space	
Public Open Space	c. 4212 m ² (14.2% of Net) c. 7423 m ² (Linear Park) c. 11,835 m ² or 27.7% (total open space)
Communal Open Space	c. 384 sqm
Residential Development	
Dwelling Mix	81 no. residential houses as follows: - 56 no. 3 bed units (c.69%) - 25 no. 4 bed units (c.31%)
Apartment Mix	22 no. residential apartments as follows: - 5 no. 1 bed units (c.23%) - 17 no. 2 bed units (c.77%)
Duplex Mix	22 no. residential units as follows: - 11 no. 2 bed units (c.50%) - 11 no. 3 bed units (50%)
Overall Mix	5 no. 1 bed units (c.4%) 28 no. 2 bed units (c.22%) 67 no. 3 bed units (c.54%) 25 no. 4 bed units (c.20%)
Dual or more Aspects	100% Compliance for houses 87% Compliance for Apartments/Duplexes
Part V	13 no. units (10%)
Parking	
Residential Carparking	175 no. spaces (1.4:1 ratio)
Cycle parking	384 no. spaces - 362 no. long term spaces - 22 no. short term spaces
Access	
Vehicular Access	R149
Pedestrian/Cycle Access	R149 & Royal Canal Greenway

Site Description and Context

The subject site is located north-east of Leixlip Town Centre, on an undeveloped greenfield site that comprises a large agricultural field. More specifically the site is located directly east of Confey GAA Club, south of the R149 Regional Road, and north of Maynooth/Sligo – Dublin Railway Line and the Royal Canal. The subject lands are part of the Confey Key Development Area (KDA) identified for a new residential and community neighbourhood.

The subject site consists of agricultural grassland and is bounded by existing hedging to the north, south and west. The subject lands form an irregular shape, sited within close proximity to a number of detached dwellings, ribboning along the R149. Glendale Meadows is located south of the site, beyond the Canal and Railway Line. In terms of topography the site is relatively flat, enclosed by field hedgerows. No structures or buildings are present on site, nor any green infrastructure within main body of site. The Royal Canal to the south is a proposed Natural Heritage Area and includes a pedestrian/cyclist route as part of the Royal Canal Greenway. The Rye Water Valley/Carton SAC that runs through Leixlip Town Centre is located 1.5km from the site.



Figure 2: Approximate Site Context

The site is located c.400m from Leixlip Confey Train station to the west. Leixlip Town Centre is c.1.5km to the south-west.

In terms of existing character, the subject site is located to the northern periphery of the Leixlip Settlement. A ribbon of detached dwellings are located to the immediate north and north west of the subject site. The wider environs of the subject site is characterised by a mix of rural uses with lands in agricultural use to the immediate north and east of the site.

The Confey lands are currently accessed via the R149 from Leixlip, with a single carriageway and signalised junction at Captains Hill. The R149 continues north to meet the L1015, which links east to

Ongar and west to Kellystown Lane and the L1014. Two local roads also branch off towards Ongar (northeast) and Dunboyne (northwest). The lands are predominantly rural, flat, and gently rise from the canal northwards. This elevation provides scenic views over the canal and Leixlip. Field boundaries are marked by hedgerows, shrubs, and trees, with steeper terrain near the railway line to the south

The site does not contain any protected structures or buildings of architectural merit as per the National Inventory of Architectural Heritage. The site is not located within or adjoining an Architectural Conservation Area or Zone of Archaeological Potential. There are no Tree Preservation Orders on the site.

In terms of accessibility primary access to the subject site is via the R149 (Captain's Hill), which connects to Leixlip Confey Main Street and links eastward to the M4 at Junction 5 via the R148. Alternative routes include access from the M4 at Junctions 3 or 4 through Lucan via the Clonee Road and R149, or from the west via the R148, L1014, and L1015 (Dunboyne Road) around the Intel campus. Additional access is also available from the M3 to the north.

Leixlip has benefitted from an increase in population in recent decades. In 2022, the population of the town was 16,733 rising by c.8% from 15,504 in 2016. In terms of population age 23.1% aged 0–17, 60.3% aged 18–64, and 16.6% aged 65 and over, indicating a predominantly working age population alongside a significant proportion of both young people and older adults.

Accessibility

Transportation

Bus Routes, Road Networks & Public Transport



Figure 3: Kildare Public Transport Network 2021

Road Networks

Leixlip enjoys a highly accessible position just off the M4 motorway, offering exceptional connectivity to major urban centres and regions. This proximity greatly enhances accessibility for business, logistics, and leisure, making the town an appealing location for both residents and enterprises. The M4 also facilitates efficient travel to nearby towns and amenities such as Kilcock and Enfield, firmly integrating Leixlip into the wider regional and national transport network.

Situated approximately 15 km from Dublin City Centre, Leixlip is bypassed by the M4, with grade-separated interchanges at its eastern and western edges (junctions 5 and 6). The R148 (formerly the N4) runs through the town's Main Street, linking Leixlip to Maynooth to the west and connecting eastwards to the N4 dual carriageway, which provides access to Lucan, the M50, and Dublin City. The R149 runs north from Main Street via Captain's Hill and Cope Bridge (a one-way, signal-controlled crossing), continuing east into Fingal County before turning north towards Barnhill, Hansfield, Ongar, Clonee, and the M3.



Figure 4: Illustration of Existing Road Network in Leixlip

Bus Services

Bus stops (ID 3993, 3996) on Captains Hill within a 12-minute walk are served by a total of 6 no. bus routes, operated by Dublin Bus & J.J. Kavanagh & Sons which primarily connect Leixlip to Dublin and towns such as Celbridge and Maynooth.

The most frequent service is the L59 bus route, which operates c.36 buses daily running each way between Leixlip and Celbridge.

Table 1 sets out the routes and frequency of the buses below.

Bus Route	Operator	Locations	Frequency
X31	Dublin Bus	Leixlip - Dublin	3 buses daily (inbound)
139	J.J Kavanagh & Sons	Naas Hospital - TU Dublin	18 buses daily (outbound)
C5	Dublin Bus	Maynooth – Dublin	5 buses daily (night service)
L54	Dublin Bus	Leixlip – Red Cow Luas	35 buses daily (inbound)
L58	Dublin Bus	Leixlip – Celbridge (Hazel Hatch)	20 buses daily (outbound)
L59	Dublin Bus	Leixlip – Celbridge - Hazel Hatch	36 buses daily (inbound)

Table 1: Bus Route destinations and frequency

Leixlip (Confey) Train Station

Leixlip (Confey) train station is located just off Captains Hill, sited to the north of the town centre and south west of the subject site. Adjacent to the train station there is a car parking area providing 29 spaces, and bike parking spaces. The train station is located approx. 800m walk from the subject site and can be reached in 10 minutes' walk.

This Leixlip (Confey Rail Station rail line forms part of the strategic Western Line and Western Suburban line which serves the four Dublin City Centre stations including Pearse Station, Tara St, Connolly Station, and Docklands. On weekdays the Dublin to Leixlip rail route operates over 30 suburban trains and over 10 intercity trains each way.

12 other suburban stations also serve Maynooth rail station. This railway station also serves Sligo, Collooney, Ballymote, Boyle, Carrick-On-Shannon, Dromod, Longford, Edgeworthstown, Mullingar, Enfield, Kilcock.



Figure 5: TFI Dublin Area Train and Tram Services

Cycle Infrastructure

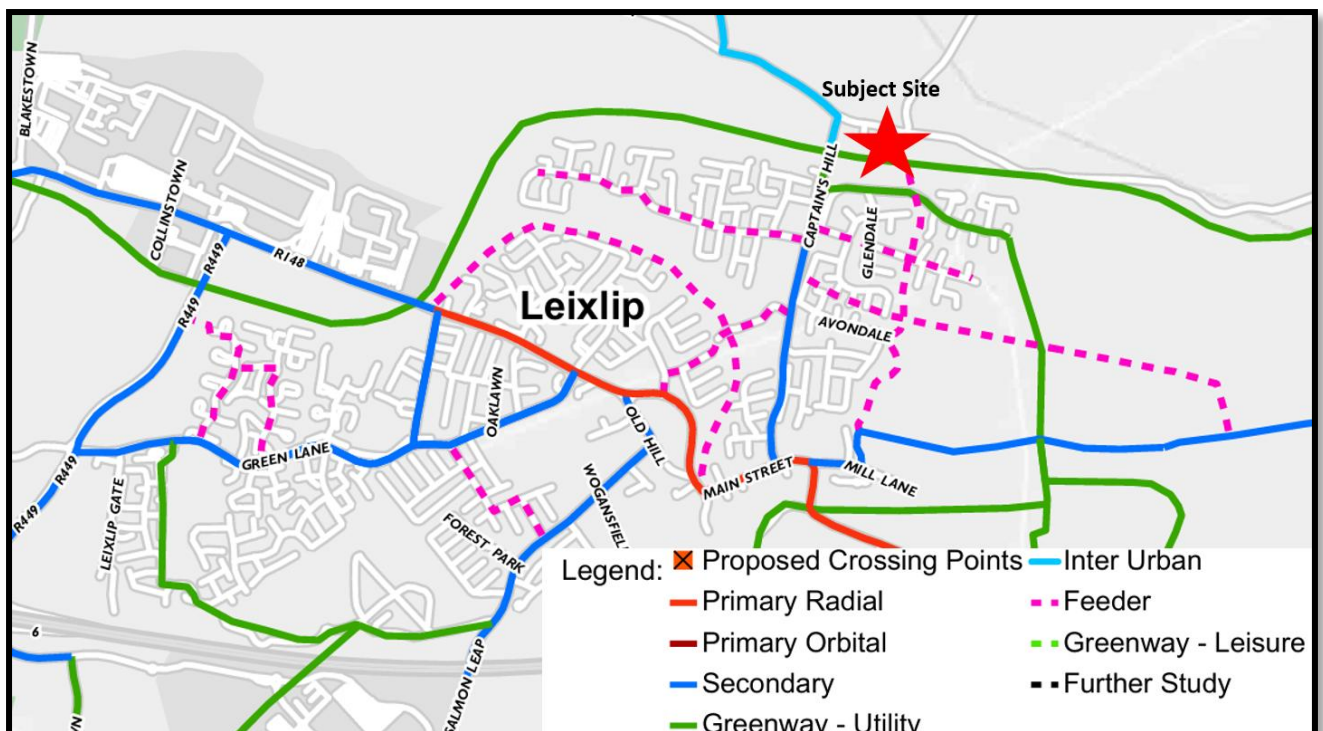


Figure 6 Cycle Network Plan for Greater Dublin Area – Leixlip

Leixlip has a well developed pedestrian network. Existing cycleways in Leixlip include the segregated cycle path along the R449 linking Castletown and Celbridge to Leixlip. Other cycle facilities along Station Road and sections of Green Lane (L5058) are immediately adjacent or incorporated into bus

lanes. There are also informal cycle routes to Lucan via St Catherine's Park; and to Castletown via Parsonstown.

There are a number of off-road pedestrian routes in and around the town, many of which follow the Rye Valley, Royal Canal, Síleacháin Valley and within/around St Catherine's Park. Some of these routes have been marketed as health trails. This includes 3 no. Slí na Sláinte walking routes in or around the town (St. Catherine's Park Slí, Leixlip West, and Leixlip-Lucan Demesne); and other links from Leixlip to Celbridge (Celbridge-Leixlip).

The Greater Dublin Area (GDA) Cycle Network Plan identifies a network of intra urban and urban cycle routes across the GDA. Leixlip is located in the North Kildare Sector Town Cycle Network. The key routes proposed for this sector of relevance to Leixlip are: K1 Royal Canal Greenway; LP1 R148 Main Street and Maynooth Road to Intel Plant cycle route; and LP2 Barnhall Road to Celbridge via Castletown Demesne cycle route.

Future Transport Projects

DART + Programme

Irish Rail also propose to upgrade the rail line between Maynooth, M3 Parkway and Dublin Connolly with the introduction of DART + West which is the first of the infrastructural projects of the DART + Programme to be delivered and will significantly increase rail capacity on the Maynooth / M3 Parkway Lines. The objectives of DART+ West are to:

- Increase peak passenger capacity from 5,000 to 13,200 passengers per hour per direction and increase train frequency between Maynooth and M3 Parkway and Dublin City- facilitating fast, frequent and reliable transport to the surrounding communities.
- Enhance public transport opportunities for work, education or leisure purposes.
- Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that DART+ West will deliver.
- Alleviate road congestion, particularly at the existing level crossings.
- Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.
- Facilitate sustainable choices by encouraging a move away from private cars to reliable, efficient and safe public transport network.
- Improve multimodal transport connectivity through interchange with the Luas at Broombridge and the proposed Spencer Dock station and with the Metrolink at Glasnevin/Phibsborough (Station to be delivered as part of the MetroLink Railway Order).
- Improve journey time reliability.

This upgrade will be achieved by investment in infrastructure, and changing to electrified, high-capacity DART trains and increasing the frequency of trains, for communities in Maynooth, Leixlip, Clonsilla, Coolmine, Castleknock, Navan Road, Ashtown, Broombridge and Drumcondra on the Maynooth line, as well as Hansfield, Dunboyne and M3 Parkway on the M3 Parkway line.

Social Infrastructure Overview

The Social and Community Infrastructure Overview demonstrates that the subject site is located within a well-established and sustainable urban area that benefits from a comprehensive range of existing community services and facilities. Situated within Leixlip, a designated Self-Sustaining Growth Town under the Kildare County Development Plan, the site enjoys convenient access to education, healthcare, retail, recreation and community facilities, all of which support the creation of a sustainable residential neighbourhood.

The assessment confirms that a broad range of social infrastructure is available within walking and cycling distance of the site. These include multiple childcare facilities, primary and post-primary schools, GP practices, health centres, pharmacies, supermarkets, neighbourhood retail services, parks, sports clubs and recreational amenities. The town centre, located approximately 1.3km from the site, provides a vibrant retail and service hub, further enhancing accessibility to everyday services and facilities.

A separate Childcare Assessment concludes that the modest childcare demand generated by the proposed development can be accommodated within existing local capacity and through the planned strategic childcare facility identified within the Confey Masterplan. Consequently, the proposed development will not give rise to a requirement for an additional on-site childcare facility.



Figure 7: Walking Times from Subject Site

Overall, the findings demonstrate that the subject site is well served by existing social and community infrastructure and that the surrounding area possesses sufficient capacity to accommodate the proposed development. The availability of a wide range of accessible services and facilities supports sustainable patterns of development, reduces the need for private car travel and aligns with the objectives of national, regional and local planning policy in promoting compact growth and the creation of well-connected, sustainable communities.

Please refer to Social & Community Infrastructure Audit - Including Creche Audit prepared by McGill Planning for full details.

Planning History

Subject Site

A planning history search of Kildare County Council planning register identifies no planning history on the subject site.

Adjacent and Nearby Development

Housing Infrastructure Investment Fund (HIIF)

On 16 June 2026, the Department of Housing, Local Government and Heritage published the list of projects approved under Call 1 of the Government's Housing Infrastructure Investment Fund (HIIF). Among the approved projects was the Captains Hill Upgrade (Project Ref. HIIFC1-KE-004), a strategic infrastructure project for the Confey/Leixlip area.

The project will upgrade Captains Hill to improve connectivity between the planned Confey urban district and Leixlip town in conjunction with the proposed DART+ West railway overbridge. It forms part of a coordinated programme of investment in transport, water services and electricity infrastructure to support the planned growth of the area. The project is expected to directly unlock approximately 1,750 residential units and indirectly facilitate a further 1,000 residential units. As the subject site is located within the Confey Strategic Development Area, it will directly benefit from this nationally funded infrastructure investment, further supporting the suitability of the site for residential development and the timely delivery of housing in accordance with national, regional and local planning policy.

Confey GAA Club

A number of planning applications have been submitted in respect of Confey GAA Club over the past 20 years. The most recent application (KCC Reg. Ref. 2560058), lodged in January 2025, sought permission for the construction of a 1,913 sq.m enclosed all-weather (astro turf) playing pitch, floodlighting and associated ball-stop netting. Permission was granted in December 2025.

Ballymore Large-scale Residential Development (East of the Site)

Kildare County Council Reg. Ref. 2660746 relates to a proposed mixed-use residential development on lands within the townlands of Newtown and Confey, Leixlip. The proposal comprises 272 residential units, including houses, apartments, duplexes and own-door apartments, together with a childcare facility, four commercial units, public and communal open space including a 1 ha linear park, internal roads, pedestrian and cycle infrastructure, landscaping, drainage and utility infrastructure, ESB substations, PV panels and all associated site works. The proposal also includes two new vehicular access points, upgrades to the surrounding road network and supporting water services. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) accompany the application. The application was lodged on 3 July 2026, with a decision due on 27 August 2026.

Underground Watermain Upgrades

Fingal County Council Reg. Ref. FW26A/0196E relates to the installation of approximately 2.3 km of underground watermain along the R149, passing through the townlands of Allenswood, St. Catherine's Park, Coldblow, Westmanstown and Passifyoucan, Co. Dublin. The development includes the replacement and upgrading of existing watermains together with associated valves, hydrants,

meters, chambers and ancillary infrastructure works. Permission was granted on 6 July 2026, subject to seven planning conditions.

DART+ West Proposals

An Coimisiún Pleanála Reg. Ref. 314232-22 relates to the DART+ West Railway Order, submitted by Córas Iompair Éireann (CIÉ) on 29 July 2022. The project comprises the electrification and upgrade of approximately 40 km of railway between Spencer Dock, Maynooth, M3 Parkway and a new depot east of Kilcock. The scheme includes railway electrification, signalling upgrades, bridge and track modifications, a new Spencer Dock Station, upgrades to Connolly Station, closure of six level crossings, construction of electrical substations, maintenance compounds and a new train depot, together with associated drainage and ancillary infrastructure. The Railway Order was granted by An Coimisiún Pleanála on 18 July 2024, subject to amendments. Although the decision was subsequently challenged through judicial review proceedings, both challenges were withdrawn, allowing the project to proceed.

Royal Canal Greenway

The Royal Canal Greenway is a strategic active travel corridor extending approximately 146 km from Spencer Dock, Dublin, to Cloondara, Co. Longford. The project is being delivered in phases by Waterways Ireland, the National Transport Authority (NTA), the Department of Transport, Transport Infrastructure Ireland (TII), Iarnród Éireann/CIÉ, and the relevant local authorities. The Greenway forms a key component of both the Greater Dublin Area Cycle Network and the National Cycle Network, providing a continuous off-road walking and cycling route along the Royal Canal. Approximately 134 km of the route has been completed, including all rural sections, with the remaining sections between Leixlip and Dublin City Centre progressing through design, planning and construction. Recent milestones include the opening of the Spencer Dock–Phibsborough section by Dublin City Council and the Maynooth–Leixlip section by Kildare County Council in September 2025. The remaining Castleknock–Leixlip section in Fingal is currently at design stage, while the Phibsborough–Ashtown section is progressing through the planning process. On completion, the Greenway will provide a continuous active travel corridor from Dublin City to the River Shannon, enhancing regional connectivity and supporting sustainable transport, recreation and tourism.

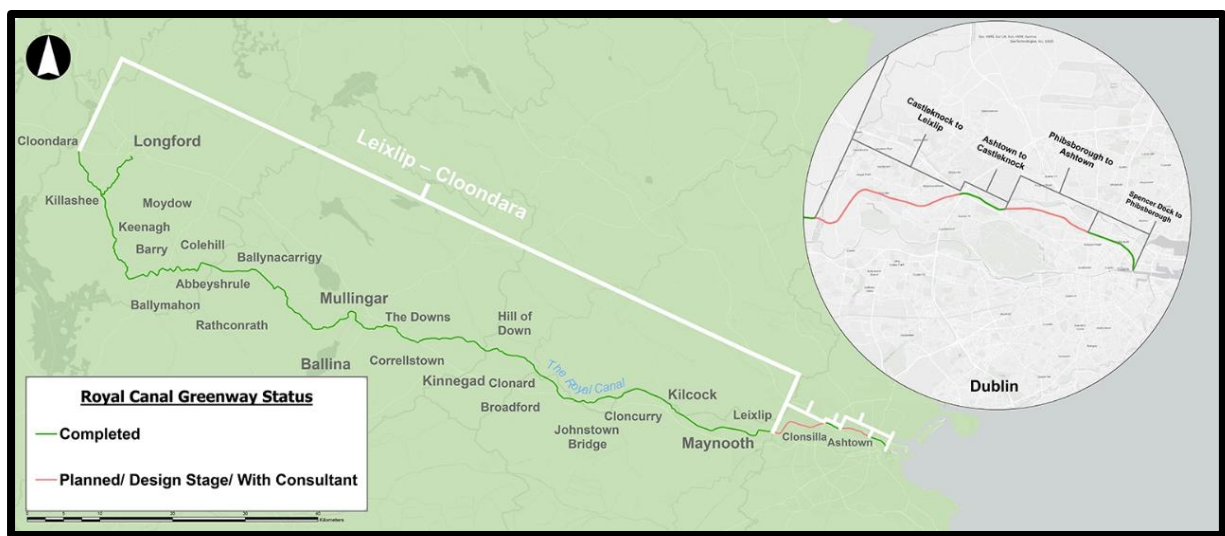


Figure 8: Royal Canal Greenway Progress: Source Waterways Ireland

Rationale for Development

The current proposed development will comprise the following:

The proposed development will consist of 125 no. residential units comprising 81 no. houses, 22 no. duplex units and 22 no. apartments. The proposed housing will comprise of 56 no. 3-bedroom houses and 25 no. 4-bedroom houses, in a mix of detached, semi-detached, terraced and end-of-terrace dwellings ranging in height from 1 to 3 storeys.

The proposed duplex accommodation will comprise of 11 no. 2-bedroom units and 11 no. 3-bedroom units, provided in 11 no. buildings ranging in height from 1 to 3 storeys. The proposed apartment accommodation will comprise of 5 no. 1-bedroom units and 17 no. 2-bedroom units, provided in a single apartment building ranging in height from 4 to 5 storeys.

All residential units will be provided with private amenity space in the form of private rear gardens and/or balconies, as appropriate. The development will also provide public and communal open space, including a linear park parallel to the Royal Canal.

The proposed development will be served by two new vehicular access points from the R149 and a new pedestrian access via the Royal Canal.

The development will also include 175 no. car parking spaces and 384 no. cycle parking spaces, public, communal and private open spaces, landscaping, boundary treatments, waste management and cycle storage areas, 2 no. ESB substations; Sustainable Drainage Systems (SuDS) areas, and all associated site development works, site services and infrastructure, including connections to the Uisce Éireann water supply and wastewater networks.

This proposal seeks to transform a greenfield site into a vibrant, actively used space. It will introduce high-quality open areas and create a new primary route linking R149 Road with the canal, improving connectivity through the site.

Given its proximity to all of the existing community facilities, commercial and retail facilities and amenities, within proximity to the site, it is considered ideally located to enable the continued growth and housing demand for Leixlip as part of the Confey Masterplan.

It benefits from excellent public transport links, local shops, employment opportunities, and community facilities. Given its strategic location and accessibility, the site is ideally suited for higher-density residential development. Overall the site is well-served by essential amenities within reasonable walking distances, promoting an accessible and sustainable living environment.

Development Statistics	
Site Area	4.260ha (gross) 2.986 ha (net)
Floor Area	13,627 m ²
Density	42 dph
Plot Ratio	0.46
Total no. of units	125
Site Coverage	21.74%
Height	2-5 Storeys
Dual Aspect	Houses - 100% Dual Aspect Apartment/Duplexes - 87% Dual Aspect
Open Space	

Public Open Space	c. 4212 m ² (14.2% of Net) c. 7423 m ² (Linear Park) c. 11,835 m ² or 27.7% (total open space)
Communal Open Space	c. 384 sqm
Residential Development	
Dwelling Mix	81 no. residential houses as follows: - 56 no. 3 bed units (c.69%) - 25 no. 4 bed units (c.31%)
Apartment Mix	22 no. residential apartments as follows: - 5 no. 1 bed units (c.23%) - 17 no. 2 bed units (c.77%)
Duplex Mix	22 no. residential units as follows: - 11 no. 2 bed units (c.50%) - 11 no. 3 bed units (50%)
Overall Mix	5 no. 1 bed units (c.4%) 28 no. 2 bed units (c.22%) 67 no. 3 bed units (c.54%) 25 no. 4 bed units (c.20%)
Dual or more Aspects	100% Compliance for houses 87% Compliance for Apartments/Duplexes
Part V	13 no. units (10%)
Parking	
Residential Carparking	175 no. spaces (1.4:1 ratio)
Cycle parking	384 no. spaces - 362 no. long term spaces - 22 no. short term spaces
Access	
Vehicular Access	R149
Pedestrian/Cycle Access	R149 & Royal Canal Greenway

Confey Masterplan

The proposed development has been informed by the Confey Masterplan (Amendment No. 1 to the Leixlip Local Area Plan 2020–2023, as extended and amended), which came into effect on 6 May 2024 and now forms the statutory planning framework for the comprehensive development of the Confey lands. The Masterplan replaces the earlier Confey Urban Design Framework and provides a detailed spatial framework to guide the coordinated and phased development of approximately 1,600 new homes together with supporting community infrastructure, open spaces, transport infrastructure, local services and utilities. The Leixlip Local Area Plan, including the Confey Masterplan, has subsequently been extended to 30 March 2029, providing the current statutory planning framework for the area.

The Masterplan establishes a clear vision for the creation of a sustainable urban extension to Leixlip, centred on compact growth, high-quality placemaking, sustainable mobility and the delivery of supporting infrastructure alongside new residential development. It seeks to create a series of connected neighbourhoods linked by an integrated network of streets, green infrastructure, public open spaces and active travel routes, whilst capitalising on the exceptional amenity of the Royal Canal and the proximity of Confey Railway Station. The Masterplan also provides detailed guidance in

relation to character areas, densities, building heights, urban design, landscape, movement, flood management and the phased delivery of strategic infrastructure.

The application site is located within Character Area R5, which is identified as forming part of Phase 1a of the Masterplan. This phase represents the initial stage in the implementation of the wider Confey lands and is intended to establish the key structural elements of the new neighbourhood, including strategic transport improvements, green infrastructure, public open space and community facilities. The Masterplan identifies the R5 lands as an appropriate location for medium-density residential development that integrates with adjoining neighbourhoods while providing a strong urban frontage along the R149 and reinforcing the wider movement and landscape framework.

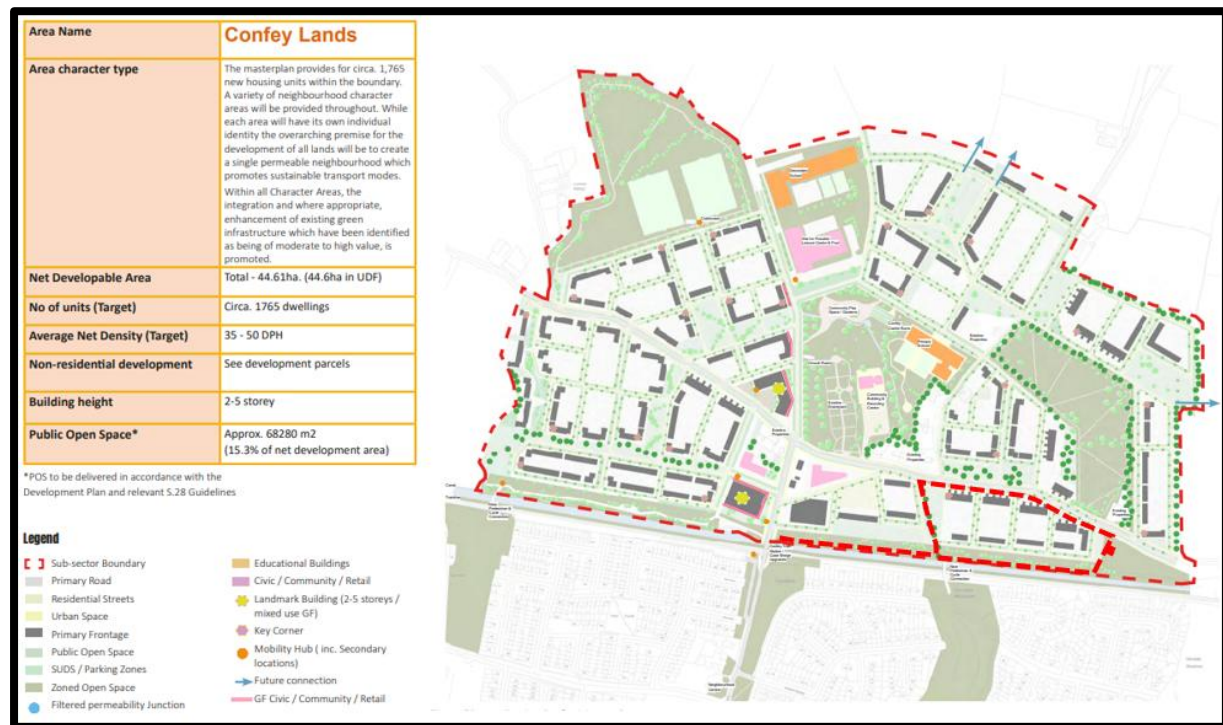


Figure 9: Indicative Confey Masterplan

The design of the proposed development has evolved directly from the principles established by the Masterplan. From the earliest stages of the design process, the scheme has been prepared to respond to the Masterplan's movement strategy through the provision of a highly permeable street network and strong pedestrian and cycle connectivity. The landscape strategy integrates with the proposed linear park and wider green infrastructure network centred on the Royal Canal, while the layout, density and building heights reflect the character envisaged for the R5 lands. The proposals also incorporate sustainable urban drainage measures, high-quality public open spaces and a range of dwelling types that contribute to the creation of a balanced and attractive residential neighbourhood.

In addition to informing the physical design of the development, the Masterplan has shaped the delivery strategy for the site. The proposed development has been prepared having regard to the wider infrastructure and phasing requirements identified for Phase 1a, ensuring that it can be delivered as part of the coordinated implementation of the Confey lands alongside adjoining developments and strategic infrastructure projects. The proposals therefore support the orderly expansion of Leixlip in accordance with national, regional and local planning policy.

Overall, the proposed development represents the site-specific implementation of the adopted Confey Masterplan. It translates the strategic vision established by the Masterplan into a high-quality residential scheme that contributes to the delivery of a sustainable, well-connected and compact new neighbourhood, while reinforcing the long-term objectives of the Leixlip Local Area Plan and the wider growth strategy for Confey.

Overall Layout

The proposed development is arranged as a highly connected and permeable residential neighbourhood, structured between the R149 to the south and the Royal Canal Linear Park to the north. The layout establishes a clear hierarchy of streets and spaces, with bookend apartment blocks located at both ends of the scheme acting as strong edge markers and defining the primary urban frontage.

A mix of houses, duplexes and apartment typologies are arranged in clusters along intimate residential streets and shared landscaped spaces, providing a varied and active edge throughout the development. The internal street network is designed to encourage lower traffic speeds and prioritises pedestrian activity in accordance with DMURS, supported by landscaped routes, frequent connections, and passive surveillance from overlooking dwellings.

Public open space is integrated within the development and along the canal edge, providing a series of safe, usable and accessible amenity spaces which are directly overlooked. The layout capitalises on existing topography and landscape elements to reinforce character and identity, while ensuring strong movement connections to Confey Station, the wider town and new future parklands to the north. Overall, the scheme forms a coherent and legible urban structure with clear address, high permeability and a strong relationship between built form, street network and open space.

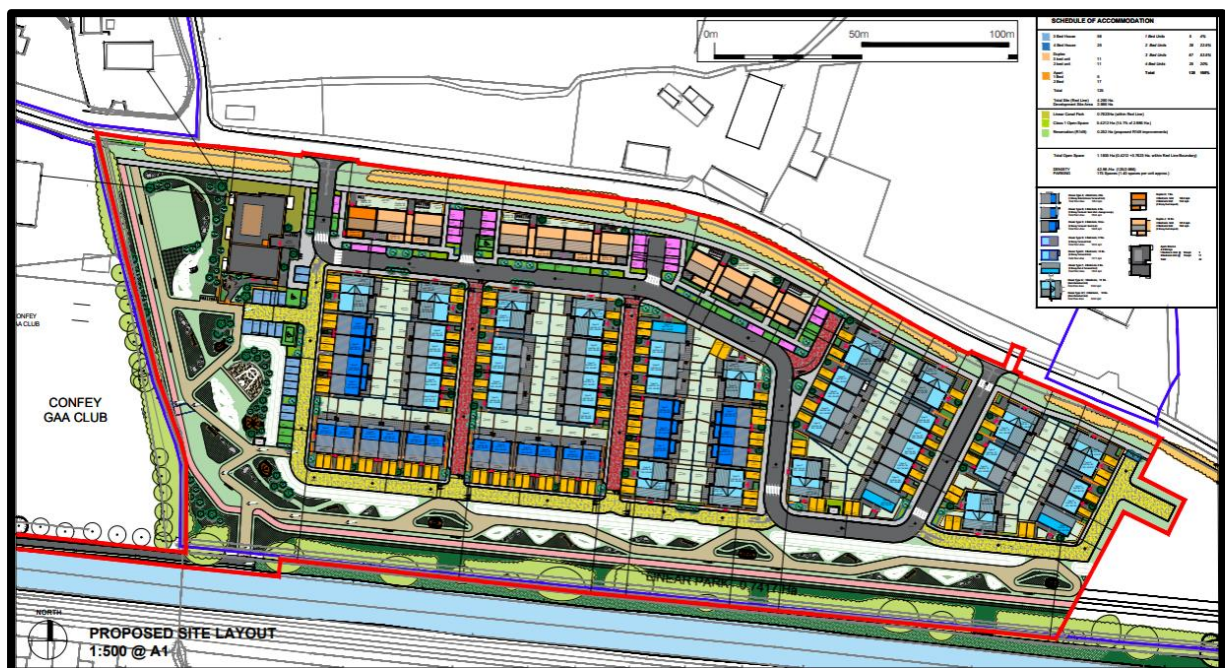


Figure 10: Site Layout (Tegos Architects)

Density

The proposed development comprises 125 no. residential units on a net site area of approximately 2.9 hectares, equating to a net residential density of 42 units per hectare.

The subject site is located within the R5 lands of the Confey Masterplan, which identifies a target residential density of 35–50 units per hectare. The proposed density of 42 units per hectare falls comfortably within this prescribed range and is therefore consistent with the vision and objectives of the Masterplan.

The proposed density also accords with the provisions of the Kildare County Development Plan 2023–2029. Table 2.8 of the Core Strategy identifies a target residential density of 35–50 units per hectare for Self-Sustaining Growth Towns such as Leixlip, while the Confey Masterplan similarly provides for development within this density range, subject to detailed design and consideration of site-specific characteristics.

In addition, the proposal is consistent with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). Chapter 3 of the Guidelines identifies Leixlip as a Metropolitan Town, with the subject lands classified as a Suburban/Urban Extension, as set out in Table 3.3. The Guidelines state that residential densities in the range of 35–50 dwellings per hectare (net) should generally be applied in suburban and edge locations of Metropolitan Towns, while densities of up to 100 dwellings per hectare (net) may be considered at accessible suburban and urban extension locations.

Accordingly, the proposed density of 42 units per hectare is fully consistent with the relevant national, regional and local planning policy framework. It represents an appropriate and efficient use of serviced, zoned lands, while providing a high-quality residential environment that integrates with the emerging neighbourhood envisaged by the Confey Masterplan.

Unit Mix

The proposed unit type and mix breakdown is as follows:

Unit Type	Unit Size	No. of Units	Percentage
Apartments	1 Bed	5	23%
	2 Bed	17	77%
Total Apartment		22	100%
Duplexes	2 Bed	11	50%
	3 Bed	11	50%
Total Duplexes		22	100%
Houses	3 Bed	56	69%
	4 Bed	25	31%
Total Houses		81	100%

Table 2: Proposed Unit Mix

The unit mix breakdown, when reviewed in terms of 1, 2, 3 and 4 bed units only rather than housing types, for the entire development is as follows:

Unit Size	No. of Units	Percentage
1 Bed	5	4%

2 Bed	28	22%
3 Bed	67	54%
4 Bed	25	20%
Total	125	100%

Table 3: Proposed Unit Mix Breakdown

The proposed housing mix is in accordance with the Development Plan. The existing wider area is generally characterised by lower density, two storey, suburban housing providing three and four bed units. The provision of more apartments and duplexes, which are smaller in size, is reflective of the current demographic change in Ireland towards smaller household sizes. This proposal will provide for a greater diversity and choice of housing in this area overall.

Residential Amenity

The proposed layout respects the standard of the existing properties within the adjoining areas. Window locations have been sited to avoid views into the home from other houses or the street. Separation distances from the rear walls of houses to existing neighbouring dwellings is in line with the recommendations contained within the Compact Settlement Guidelines.

The layout is influenced by the Compact Growth Guidelines with 16m back-to-back separation distances, compact layouts and high provision of own door units and variety of streetscapes.

All bathroom and side gable windows between houses are to be fitted with opaque glazing.

Housing Quality Assessment

A Housing Quality Assessment prepared by Tégos Architects is enclosed with the application. The assessment sets out the proposed housing mix, unit sizes, private open space provision, storage areas, living/dining/kitchen areas, bedroom sizes, and dual aspect arrangements.

The assessment demonstrates that the proposed houses meet the relevant requirements of the Sustainable and Compact Settlement Guidelines for Planning Authorities 2024 (the “Compact Guidelines”) and the Kildare County Development Plan 2023–2029. The proposed apartments and duplex units have been assessed against the relevant standards contained within the Apartment Guidelines (including the 2025 update) and are demonstrated to comply with the applicable requirements in terms of unit size, storage, private amenity space, aspect, and residential quality.

Open Spaces and Landscaping

The proposed development incorporates a comprehensive landscape strategy comprising public open spaces, pedestrian and cycle routes, planting and green infrastructure. The proposals respond to the objectives of the Confey Masterplan and Confey Design Code and have been refined to address the recommendations of the LRD Opinion. Existing mature trees and hedgerows have informed the layout and are retained wherever practicable to maintain the site's landscape character, biodiversity value and green infrastructure.

The development incorporates Home Zones and shared surface streets linking the northern and southern parts of the site. These low-speed, pedestrian-priority areas improve permeability and prioritise walking and cycling while maintaining appropriate vehicular access.

The Western Open Space forms the principal public open space within the development, providing active recreation, informal nature play, biodiversity enhancement and sustainable movement. The Linear Park extends along the Royal Canal, providing a connected east-west green corridor with pedestrian and cycle routes linking residential areas, public open spaces, the Royal Canal Greenway and future adjoining neighbourhoods.

A permanent connection to the existing Royal Canal towpath is provided at the south-west of the site, together with a safeguarded future connection at the south-east in accordance with the Confey Masterplan. The proposal also includes the upgrading of the adjoining section of the Royal Canal Greenway, improving connectivity towards Cope Bridge, Confey Train Station and the wider active travel network. A Letter of Consent from Waterways Ireland accompanies the application in support of the proposed Greenway improvement works.

The Royal Canal corridor, existing towpath, mature trees and boundary hedgerows are retained wherever practicable and integrated into the landscape strategy. Where limited tree or hedgerow removal is required, native replacement planting is proposed to reinforce the landscape buffer and maintain ecological continuity.

A Sustainable Urban Drainage Systems (SuDS) strategy has been incorporated into the development. Surface water from public open spaces will be managed within the site and will not discharge into private residential curtilage. Following detailed design development, the swale adjacent to the apartment building has been omitted due to underground service constraints, while the remaining SuDS features have been refined to maintain safe pedestrian access and drainage performance.

The natural play strategy has also been refined following the LRD Opinion, with boulders and logs confined to a designated nature play trail integrated with grass mounding and planting. All play

equipment is fixed, with no moving parts or loose-fill surfacing, and the street tree palette has been revised to include species better suited to urban conditions and long-term maintenance.

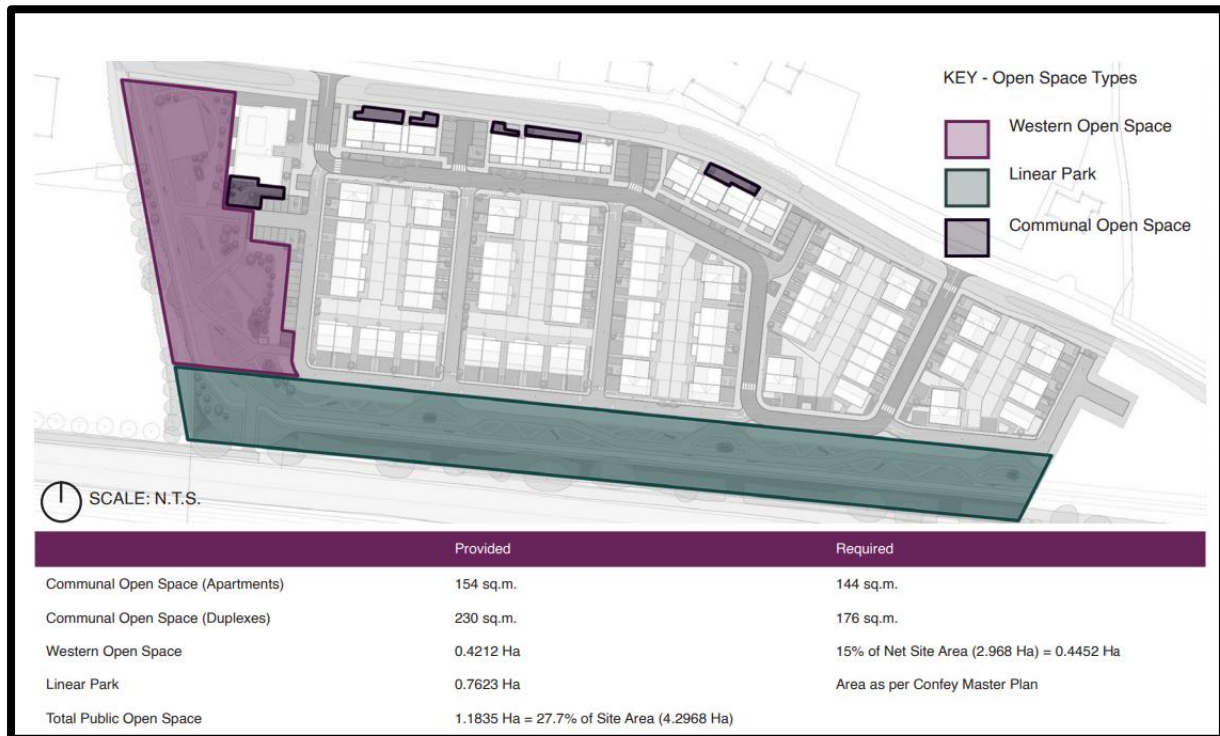


Figure 11: Proposed Open Space

In accordance with the Confey Masterplan and Design Code, the development incorporates two primary categories of public open space: the Western Open Space (identified as the Green Finger/Pocket Park) and the Linear Park (Canal Edge – Open Space 1), together with communal open space serving the apartment block.

Western Open Space (Green Finger / Pocket Park):

Located to the west of the site, this principal area of public open space provides recreation, biodiversity enhancement and ecological connectivity. It accommodates natural play, seating, active recreation and sustainable movement within a multifunctional landscape setting. Area provided: 0.4212 ha.

Linear Park (Canal Edge – Open Space 1):

Extending along the southern boundary, the Linear Park reinforces the Royal Canal green corridor while providing pedestrian and cycle connectivity, informal recreation, biodiversity enhancement and access to the Royal Canal Greenway. Area provided: 0.7417 ha.

Communal Open Space:

A landscaped communal space is provided immediately south of the apartment block. Defined by low railings and planting, the space offers residents privacy while maintaining visual connectivity with the wider landscape. Area provided: 384 sq.m.

A total of 1.1835 ha of public open space is provided within the development, satisfying the requirement for public open space across the 4.26 ha site. In addition, 384 sq.m. of communal open space is provided, exceeding the required 320 sq.m. for apartment residents.

Overall, the proposed landscape strategy establishes a connected hierarchy of high-quality public and communal open spaces that support recreation, biodiversity, ecological resilience, sustainable movement and community well-being, while integrating with the wider green infrastructure network envisaged by the Confey Masterplan.

Ecology

Appropriate Assessment

Altamar Environmental undertook a Stage 1 Appropriate Assessment Screening for the proposed development and concluded that, either alone or in combination with other plans or projects, it is not likely to have a significant effect on any European (Natura 2000) site.

The nearest European site, the Rye Water Valley/Carton SAC, is located approximately 674 m from the site, however, there is no direct or indirect hydrological pathway linking the development to this SAC. While an indirect surface water pathway exists to the European sites within Dublin Bay, the substantial separation distance, together with settlement, dilution and flocculation processes within the receiving water environment, ensure that no significant effects are likely.

Foul water will discharge to the existing public sewer network for treatment and will not result in impacts on any European site. Taking account of the drainage strategy, separation distances, absence of ecological connectivity, and the findings of the supporting hydrological and hydrogeological assessment Carried out by AWN Consulting, it is concluded that the proposed development will not adversely affect the integrity or conservation objectives of any European site. Accordingly, Stage 2 Appropriate Assessment is not required.

Hydrological & Hydrogeological Qualitative Risk

AWN Consulting undertook a Hydrological and Hydrogeological Risk Assessment which concluded that the proposed development will not result in significant impacts on surrounding water bodies or any European (Natura 2000) sites. The assessment confirmed that the Rye Water Valley/Carton SAC has no direct hydrological connection to the site and that any potential hydrogeological linkage through the underlying locally important aquifer is highly unlikely to result in impacts due to the low permeability overburden, significant groundwater dilution and mixing, and the separation distance between the site and the SAC.

During operation, surface water will be attenuated and discharged to the Oranstown Stream, which has no hydrological connection to the upstream SAC. Although indirect pathways exist to the River Liffey and Dublin Bay European sites via the surface water and foul drainage networks, the substantial travel distances, attenuation, dilution and treatment processes ensure that impacts are imperceptible.

The assessment concludes that there are no pollutant linkages during either the construction or operational phases that could adversely affect the water quality or conservation objectives of the Rye Water Valley/Carton SAC or the European sites within Dublin Bay.

Ecological Impact Assessment (EcIA)

An Ecological Impact Assessment (EcIA) has been prepared by Altamar Ltd. to assess the potential ecological effects of the proposed development during the construction and operational phases. The assessment included desk studies, habitat mapping, botanical, mammal, bat and wintering bird surveys undertaken between 2024 and 2026, together with an assessment of designated sites, ecological receptors and potential impact pathways.

The EcIA concludes that the site comprises predominantly intensively managed agricultural land of generally low ecological value, with the principal ecological features being the boundary hedgerows, treelines, drainage ditches associated with the Silkeachain Stream, and the adjacent Royal Canal corridor. No protected or rare plant species were recorded, and no evidence of badger setts or otter holts was identified within the site, although evidence of otter activity was recorded along the Royal Canal. Bat surveys recorded three species i.e. Leisler's bat, common pipistrelle and soprano pipistrelle, using the site for commuting and foraging. Wintering bird surveys undertaken over two consecutive seasons recorded 28 species, including one red-listed and nine amber-listed Birds of Conservation Concern, but confirmed that the site does not support significant numbers of SPA Qualifying Interest species and is not of significance for wintering bird populations.

The assessment identifies potential construction-related effects associated with habitat loss, disturbance, lighting and surface water management. These impacts are addressed through a comprehensive package of mitigation measures, including retention and protection of key boundary vegetation, implementation of a 20m exclusion zone adjacent to watercourses, pollution prevention measures, sensitive lighting design, ecological supervision, and biodiversity enhancement planting.

The EcIA concludes that, following the implementation of the proposed mitigation measures and best practice construction management, the proposed development will not result in significant adverse effects on designated conservation sites, protected species or local biodiversity. Residual ecological effects are predicted to be not significant, with the landscape strategy and habitat creation measures providing opportunities for biodiversity enhancement over the longer term.

Biodiversity Management Plan (BMP)

A Biodiversity Management Plan (BMP) has been prepared by Altamar Ltd. to guide the protection, enhancement, management and long-term monitoring of biodiversity associated with the proposed development. Informed by the findings of the Ecological Impact Assessment (EcIA), the BMP sets out measures including the retention and enhancement of existing ecological features, native planting, species-rich grassland, SuDS habitat enhancements, and the provision of bird and bat boxes and other biodiversity features. The Plan also establishes habitat management and ecological monitoring measures, overseen by a suitably qualified ecologist, to ensure the successful establishment of habitats and the long-term enhancement of biodiversity across the site.

Engineering Services and Flood Risk

Sustainable Drainage Systems (SuDS)

A comprehensive SuDS strategy has been prepared by Corrigan Hodnett Consulting Civil & Structural Engineers in collaboration with Murphy + Sheanon Horticulture & Landscape Architecture. The strategy adopts an integrated approach to sustainable stormwater management, combining green infrastructure including rain gardens, tree pits and green roofs with engineered drainage measures such as permeable paving, flow controls, retention swales and infiltration systems. This landscape-led approach replicates natural drainage processes, reduces surface water runoff, improves water quality and delivers a resilient, future-proofed drainage network that accords with Kildare County Council and national SuDS policy objectives.

Objective INO26 should not be interpreted solely on a quantitative basis, but also having regard to the quality, accessibility and multifunctional nature of public open space. The Objective expressly recognises that SuDS measures are acceptable where they contribute positively to the design and quality of open space. This approach is reinforced by the Kildare County Council SuDS Design Guide (2024), which confirms that integrated SuDS features may appropriately form part of public open

space where they remain accessible, usable and multifunctional. Similarly, the Sustainable and Compact Settlements Guidelines for Planning Authorities (2024) recognise that public open space may incorporate nature-based drainage and attenuation features as part of an integrated green infrastructure network.

The proposed Conveyance Swale and Infiltration Blanket have been designed in accordance with these principles. Rather than functioning as standalone engineering infrastructure, they form integral components of the public open space, providing accessible, landscape-led features that contribute to the recreational, ecological and visual quality of the development. This is further reinforced by the fact that the proposed development significantly exceeds the minimum public open space requirement of the Development Plan, ensuring a generous provision of high-quality, usable open space throughout the scheme.

Accordingly, the proposed SuDS strategy represents a balanced, policy-compliant and design-led approach that successfully integrates sustainable drainage infrastructure within an attractive, functional and biodiversity-rich public realm.

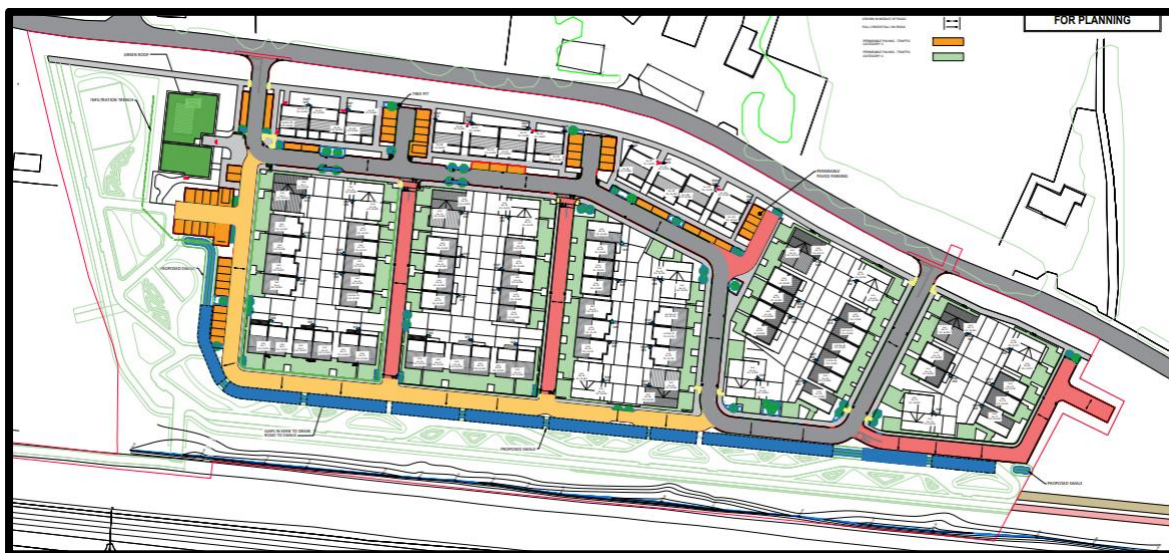


Figure 12: Proposed SuDS Plan

Water Supply

The proposed development will be served by a new potable water connection to the existing Uisce Éireann network on the R149 (Confey Road). Uisce Éireann has confirmed the feasibility of the connection, subject to the planned upgrade of approximately 1.2 km of the existing 3-inch watermain to a 250 mm watermain. The proposed development has an average daily water demand of 50,625 litres and a peak demand of 2.93 L/s. Low water usage devices will be installed throughout the development, and all water infrastructure will be designed in accordance with the Uisce Éireann Code of Practice for Water Infrastructure (2025).

Uisce Éireann issued a Statement of Design Acceptance (Connection Reference No. CDS26003112), July 10th 2026, confirming that it had reviewed the proposed water services design for the development and had no objection to the proposals submitted.

Foul Water

Wastewater generated by the proposed development, with a calculated peak flow of 3.87 L/s, will discharge to the existing 750 mm diameter gravity sewer located to the south of the site at manhole reference SO01374002, subject to confirmation by Uisce Éireann. Uisce Éireann has confirmed that the proposed wastewater connection is feasible without requiring upgrades to the public network. The design has been prepared in accordance with the Uisce Éireann *Code of Practice for Wastewater Infrastructure* (2025), and appropriate separation distances have been incorporated to protect existing Uisce Éireann assets within and adjacent to the site.

Flooding

Corrigan Hodnett Consulting Civil & Structural Engineers has undertaken a Site-Specific Flood Risk Assessment (SSFRA) for the proposed residential development at Confey, Leixlip. The assessment was prepared in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and the Kildare County Development Plan 2023–2029.

The assessment confirms that the proposed residential development is not at risk from fluvial or coastal flooding. The OPW Eastern CFRAM Study identifies that none of the proposed buildings are located within the 0.1% Annual Exceedance Probability (AEP) fluvial flood extent (1 in 1,000-year event), while the limited area of Flood Zone B within the site remains unaffected by the proposed development. In addition, the site's location over 19km from the Irish Sea and at an elevation exceeding 50m Above Ordnance Datum confirms that there is no risk of coastal flooding. The Confey Masterplan Flood Extent Mapping further confirms that all proposed buildings are located within Flood Zone C for both fluvial and pluvial flooding.

The assessment also found no recorded flood events within the site, no evidence of historical flooding or alluvial deposits, and no significant overland flow paths that would present a flood risk. The proposed development incorporates a comprehensive SuDS strategy designed in accordance with the Kildare County Development Plan and the Greater Dublin Strategic Drainage Study (GSDSDS). Surface water runoff will be restricted to the calculated greenfield runoff rate, with the drainage network designed to accommodate a 30% climate change allowance and a 10% urban creep allowance. Finished floor levels are also set a minimum of 500mm above the modelled critical storm water levels, ensuring resilience in the event of extreme rainfall.

The Flood Risk Assessment concludes that the proposed development will not adversely affect the existing flood regime or increase flood risk elsewhere. As the proposed residential development is classified as a Highly Vulnerable Development located entirely within Flood Zone C, it is considered an Appropriate form of development under The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009), and the application of the Justification Test is not required.

Access and Movement

The proposed development will be accessed via two vehicular access points from the R149 Confey Road, located on the eastern and western boundaries of the site, in accordance with the access strategy set out in the Confey Masterplan and the Confey Masterplan Strategic Transport and Mobility Report (Arup, November 2023). Both access points are designed to accommodate all modes of transport and provide safe and efficient access to the proposed development.

The development incorporates a setback along the R149 to safeguard the corridor required for the future upgrading and widening of Confey Road in accordance with the Confey Masterplan. This reservation will facilitate the delivery of an upgraded road corridor, including a widened carriageway,

footpaths, cycle tracks and associated verges, as agreed with the Transportation Department of Kildare County Council.

Pedestrian and cyclist permeability is also provided through the site, including a direct connection to the Royal Canal towpath to the south, providing a convenient active travel link to Leixlip (Confey) Railway Station and the wider area.

The proposed vehicular access arrangements, internal road network and visibility splays have been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS). The required sightlines for the 60 km/h speed limit on the R149 are achieved, and the internal roads and footpaths have been designed in accordance with the relevant national standards and Kildare County Council requirements.



Figure 13: Proposed Access Points

Car Parking

The proposed development provides a total of 175 car parking spaces, comprising 158 resident spaces and 17 visitor spaces, including 2 accessible parking spaces. Parking for the houses is primarily provided within individual curtilages, while parking for the duplex and apartment units is accommodated in shared on-street parking areas. Visitor parking is distributed throughout the development to ensure convenient access for visitors.

The proposed parking provision is below the maximum standards set out in the Kildare County Development Plan 2023–2029, reflecting the site's sustainable location within walking distance of Confey Railway Station and supporting the objectives of the accompanying Mobility Management Plan. In addition, the development incorporates electric vehicle (EV) charging infrastructure in accordance with the Development Plan and the EU (Energy Performance of Buildings) Regulations 2021. Active EV charging will be provided at visitor parking spaces, with all remaining parking spaces future-proofed through the provision of ducting infrastructure to facilitate the installation of EV charging points.

Cycle Parking

Cycle parking provision is embedded as a central component of the mobility and public realm strategy for the development. A total of 384 bicycle parking spaces are proposed in the scheme. Secure cycle storage is provided on-curtilage for individual units with rear garden access, and apartment / duplex buildings will incorporate dedicated covered and secure cycle parking areas located in close proximity to main entrances. Visitor cycle parking will be provided at key open space nodes, within the western open space and along primary movement routes to ensure convenience for short-term parking.

Part V

A Part V proposal accompanies this planning application to Kildare County Council, providing social and affordable housing in accordance with Part V of the Planning and Development Act 2000 (as amended). The proposed development provides 35 no. Part V units, equating to 28% of the overall residential development, thereby exceeding the statutory 20% Part V requirement. The units are distributed throughout the scheme to ensure tenure integration and a balanced residential mix.

The Part V unit composition is as follows:

- 3 no. 1-bed apartments
- 18 no. 2-bed apartments
- 9 no. 3-bed apartments
- 1 no. 2-bed duplex
- 1 no. 3-bed duplex
- 3 no. 3-bed houses

This results in a total of 35 no. Part V units, comprising a range of dwelling types that are fully integrated within the overall development. The Part V units have been designed to be tenure-blind, ensuring a cohesive and inclusive residential environment in accordance with national guidance and best practice. Full details of the proposed Part V provision are included within the accompanying Part V Proposal submitted as part of this planning application.

Archaeology

The proposed LRD at Confey is on a greenfield site between the R149 and the Royal Canal, about 1 km from historic Leixlip. The R149, dating back to at least the 18th century, includes an arched stone bridge modified in 2011, possibly built with stone from nearby Confey Castle. While the bridge and roadside walls will not be impacted, the development will alter the rural character of the area, particularly the setting of Confey House opposite the site, though it is not a protected structure.

No recorded archaeological remains exist on the site, but it lies close to medieval monuments at Confey, including the church, graveyard, and castle, associated with a historic settlement and field system. A medieval artefact found in 2011 highlights potential for further finds near the Silleachain Stream. Evidence of a medieval road is uncertain, though an 18th-century road (Silleachain Lane) formerly connected the area. Archaeological monitoring in 2014 found no significant remains within the site, though a 19th-century brick kiln survives just outside its boundary.

Due to its proximity to medieval and prehistoric sites, the general location of the LRD site is considered archaeologically sensitive, and any subsurface remains could be impacted without mitigation. Visually, the proposed multi-storey blocks will change the rural landscape and introduce intervisibility with Confey's medieval remains, though distance and intervening housing will limit major adverse effects on the castle's setting.

The proposed development would be subject to a pre-development programme of licensed geophysical survey followed by a pre-development programme of targeted archaeological test excavation to comprehensively address its sub-surface archaeological potential.

The results of geophysical survey and archaeological test excavation will determine whether further mitigation at the site will be required, such as a strategy for the in situ preservation of confirmed archaeological remains, archaeological monitoring of groundworks during construction, or archaeological excavation and recording to full resolution of archaeologically significant remains that cannot be preserved in situ.

To mitigate inadvertent impact on the wing wall at Cope Bridge during proposed surface upgrade work on the canal towpath, the wing wall should be isolated and protected using an appropriate barrier system. Any alteration to the built heritage at Cope Bridge should be preceded by the preparation of a built heritage record in accordance with best cultural heritage practice.

Statement of Response to S247 Comments by Kildare County Council

An S247 Pre-Planning meeting (KCC Reference: PP5992) took place with Kildare County Council (KCC) on 16th January 2025 online via Teams. The following items were discussed and the response by the design team is set out below.

Kildare County Council Comment	Applicant response
Development Management (Planning)	
- Phasing query – R5 lands to come forward first. MU1 is included within this redline and requires a childcare facility). Are you going to deliver a creche in line with MU1? - Clarification regarding phase 2 to the east? - Reference made to new Kildare SUDS Document. Not accepting retention tanks. - Loss hedgerow along northern boundary. We should avoid biodiversity net loss. - Look at the way the contours are, how the water moves along the site. Site floods along the west. We should try and work with this part of the site. - Not happy with gap within the south boundary to canal path. - POS to east – not convinced this is useable. Who is going to use. - Not happy with the southern boundary - Urban design – Eastern area of open space ensure its overlooked. - Western entrance – heavily car parked. No vista at the end. - Make sure pocket park is surveilled at all sides - Perhaps stagger the building line to the south. Provide vista and breaks up long stretches of straight roads.	The subject site is within R5 lands. It is noted that a new creche planned as part of the MU1 Lands of the Confey Masterplan, which will accommodate approximately 105–150 children and is to be developed in parallel with the proposed scheme. We note that the Phasing Strategy of the Confey Masterplan limits the number of units on the R5 lands to 125 units. By adding more units would exceed this cap. Noted. Please refer to Engineering Services Report for full details on SuDS strategy. In order to accommodate the Proposed R149 improvements, it was necessary to remove portions of the existing planting along the northern boundary. Notwithstanding compensatory planting is proposed throughout the site mitigating biodiversity net loss. A Site Specific Floodrisk Assessment has been carried out. Pedestrian connectivity to the canal has been enhanced, with improved access and visual permeability along the southern boundary. The eastern open space has been redesigned to improve usability, accessibility, and passive surveillance. The western entrance has been refined to reduce visual dominance from parking and to provide a stronger vista on approach. The central pocket park is now overlooked on multiple sides to enhance safety and natural supervision.

	Building lines along the southern edge have been staggered to introduce visual interest and avoid long straight frontages.
Roads Department	
- Connection to Leixlip - the connections at present are not great. Cope bridge and Captain's Hill. Captains Hill to be upgraded through the part 8 process. Cope Bridge update works to be carried out by Irish Rail. This will bring Improved connectivity and movement for pedestrians and cyclists. These works should be carried out prior to operation. The timing of these works should run in tandem with your application. - Cope Bridge has a temporary shuttle system which has been there a long time and the aim is to remove that but the Cope Bridge works have to be carried out in order for that to happen. - Roads Department are engaging within Irish Rail, however this proceed takes time. - TTA be carried out . Ideally this should be carried out on full Masterplan- joint up thinking. Questioned the discussions to date with neighbours. - Internal Road layout, the straight stretches should be less than 70m - Home zones to have footpaths, and he would have some concerns with these shared surfaces. - Permeability links are welcomed. - Public lighting analysis to carried out. - Noise assessment to be carried out – noting railway line adjacent. - Willing to work with us on parking and cycle provision. - Open to work with us on this scheme. - Noted the additional wider infrastructure works to be carried out. - With regards to programme from Irish Rail and Captains Place, George will provide any info if and when it comes. - Noted the width of the reserved lands to the North. Willing to look at depth of the road to the north.	Connectivity improvements via Cope Bridge and Captains Hill are noted, the proposal aligns with the timing of these works. A full Traffic and Transport Assessment is being prepared in line with the overall Masterplan strategy. Internal streets have been shortened and designed in accordance with DMURS, with home zones including defined pedestrian areas. Permeability has been strengthened through additional pedestrian and cycle routes linking to surrounding lands and the Royal Canal Greenway. Public lighting and noise assessments will accompany the full application. Parking and cycle provision are being finalised in consultation with KCC and are acceptable in principle.

Parks Department	
- No real issues with open space layout - Full arborist pack required. This will indicate the approach that will be taking. - Wants information regarding what's to be taking in charge and what will be left to a management company This will dictate things like the bound surfaces etc. - Not too much grey and paving within the open space. Prefer more greenery. - The swale could be integrated into the natural play area. - Street tree planting – proposed services to be integrated into the scheme at early stage. - SUDS designs are to be clearly set out. - Happy to introduce the central pocket park. Highly functional space.	The trees and hedgerows on the subject site and or immediately adjacent have been assessed by Charles McCorkell, as detailed in his Arboricultural assessment, tree protection plan and tree constraints plan enclosed with this LRD Pre-Planning request, which details the quantum of trees / hedgerows that are being retained on site as part of the development proposal. The submitted landscape design by Murphy + Sheanon Horticulture & Landscape Architecture demonstrates how the retained planting on site is being incorporated into the overall landscape design proposal for the development. Noted. Please refer to Engineering Services Report for full details on SuDS strategy. The open space strategy has been amended from the S247 design namely to accommodate way leave constraints that run through the site. Notwithstanding the Open Space is located to the west of the site as per the Indicative R5 Lands Layout of the Confey Master Plan.
Environment	
- Quantities of materials of import/export. Full details required, and possible licencing certificate etc . - Regulation 27 of the EC Waste Directive Regulations to be adhered to - Construction & Demolition Waste Management Plan required - Operational Waste Management Plan - Surface Water Management Plan - maybe conditioned - IW Sewer – A possibility a sewer runs west and south of the site.	Noted. All required reports will be commissioned and submitted with the full Stage 3 application, including details of material import/export (with licences/certificates where applicable), compliance with Regulation 27 of the EC Waste Directive Regulations, a Construction & Demolition Waste Management Plan, an Operational Waste Management Plan, and a Surface Water Management Plan (if conditioned).
Part V	
- Based on date of purchase and planning - Plot areas to calculate the number of Part V. Either 10% or 20% depending on dates. - Housing need - 50% need for 1 bed, 30% need for 2 bed, 16% need for 3 bed, 4% need for 4 bed.	Please refer to Part V pack that accompanies this preapplication consultation. In summary 13no. Part V units meeting the 10% requirements of this site. Unit mix consists of: - 1no. 1-bed: c8% - 5no. 2-bed: c.38.5% - 5no. 3-bed: c. 38.5% - 2no. 4-bed: c.15%

Heritage	
- Bat and artificial light concerns along canal. - Greenway – cycle connections is not overly clear at this stage. We don't want to miss the opportunity to create cycle links along the tow path. - Engage with Waterways Ireland	Noted. Please refer to ecology pack prepared by Altamar Environmental. The Applicant and the Design team had a meeting with Waterways Ireland on 21/03/25. The meeting discussed the Confey Masterplan. The tow path should remain primarily recreational, with commuting routes better placed in the Linear Park, and any tow path connections must be handled sensitively with environmental and landscape considerations. Development is possible but should be approached carefully, with upgrades needed at the bridge crossing and potential issues at GAC land. Ongoing challenges with the Royal Canal Amenity Group (liveaboards, parking) and the treatment of adjacent lands were also raised.

Statement of Response to Kildare County Council LRD Opinion

A Section 32C pre-planning consultation meeting with Kildare County Council took place on the 09th January 2026 via Microsoft Teams. Following on from this, Kildare County Council issued an Opinion under Section 32D.

This opinion advised that;

“Following consideration of the issues raised during the LRD meeting, the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the Act would constitute a reasonable basis for an application for Large-scale Residential Development.

Furthermore, pursuant to Article 16A of the Planning and Development (Large-scale Residential Development) Regulations 2021 the applicant is hereby notified that, in addition to the requirements of Section 32D, the prospective LRD applicant is notified that in addition to the requirements of Article 23, the following specific information should be submitted with any LRD application for permission for the proposed development”.

LRD Opinion	Response
Layout and Linkages	
1. S.3.9 of the Masterplan details Homezones linking the north and south of the site. It is not clear if this has been included or considered therefore clarity is sought on this matter.	Noted. The proposed development has fully considered the Home Zone principles set out in Section 3.9 of the Confey Masterplan. The Landscape Architecture drawings prepared by Murphy + Sheanon have been revised to clearly identify the proposed Home Zones and shared surface areas throughout the scheme. These spaces have been designed as low-speed, pedestrian-priority environments that promote permeability and strengthen connections between the northern and southern portions of the site. The Home Zones incorporate high-quality landscape planting, informal social spaces, and shared surface treatments to prioritise pedestrian and cyclist movement while maintaining necessary vehicular access. This approach supports active travel, enhances residential amenity, and contributes to the creation of attractive, people-focused streetscapes in accordance with the objectives of the Confey Masterplan, the Confey Design Code, and the principles of the Design Manual for Urban Roads and Streets (DMURS). Further information regarding the design and operation of these areas is provided within the accompanying Civil Engineering and Landscape Architecture drawings.
2. Ensure that pathways within the linear park are not redundant and have a	The proposed pathway network within the linear park has been carefully designed to provide a clear and purposeful hierarchy of pedestrian and

defined purpose and relate well to the existing greenway to the east.	cycle routes that support movement, recreation, and connectivity throughout the development. The layout responds to anticipated pedestrian desire lines, ensuring that all paths serve a defined function by linking residential areas with key destinations, including public open spaces, neighbourhood amenities, the Royal Canal Greenway to the east, and future adjoining neighbourhoods. The design avoids unnecessary or redundant routes and instead creates an integrated and legible movement network that promotes active travel and enhances accessibility. The proposed path network has been developed in accordance with the objectives of the Confey Masterplan and Confey Design Code, reinforcing the role of the linear park as both an ecological corridor and a key movement spine within the wider development. Further details of the proposed path hierarchy and movement strategy are provided in Section 5.3 of the Landscape Design Rationale.
3. While it is considered that the proposed layout is generally acceptable clarity is required regarding the relationship between the proposed linear park and the existing Royal Canal Greenway. Submitted drawings should detail how the development will interact with same to the west and to the east of the site making provision for future connectivity.	The proposed development has been designed to establish a strong relationship between the linear park and the existing Royal Canal Greenway, providing both immediate and future connectivity in accordance with the objectives of the Confey Masterplan. The linear park forms the primary east-west green corridor through the site, with direct and legible pedestrian and cycle connection to the Greenway along the southern boundary. The proposal also includes the upgrading and resurfacing of the adjoining section of the Greenway, together with appropriate lighting, improving access to Cope Bridge, Confey Train Station and the wider active travel network. A Letter of Consent from Waterways Ireland accompanies this application in support of the proposed Greenway improvement works. A permanent connection to the existing canal towpath is proposed at the south-west of the site, with a further connection identified at the south-east to facilitate future phases of the Confey Masterplan. This connection point has been carefully located to minimise impacts on the existing hedgerow and respond to existing site levels, ensuring the ecological, visual and

	recreational value of the Royal Canal corridor is retained while enabling future connectivity.
Residential Development Standards	
The Planning Report states that a full Housing Quality Audit (HQA) is included. However, it is inadequate in that it does not compare the various metrics with respect to the units to any particular standard. An updated and complete HQA is required comparing the houses to the standards set out in Ch. 15 of the Kildare County Development Plan 2023-29 and the Compact Settlement Guidelines. Furthermore, in this instance, all duplex and apartment units should be compared against the relevant Apartment Guidelines. The floor to ceiling heights of all units should be included as should storage etc.	Noted. An updated and comprehensive Housing Quality Audit has been prepared by Tegos Architects and submitted with this response. The revised HQA includes a full assessment of all house, duplex and apartment units against the standards of Chapter 15 of the Kildare County Development Plan 2023–2029, the Compact Settlement Guidelines, and the Sustainable Urban Housing: Design Standards for New Apartments Guidelines, including floor-to-ceiling heights, storage provision and all relevant residential quantum's.
Boundary Details	
Please ensure that exact boundary treatment details for proposed residential units are provided e.g. fencing/boundary walls including overall heights. These should be provided on a dedicated plan layout drawing.	A dedicated Boundary Treatment Plan has been prepared by Murphy + Sheanon Horticulture & Landscape Architecture and is submitted with this response. The drawing provides details of all proposed residential boundary treatments, including fencing, boundary walls and their respective heights.
Materials/Finishes	
The details regarding finishes are lacking particularly with respect to Block A, the most prominent structure at the site. Please submit a full schedule of materials used for all structures.	A comprehensive schedule of external materials and finishes has been prepared by Tegos Architects and is included within the Architectural Drawing Pack submitted as part of the application. The schedule details the proposed materials and finishes for all buildings, including Block A.
Landscaping/Parks	
The KCC Parks Section has reviewed the documents and submitted drawings and requires the following issues to be addressed:	Noted. Existing mature trees and hedgerows to be retained are clearly identified on the Landscape and tree protection plans. The layout has been carefully designed to minimise the removal of trees and hedgerows, with only those necessary to facilitate the proposed development and future road widening envisaged under the Confey Masterplan proposed for removal. The retained vegetation will protect the site's landscape character, biodiversity and visual amenity, while accommodating appropriate access, infrastructure and future connectivity. Further details are provided within the accompanying Arboricultural Report and Tree Protection Plans prepared by Charles McCorkell Arboricultural Consultancy.
Existing mature trees and hedgerows surrounding the site should be protected and retained	

The canal and associated linear landscape belt within this area are of critical importance and must be safeguarded. The Canal should be clearly shown on any Site Layout Plan including the canal pathway	Noted. As stated above, the Royal Canal and existing towpath have been clearly identified on the Landscape Plans and Site Layout Plans. The landscape proposals have been designed to safeguard this important ecological and recreational corridor by retaining the existing landscape buffer adjacent to the canal and maintaining an appropriate setback from the canal edge. The proposed layout integrates positively with the canal corridor while protecting its character, visual amenity and biodiversity value.
The proposed development should incorporate a clearly defined Sustainable Urban Drainage Systems (SuDS) strategy and accompanying map, provided separately in the forthcoming application, establishing a hierarchy of drainage features. The proposal should demonstrate compliance with Kildare's Sustainable Drainage Systems Guidance Document 2024 and specific reference should be made to it.	A comprehensive SuDS strategy has been prepared by Corrigan Hodnett Consulting Civil & Structural Engineers and incorporated into the proposed development. The drainage hierarchy and associated SuDS features are clearly identified within the accompanying Civil Engineering drawings. The landscape strategy integrates SuDS measures as multifunctional landscape elements that contribute to biodiversity, visual amenity, climate resilience and water quality. The proposed approach has been developed in accordance with the objectives of Kildare County Council's Sustainable Drainage Systems Guidance Document (2024). Further details are provided within the Civil Engineering documentation prepared by Corrigan Hodnett Consulting Civil & Structural Engineers.
Surface water runoff from public spaces should not discharge into private curtilage and should be dealt with within the site.	Surface water runoff from public open spaces is fully managed within the proposed SuDS network and is contained within the development lands. The drainage design ensures that runoff from public areas does not discharge into private residential curtilage. Further details of the surface water management strategy are provided within the Civil Engineering drawings prepared by Corrigan Hodnett Consulting Civil & Structural Engineers.
The proposed swale surrounding the open space requires further review in the context of Taking in Charge requirements, particularly at locations where paths cross the swale and where it closely interfaces with apartment blocks.	Following further coordination with the design team, the proposed swale adjacent to the apartment building has been removed due to additional service constraints and underground survey information identifying existing wayleaves through the site. The remaining swale design has been reviewed at crossing locations, with appropriate treatments incorporated to provide safe and accessible pedestrian connections while

	maintaining the function and performance of the SuDS network. Further details are provided within the Civil Engineering drawings prepared by Corrigan Hodnett Consulting Civil & Structural Engineers.
The path network should be reviewed to lead users to clear destinations and desire lines. Applicant should avoid the provision of redundant paths or routes that may result in underuse or unsafe road crossing points.	The path network has been reviewed by the Design Team and refined to ensure routes follow clear desire lines and provide direct connections to key destinations, including public open spaces, residential areas, the Royal Canal Greenway and future connections identified within the Confey Masterplan. The revised layout improves legibility, avoids unnecessary routes and minimises potential conflict points, while maintaining a permeable and accessible pedestrian and cycle network throughout the development.
Limit the use of boulders and logs to defined locations or designated play areas. Integrate natural play features into the landscape, using landform, planting, and site features as play elements.	Boulders and logs are confined to the designated nature play trail within the open space, where they are integrated with grass mounds and landscape features to create an informal play environment.
No equipment with movable parts of loose fill surface material.	Noted. Proposed play equipment does not have any moving parts.
Consider consolidating pedestrian and cycle routes along the northern edge of the site to run in parallel, improving legibility and connectivity.	The proposed scheme reflects the movement framework established within the Confey Masterplan. The pedestrian and cycle routes have been retained to ensure continuity with the wider strategic movement network and to facilitate future connections within subsequent phases of the Masterplan.
Select street tree species that are suitable for urban conditions and are easy to prune and maintain e.g. lime, hornbeam. Avoid reliance on Alnus, Pyrus, and Sorbus species as street trees. Review the suitability of hawthorn as a street tree due to its thorny structure and pruning difficulties.	The proposed street tree palette has been reviewed and revised in response to the Council's comments, with species selected to provide robust performance in urban conditions, long-term canopy cover and suitability for future maintenance by the Local Authority. Further details of the proposed tree species and landscape strategy are provided within the accompanying Landscape Pack.
The provision of a detailed Taking in Charge map is essential to enable a comprehensive review of landscape elements and maintenance responsibilities.	A detailed Taking in Charge Map has been prepared by Tegos Architects and is included within the Architectural Planning Pack. The drawing clearly identifies the areas proposed for Taking in Charge and the associated maintenance responsibilities for public realm and landscape elements.

The Applicant is advised to liaise with the Parks Section of Kildare County Council.	Noted and consultation was carried out.
Water Services - SuDS	
1. A fully SUDS compliant surface water drainage plan is required.	Following consultation with Kildare County Council Water Services on 15.05.2026, Corrigan Hodnett Consulting Engineers revised the surface water drainage proposals to enhance the SuDS strategy, including the removal of underground attenuation. The strategy adopts an integrated approach to sustainable stormwater management, combining green infrastructure including rain gardens, tree pits and green roofs with engineered drainage measures such as permeable paving, flow controls, retention swales and infiltration systems. Full details are provided in Section 5.0 and Appendix D.1 of the Infrastructure Design Report.
2. The proposed surface water drainage system shall be designed in terms of incorporating appropriate Sustainable Drainage Systems (SuDS). The applicant shall comply with the Kildare County Development Sustainable Drainage Systems (SuDS) Guidance Document and incorporate a sequence of SuDS techniques that work together in a Management Train to control the flow, volume and frequency of run-off as well as preventing or treating pollution as water flows through the development. SuDS design shall maximise nature-based solutions and the sustainable drainage systems shall be designed, inspected, and supervised by a qualified engineer who shall certify the works as compliant with regard planning compliance, design and construction. The sustainable drainage systems shall cater for the 1 in 100 year storm event (or as otherwise agreed in writing) and with an allowance of +30% in order to cater for "climate change" and an additional 10% for Urban creep. The Applicant shall ensure that surface water from the development does not discharge to a point where neighbouring developments would be at risk of flooding.	Corrigan Hodnett Consulting Engineers have designed the surface water drainage system in accordance with the Kildare County Development SuDS Guidance Document. The proposed SuDS Management Train is outlined in Section 5.0 and Figure 5-4 of the Infrastructure Design Report. The surface water network has been modelled for the 1 in 100-year storm event, including allowances for 30% climate change and 10% urban creep, with the results provided in Appendix D.1 of the Infrastructure Design Report. The proposed system ensures that runoff from the development is managed without increasing flood risk to adjoining lands.

3. The proposed Surface Water Drainage and Landscaping layouts/details shall correlate fully with each other as part of any planning application. The applicant is required to show details and sizes of the Sewage, Water and Storm network they are connecting to, and the condition they are in. Surface water and Wastewater drainage systems must discharge to separate pipe networks.	Corrigan Hodnett Consulting Engineers confirm that the Surface Water Drainage and Landscaping layouts have been coordinated as part of the proposed development. Surface water will discharge to the watercourse to the south of the site, while wastewater will discharge to the existing wastewater sewer traversing the site. Full details are provided in Sections 4.0 and 5.0 of the Infrastructure Design Report.
4. Underground attenuation systems are not acceptable. Nature-based SuDS measures are required and attenuation should only be considered as a last resort. Refer to Objective IN 024 of the Kildare County Development Plan 2023-2029. It is the intention of Kildare County Council that the use of underground drainage techniques is to be strictly limited across Kildare as per Objective IN 024. Surface water design to remove the proposed underground Cellular Attenuation System and replace same with a nature based above ground solution such as detention basins.	Noted. In response to Kildare County Council's comments, Corrigan Hodnett Consulting Engineers have removed all underground attenuation from the proposed surface water management strategy. The revised design adopts a nature-based SuDS approach in accordance with Objective IN 024 of the Kildare County Development Plan 2023–2029, with details provided in Section 5.0 and Appendix D.1 of the Infrastructure Design Report.
5. The applicant shall submit a dedicated Sustainable Drainage Systems (SuDS) Maintenance Plan for the written approval of the Planning Authority. The plan shall include a schedule of activities providing details and frequency of maintenance tasks required for all SuDS and surface water drainage elements proposed. This maintenance regime shall have planned preventative and response elements and cover all emergency maintenance and repairs.	Corrigan Hodnett Consulting Engineers have prepared a SuDS Maintenance Plan in accordance with the requirements of the Planning Authority. The plan is included in Appendix D.4 of the Infrastructure Design Report.
6. The applicant is required to submit a surface water drainage catchment drawing delineating each proposed individual surface water catchment for the development.	Corrigan Hodnett Consulting Engineers have prepared a surface water drainage catchment drawing identifying the five proposed drainage catchments (Catchments A–E). Details are provided in Section 5.0 of the Infrastructure Design Report and on Drawing CHC-00-GR-DR-C-00200 – Drainage Layout.
7. All Sustainable Drainage Systems (SuDS) features within areas proposed for Taking in Charge shall be designed and constructed in accordance with Kildare County Council's Sustainable Drainage Systems (SuDS) Taking in Charge Standard Details. All tree pits shall	Noted. All SuDS features within areas proposed for Taking in Charge have been designed in accordance with Kildare County Council's SuDS Taking in Charge Standard Details. Bioretention tree pits are designed to receive runoff via overland flow rather than direct discharge to the base of the tree pits. Details are provided on the

collect runoff via overland flow and not direct discharge to base of tree pit.	accompanying engineering drawings and within the Landscape submission.
8. The Applicant is advised to liaise with the Water Services Section of Kildare County Council.	Corrigan Hodnett Consulting Engineers consulted with Mr Paul Dennis of the Kildare County Council Water Services Department on 15.05.2026.
Uisce Éireann	
Uisce Éireann have reviewed the documents and notes the following:	
1. All Confirmation of Feasibility (COF) letters are usually valid for a period of c. 12 months from date of issuance. After this period, it may be required for the applicant to submit a new PCE in order to obtain an updated COF letter. The applicant is required, under the Large-Scale Residential Development Regulations to submit a valid Confirmation of Feasibility (COF) when lodging their LRD application.	An up-to-date Uisce Éireann Confirmation of Feasibility (COF) has been issued under reference CDS26003112, dated 29th May 2026. A copy is included in Appendix B.1 of the Infrastructure Design Report and appended to the LRD Form 19.
2. Uisce Éireann does not permit build over its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards Codes and Practices must be achieved. It is the applicants responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to construction, where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice.	Corrigan Hodnett Consulting Engineers confirm there are no diversions of Uisce Éireann assets proposed as part of the development.
3. Statement of Design Acceptance (SODA) -The applicant is advised that a SODA is recommended to be in place and submitted at full LRD planning application lodgement stage.	A Statement of Design Acceptance (SoDA) for the internal wastewater design, layout and network connection has been issued by Uisce Éireann under reference CDS26003112, dated July 2026. A copy is included in Appendix B.2 of the Infrastructure Design Report and appended to the LRD Form 19.
Transportation	
The Transport/Roads Planning Section of the KCC Transport, Mobility and Open Spaces Department has the following comments in relation to the above application.	
1. The applicant to submit road design drawings scale 1:500 for the proposed development detailing the following. (a) The proposed main access points off the R149 for both construction and development	a) Corrigan Hodnett Consulting Engineers have prepared the proposed road layout, including the main site access points, in accordance with DMURS. Details are provided on Drawing CHC-

traffic. No long straight sections of road >70m as per DMURS.

(b) Corner radii and longitudinal gradients to be in accordance with the Design Manual for Urban Roads and Streets DMURS 2019.

(c) Vehicular parking to be in keeping with Table 15.8 of Chapter 15 of the Kildare County Development Plan 2023-2029.

(d) Electric vehicle (EV) charge points for all residential units to be in accordance with Chapter 5 of the Kildare County Development Plan 2023-2029.

(e) Critical Swept Path Analyses for a 3 axle refuse collection vehicle 9.86 m by 2.50 m in dimension, a private vehicle and a fire tender demonstrating access and egress to and from the site and manoeuvrability on the site.

(f) The manner in which surface water runoff is collected and disposed of for the application site to comply with SUDS. Storm water runoff attenuation to be located under public open space and not under trafficked area refer to KCC SUDS Guidance Document.

(g) Surface wearing course for the proposed development to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification. All surface water drainage gullies shall be fitted with suitable locking type covers or gratings.

(h) Details of 30 km/h Slow Zones signage and their respective locations in the residential development in accordance with the Department of Transport, Tourism and Sport's (DTTAS) traffic signs advice note TSAN-2016-02.

(i) All signage and road markings to be in accordance with the Department of Transport, Tourism and Sport's (DTTAS) Traffic Signs Manual.

(i) Lines of sight at the proposed vehicular entrance to be in accordance with the Design Manual for Urban Roads and Streets DMURS (2019) where speed limit is 50kph.

(k) Permeable paving for the car parking areas if proposed to comply with SUDS.

(1) On street parking spaces to be 2.50 metres by 5.00 metres marked in 100mm white lines of a durable material. Disabled parking spaces are to be in accordance with the Irish Wheelchair Association's Best Practice Access Guidelines, clearly marked with 100 mm wide white lines

00-GR-DR-C-00100, with construction access addressed in the Construction Management Plan prepared by Acoustic Dynamics.

b) The proposed corner radii and road gradients comply with DMURS (2019). Details are provided on Drawings CHC-00-GR-DR-C-00100 and CHC-00-GR-DR-C-00110.

c) The proposed car parking provision complies with the Kildare County Development Plan 2023–2029. Details are provided in Section 2.4 of the Infrastructure Design Report.

d) EV charging infrastructure has been incorporated in accordance with the Kildare County Development Plan 2023–2029. Details are provided in Section 2.4, with further information included in Proposed E-Car Charging Layout prepared by Waterman Moylan Consulting Engineers.

e) Swept path assessments have been completed for a fire tender, refuse vehicle and private car, demonstrating safe access and manoeuvrability throughout the development. Details are provided on Drawings CHC-00-GR-DR-C-00101, 00103 and 00104.

f) The proposed surface water drainage system has been designed in accordance with SuDS principles. No underground attenuation is proposed beneath trafficked areas. Details are provided in Section 5.0 and on Drawings CHC-00-GR-DR-C-00200 and CHC-00-GR-DR-C-00400.

g) The proposed road construction, including the Stone Mastic Asphalt wearing course and locking gully covers, complies with the relevant TII specification. Details are provided on Drawing CHC-00-GR-DR-C-00120.

h) Gateway signage and traffic calming measures have been incorporated in accordance with DTTAS TSAN-2016-02. Details are shown on Drawing CHC-00-GR-DR-C-00100.

i) All proposed signage and road markings have been designed in accordance with the Traffic Signs Manual. Details are

with a durable permanent material and have 1.20-metre-wide accessibility aisles cross hatched in yellow. Disabled parking spaces are also to be marked with a white wheelchair symbol in a durable material. (m) Bicycle parking to be in accordance with Table 15.4 of Chapter 15 of the Kildare County Development Plan 2023-2029. (n) Home zones to be a minimum of 4.8m in width with 1.2m footpath access for pedestrians delineated and different pavement finish to be used. (o) The shared access for pedestrians and cyclists should be a minimum of 3m in width with public lighting provided. (p) Landscaping and trees should not impact on sight lines and public lighting and a root management plan to be submitted. (q) Parking and set down facilities for the Childcare and Neighbourhood Facilities to be submitted.	provided on Drawing CHC-00-GR-DR-C-00100. j) The proposed site entrance and internal junction sightlines comply with DMURS (2019). Details are shown on Drawing CHC-00-GR-DR-C-00100. k) Permeable paving is proposed for all car parking areas as part of the SuDS strategy. Details are provided on Drawing CHC-00-GR-DR-C-00120. l) Car parking spaces, including accessible parking, have been designed in accordance with the relevant standards. Details are shown on Drawing CHC-00-GR-DR-C-00100. m) Bicycle parking has been provided in accordance with the Kildare County Development Plan 2023–2029. Details are included in Section 2.5 of the Infrastructure Design Report. n) The proposed home zones comply with the required carriageway and pedestrian widths and include contrasting surface finishes. Details are shown on Drawing CHC-00-GR-DR-C-00100. o) The proposed shared pedestrian and cycle routes, including public lighting, are detailed within the Landscape and Public Lighting submissions. p) The landscape design has been coordinated to ensure trees do not obstruct visibility splays or public lighting. Root management details are included within the Landscape submission. q) Not applicable. No childcare or neighbourhood facilities are proposed as part of the development.
2. The applicant to clarify the extent of home zone provision within the development. The applicant to provide VRU provision (minimum 1.2m width), gateway, signage and road lining entry for the proposed home zone areas. Biodiversity linkages from north to south within Home Zone streets should be incorporated.	Corrigan Hodnett Consulting Engineers have identified the proposed Home Zones and Shared Surface areas on Drawing CHC-00-GR-DR-C-00100 – Road Layout, House Levels & Access Sightlines, including the associated vulnerable road user (VRU) provision, gateway treatments, signage and road markings. Biodiversity linkages through the Home Zone streets are incorporated within the landscape design prepared by Murphy + Sheanon Horticulture & Landscape Architecture, with full details provided in the Landscape submission.

3. The applicant to submit a detailed design and drawings scale 1:500 for the proposed widening works of R149 consisting of a 6.5m wide carriageway with a 1.5m grass verge, 2m wide cycle track and 2m wide footpath at the site frontage. The applicant will be required to construct these road improvements prior to occupation of housing.	Corrigan Hodnett Consulting Engineers have incorporated a setback development line along the R149 to safeguard the corridor required for the future road improvement works identified within the Confey Masterplan. The reserved corridor accommodates the future carriageway, footpath, cycle track and verge requirements, as agreed with the Transportation Department of Kildare County Council. The future R149 improvement arrangement is also illustrated on Drawing CHC-00-GR-DR-C-00102 – Future R149 Road Improvements. The upgrade of the R149 between Cope Bridge and the L1050 is identified as infrastructure to be delivered as part of completion of Phase 1a of the Confey Masterplan, before additional development under Phase 1b and later phases can be progressed.
4. The applicant to resubmit a TTA incorporating traffic volumes the Full Master Plan of the proposed development. The submitted TTA only accounts for traffic volumes from phase 1.	A revised Traffic and Transport Assessment (TTA) has been prepared by NRB Consulting Engineers Ltd. and is submitted under separate cover. The assessment considers the traffic impacts of the fully occupied development and includes a comprehensive assessment of the entire Masterplan lands, in accordance with the Planning Authority's request. Please refer to TTA for full details.
5. The applicant to liaise with Traffic Management Section re any required upgrade works to the traffic signals on Cope Bridge. The applicant to comment on same.	A Traffic and Transport Assessment (TTA) has been prepared by NRB Consulting Engineers Limited and is submitted with this LRD application. The assessment has considered the impact of the proposed development on the surrounding road network, including the Cope Bridge junction. Based on the assessment undertaken, no upgrade works to the existing traffic signals at Cope Bridge are anticipated to be required as part of this development.
6. The applicant to provide permeability links to the Royal Canal. The Applicant is requested to provide a drawing and cross section scale 1:500 of pedestrian and cycle linkage between the development and the Royal Canal. Details of permeability links for vulnerable road users into adjoining lands/ development to be submitted where the design should allow for passive surveillance and adequate public lighting. The applicant is requested to provide details of the	The proposed pedestrian and cyclist linkage to the Royal Canal towpath has been developed by Murphy + Sheanon Horticulture & Landscape Architecture in consultation with Waterways Ireland. Details of the proposed connection, including the landscaping treatment and environmental considerations, are provided in the Landscape submission. The proposals include an upgrade of the canal towpath between Cope Bridge and the south-west corner of the site, providing a direct and legible pedestrian and cycle connection

Filtered Permeability Link, accommodated pedestrians and cyclists, between the development and the Royal Canal. In the detailed solution for permeability, the applicant is requested to consider the following: personal security; legibility; quality of the environment, landscaping, maintenance, lighting, passive surveillance, final position and orientation of houses.	between the development, Cope Bridge and linking onto the Confey Train Station. The design has considered personal security, passive surveillance, lighting, landscaping, maintenance and integration with the surrounding development.
7. The applicant is requested to prepare a drawing showing that gradients and horizontal alignments are compliant with relevant design codes such as the DMURS and Cycle Design Manual. The applicant is requested to finalise mutually beneficial details for both the residents and the passing pedestrians and cyclists. Details should include the following: landscaping, public lighting, materials, security and boundary treatment. The applicant is requested ensure the detailed design maximises passive surveillance and promotes active travel.	Corrigan Hodnett Consulting Engineers have provided details of the proposed road gradients, crossfalls and alignments on Drawing CHC-00-GR-DR-C-00100 – Road Layout, House Levels & Access Sightlines and Drawing CHC-00-GR-DR-C-00110 – Road Longitudinal Sections, demonstrating compliance with DMURS and relevant cycle design guidance. The detailed design of pedestrian and cyclist routes has been coordinated with the landscape proposals prepared by Murphy + Sheanon Horticulture & Landscape Architecture, which address landscaping, materials, boundary treatments, passive surveillance and integration with the wider active travel network. Public lighting proposals are submitted separately and have been coordinated to ensure safe, accessible and attractive routes for pedestrians and cyclists.
8. There is a significant shortfall in car parking and no VRU facilities provided to access the train station at Confey. The proposed VRU access to Confey station along the canal tow path is substandard. The applicant to confirm that they will be upgrading the tow path with hard surfacing, dimensions, public lighting, boundary treatment and permission from Waterways Ireland for same. The Applicant to submit a drawing illustrating same.	The proposed development provides a total of 175 car parking spaces, comprising 158 resident spaces and 17 visitor spaces, including 2 accessible parking spaces. Parking for the houses is primarily provided within individual curtilages, while parking for the duplex and apartment units is accommodated in shared on-street parking areas. Visitor parking is distributed throughout the development to ensure convenient access for visitors. The proposed parking provision is below the maximum standards set out in the Kildare County Development Plan 2023–2029, reflecting the site's sustainable location within walking distance of Confey Railway Station and supporting the objectives of the accompanying Mobility Management Plan.

	The proposed VRU connection to Confey Train Station will be facilitated through the upgrade of the Royal Canal tow path. Details of the proposed upgrade, including surfacing, route dimensions, boundary treatment, landscaping and integration with the surrounding environment, are provided within the Landscape submission prepared by Murphy + Sheanon Horticulture & Landscape Architecture. The proposals have been developed in consultation with Waterways Ireland.
9. The applicant to provide a car parking strategy for the proposed management of the car parking spaces for proposed development. The applicant has not detailed how the reduced number of car parking spaces will be allocated for users.	The proposed development provides a total of 175 car parking spaces, comprising 158 resident spaces and 17 visitor spaces, including 2 accessible parking spaces. Parking for the houses is primarily provided within individual curtilages, while parking for the duplex and apartment units is accommodated in shared on-street parking areas. Visitor parking is distributed throughout the development to ensure convenient access for visitors.
10. Due to the significant shortfall in car parking the applicant to provide loading bays is to serve the proposed development. The applicant to confirm car parking spaces a minimum of 2.5x5.0m in dimension. The applicant to provide a car parking schedule drawing indicating car parking spaces for proposed development and loading bays.	The proposed parking provision is below the maximum standards set out in the Kildare County Development Plan 2023–2029, reflecting the site's sustainable location within walking distance of Confey Railway Station and supporting the objectives of the accompanying Mobility Management Plan. The allocation and arrangement of resident, visitor and other parking spaces are detailed on the submitted car parking layout drawing prepared by Tegos Architects. A car parking management strategy will be implemented by the future management company to manage the allocation and use of parking spaces. All car parking spaces have been designed to comply with the required minimum dimensions of 2.5m x 5.0m. Details of the parking layout, parking schedule and associated servicing arrangements are provided on the accompanying engineering drawings prepared by Corrigan Hodnett Consulting Engineers.
11. The applicant to provide details of EV charging car parking spaces and ducting for the at least 20% of the spaces. The applicant is requested to supply ducting infrastructure for all car parking space to enable the subsequent installation of	The proposed EV charging provision has been designed in accordance with the requirements of the Kildare County Development Plan 2023–2029. Details of the EV charging spaces and ducting provision are provided in Section 2.4 and Table 2-4 of the Infrastructure Design Report.

recharging points for electric vehicles, in accordance with TM0117 & TM0118. Where parking associated with units is being supplied on street, dedicated charging points for use by residents are to be provided adjacent to parking spaces. The charging points should operate on metered basis, with access to the charging point being available to residents through a swipe card or PIN number registration facility. The EV Chargers are to be compatible with the Sustainable Energy Authority of Ireland's Triple E Register and should support the use of renewable energy and improve urban air quality.	The proposed EV infrastructure includes charging provision and ducting arrangements in accordance with the relevant standards, with locations detailed on the Waterman Moylan Consulting Engineers drawings submitted under separate cover
12. The applicant to submit a Mobility Management Plan which is to include: (a) The estimated number of trips for 125 residential units, 81 houses and 44 no. apartments. (b) Full details of all existing public transport links and timetables serving Leixlip and links to commuter rail timetables at Leixlip, Co. Kildare. This is also to list all public transport links to prominent employment centres. (c) Walking and cycling routes in Leixlip. (d) The manner in which future residents of the housing, apartments, and duplexes will be informed of the reduced parking standard and vehicular parking spaces available prior to the occupation of these units. (e) The manner in which the Mobility Management Plan will be made available to future residents. (f) During the lifetime of this Mobility Management Plan, the developer shall submit annual survey results of the modal splits and origin of trips of future residents.	A Preliminary Mobility Management Plan (Travel Plan) has been prepared by NRB Consulting Engineers Limited and is submitted under separate cover. The Plan addresses the proposed 125 No. residential units and includes trip generation estimates, existing public transport services and timetables, rail connections, employment links, and local walking and cycling routes. The Plan also outlines measures to inform future residents of the reduced car dependency approach, available parking provision and sustainable travel options prior to occupation. The Mobility Management Plan will be made available to residents through the Management Company and Travel Plan Coordinator. Following occupation, travel surveys will be undertaken, with annual monitoring of modal split and trip origin data provided over the lifetime of the Plan. Please refer to Mobility Management Plan prepared by NRB.
13. By reducing the number of car parking spaces, the applicant is assuming the residents will avail of public transport. The applicant to therefore provide a public transport study to provide an assessment of public transport capacity on both bus and rail transport to ensure that there is capacity on both modes of transport. The applicant to carry out a public transport study of both rail and bus transport provision for a typical	The proposed development provides a total of 175 car parking spaces, comprising 158 resident spaces and 17 visitor spaces, including 2 accessible parking spaces. Parking for the houses is primarily provided within individual curtilages, while parking for the duplex and apartment units is accommodated in shared on-street parking areas. Visitor parking is distributed throughout the development to ensure convenient access for visitors.

working 7day week over 12hour period, detailing the provision of hourly services and the capacity on each mode of transport.	The proposed parking provision is below the maximum standards set out in the Kildare County Development Plan 2023–2029, reflecting the site's sustainable location within walking distance of Confey Railway Station and supporting the objectives of the accompanying Mobility Management Plan. Notwithstanding the compliant level of car parking provision, a Public Transport Capacity Assessment Report has been prepared by NRB Consulting Engineers Limited (Appendix L – PT Capacity) of the TTA. The assessment has been undertaken to determine the capacity of the existing and future public transport network serving the development, including both bus and rail services, having regard to the anticipated population, trip generation and modal split assumptions for the scheme. The assessment includes a review of existing and future public transport services, service frequencies, available capacity and the additional demand likely to arise from the proposed 125 No. residential units. The analysis was informed by local travel patterns and modal split data, together with an assessment of anticipated public transport trips generated by the development. The assessment confirms that the additional demand arising from the proposed development can be accommodated on the existing and future public transport network. During the weekday AM commuter peak period (07:00–09:00), the predicted additional demand is approximately 6 additional bus passengers and 6 additional rail passengers, representing approximately 0.7% of available bus capacity and 0.11% of available rail capacity. The report concludes that there is sufficient capacity available on both bus and rail services to accommodate the additional trips generated by the development, with no identified shortfall in public transport capacity. The proposed development will therefore not result in any significant impact on the operation or capacity of the surrounding public transport network.
14. The applicant is to submit details and locations on a drawing of appropriate	The proposed bicycle parking provision has been designed in accordance with the requirements

secure bicycle storage for the proposed development in accordance with KCC Development Plan 2023- 2025.	of the Kildare County Development Plan 2023–2029. Details of the quantum and type of bicycle parking proposed are provided in Section 2.5 of the Infrastructure Design Report. The location and design details of secure bicycle storage facilities for the apartment and duplex units are provided within the architectural proposals prepared by Tégos Architects, submitted with this LRD application.
15. The Sustainable Urban Drainage Systems (SUDS) features such as swales, drainage blankets, permeable paving in the parking areas are welcomed. The local authority has a preference for a bound stone mastic asphalt in the other traffic areas. The Applicant is required to avoid the use of underground storage tanks that have limited benefits in terms of landscape, ecology and attenuation storage due to silting and maintenance costs.	Noted. All roads and footpaths proposed to be taken in charge will be surfaced in accordance with the requirements of Kildare County Council, with impermeable Stone Mastic Asphalt (SMA) proposed for trafficked areas and concrete finishes provided for footpaths. No underground attenuation tanks are proposed as part of the surface water management strategy for the development. Following consultation with Mr Paul Dennis of the Kildare County Council Water Services Department on 15.05.2026, the SuDS strategy was further developed to maximise the use of above-ground and nature-based SuDS measures, including swales, drainage blankets and permeable paving, with the removal of underground storage facilities. Full details of the revised surface water management and SuDS proposals are provided in Section 5.0 of the Infrastructure Design Report and should be read in conjunction with the associated drainage drawings listed in Table 5-9 and the surface water calculations, hydraulic modelling and simulation results included within Appendix D.1 of the Infrastructure Design Report.
16. The applicant is requested to submit to a Construction Management Plan that is to contain: (a) The duration of the construction phase, including all haul routes to and from the site. (b) Mitigation measures to minimize the effects the proposed development would have on the immediate public road network and existing traffic movements. (c) Wheel wash arrangements and locations for the construction phase. (d) Location of the construction compound, parking, delivery and storage areas during the	Noted. Please refer Construction Environmental Management Plan prepared by Wave Dynamics. The Construction Management Plan sets out the proposed construction programme, with an estimated duration of approximately 24 months, together with details of the proposed construction activities, site access arrangements, construction traffic management measures, construction compound, storage and welfare facilities. The Plan includes details of the proposed construction access from the R149, delivery

construction phase. (This is in the interest of the existing residential amenity of properties in the area). (e) Scaffolding and hoarding arrangements for the development. (f) The manner in which the existing public road and footpath network shall be kept clean. (g) A condition and photographic survey of the surround footpath and road network. (h) Relevant construction site warning signs shall be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual. (i) A Construction Waste Management Plan that is to contain the final destination of each waste stream generated on site.	management procedures, temporary traffic management measures, wheel wash arrangements, site security, hoarding and fencing proposals. Measures for maintaining the cleanliness of the surrounding public road network, including monitoring of haul routes and provision of road sweeping as required, are also outlined. Temporary construction signage will be provided in accordance with the Department of Transport Traffic Signs Manual. The Construction Management Plan also includes details of construction waste storage, segregation and disposal arrangements, including removal by appropriately permitted waste contractors.
17. The applicant to carry out a Road Safety Audit by an independent consultant incorporating all RSA recommendations. The RSA is to assess: • The location of the access points to the development. • The internal areas of the proposed development. • The interface with the existing public road / foot path network. The applicant is requested to make the necessary changes to the design proposals following the stage 1 and 2 RSA. The applicant is requested to note that if the application is subsequently granted, then the applicant will be required to carry out a stage 3 audit / assessment.	A Road Safety Audit has been undertaken by independent auditors Burton Consulting Engineers in respect of the proposed development. The audit considered the proposed access arrangements, internal road layout and the interface with the existing public road and footpath network. The recommendations arising from the Stage 1/2 Road Safety Audit have been reviewed and incorporated into the scheme design where applicable. Refer to the Road Safety Audit and completed Feedback Form included within the NRB Consulting Engineers Limited documentation submitted under separate cover.
18. The applicant to submit separate public lighting drawings and report including proposed upgrading of lighting on R149 and internal development. The applicant to clarify if public lighting extends along the Royal Canal. The lighting scheme is to be in accordance with KCC Lighting Policy Street Lighting Technical Spec June 2019.	Refer public lighting proposals by Waterman Moylan included under separate cover.
19. The proposed development is adjacent to the railway in Leixlip and therefore requires careful consideration risk analysis in terms of (rail) transportation noise. The proposal may be problematic noise-wise in the future with no feasible way of addressing inborne noise through open windows above the	An Acoustic Design Statement prepared by Wave Dynamics Acoustics accompanies this application and addresses all matters raised under Item 19 of the LRD Opinion. The report includes a comprehensive noise monitoring survey, assessment of railway noise impacts on the proposed development,

1st/2nd stories. The applicant is therefore requested to submit an Acoustic Design Statement by a suitably qualified acoustic specialist to ensure the proposed development will not be exposed to noise levels in excess of the Kildare County Third Noise Action Plan Lden threshold of 70 dB (A) and Lnight threshold of 57 dB (A). This statement is to contain the following: (a) A full noise monitoring survey conducted midweek during school-term that is to contain a full set of noise monitoring results over a 5-day period. These results are to include the Time Run Duration, LAeqT (1 hour), LAeqT (15min), LAFmax, LAF10, LAF90, calculated hourly Lden noise levels and measured Lnight noise levels. (b) Calculated Lden and measured Lnight values at the designated open spaces within the application site at a level not less than 1.50 metres above ground level. Calculated Lden and measured Lnight values at the façades of the proposed development at levels not less than 1.50 metres above each floor level so as not to negatively impact on the useability of open space (both public and private) and the ability of future residents to have patio doors / windows open. The statement shall also include noise mitigation measures (including site boundary condition proposals, as deemed required, and the associated estimated noise reduction decibel values in complying with the Kildare County Council Third Noise Action Plan 2019-2023. (c) The predicted internal noise levels of the proposed residential unit to be in accordance with the recommended indoor ambient noise levels for a dwelling as prescribed under the British Standards BS 8233:2014. This is also to have an assessment with regard to opening windows at night (in summer months) and the impact on internal ambient noise levels. This statement shall also assess the number of LAFmax events from 11.00 pm to 07.00 am having regard to potential sleep disturbance. (d) Glazing and ventilation strategy proposals. (e) Concluding statement having regard to the compliance with the Kildare County Council Third Noise Action Plan 2019-2023 and the British Standards BS 8233:2014.	predicted façade and amenity space noise levels, assessment of internal noise levels in accordance with BS 8233:2014, glazing and ventilation strategy, and appropriate mitigation measures. The report concludes that, subject to the recommended building envelope and ventilation design, the proposed development complies with the Kildare County Council Noise Action Plan and BS 8233:2014. Please refer to Acoustic Design Statement for full details.
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The Applicant is advised to liaise with the Water Services Section of Kildare County Council.	
Environmental	
The KCC Environment Section requires the submission of the following:	
1. Outline Construction and Demolition Resource Waste Management Plan (RWMP) to be submitted in accordance with Appendix C of the "EPA Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)" including demonstration of proposals to adhere to best practice and protocols.	A Resource and Waste Management Plan (RWMP) has been prepared by Wave Dynamics for the proposed development in accordance with the EPA Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects (2021). The RWMP sets out the proposed measures for waste prevention, segregation, storage and disposal during the construction phase and will be further updated by the appointed Contractor prior to commencement of works.
2. A report outlining the overall waste management strategy including that of the proposed apartment blocks in accordance with the Kildare County Council Waste Presentation byelaws, and in accordance with Policy Ref's IN 042 and IN 047 of the County Development Plan, including the following: - Brief outline of the proposed waste management strategy, including calculations of the waste management requirements of the occupants, - Clear details of the proposed waste storage facilities for the apartment block, including plans and elevations, and - Details of how it is proposed to secure the waste management facilities against fly-tipping and vermin.	An Operational Waste Management Plan (OWMP) has been prepared by Wave Dynamics for the proposed development. The OWMP outlines the proposed waste management strategy, including waste generation calculations, storage requirements, apartment waste facilities and measures to prevent fly-tipping and vermin. The plan demonstrates that adequate waste storage capacity and appropriate segregation measures will be provided to support recycling and waste minimisation.
3. It is noted that the projection description mentions "ESB Works". No details of these works have been submitted. If the works involve installation of any equipment likely to give rise to increased noise levels, such as transformers for example, then the EIAR Screening Report should contain a consideration of the Operational Phase Noise implications.	An updated EIAR Screening Report has been prepared to address the proposed ESB works. The development includes two small ESB subs, with no transformers or other equipment proposed that would give rise to significant operational noise impacts. The Operational Phase Noise assessment has been considered accordingly within the updated EIAR Screening Report.
The Applicant is advised to liaise with the Environment Section of Kildare County Council.	Noted.
Building & Development Control	
The Building and Development Control Section of KCC makes the following comments on the submitted documents:	

1. No Taking in Charge (TIC) map submitted with the application. The applicant is requested to submit a Taken in Charge map to account for SuDS features, EV charging proposals and parking arrangements and management company details. The applicant should also take cognizant of the requirements of the Kildare County Council Taking in Charge Policy 2023 (Our Taking in Charge Policy 2023 - Kildare County Council).	Noted. A Taking in Charge (TIC) map has been prepared by Tégos Architects and is included within the planning application documentation. The drawing identifies the areas proposed for taking in charge, including relevant SuDS features, EV charging proposals, parking arrangements and areas to be managed by the Management Company. The proposals have been prepared having regard to the requirements of the Kildare County Council Taking in Charge Policy 2023.
2. Building & Development Control have concerns regarding the placement of SuDS features (rain gardens) in areas that may not be intended to be taken in charge. The applicant should ensure that all SuDS elements serving areas which are to be TIC are located within the proposed TIC areas to ensure access for maintenance (Figs 1 & 2 below).	The SuDS strategy has been reviewed and updated by the project design team, including Tégos Architects, the Landscape Architect and Engineering team. All SuDS features serving public areas are now located within the proposed Taking in Charge areas to ensure appropriate access for inspection and maintenance. The updated TIC drawings have been revised accordingly to align with the amended SuDS layout. Refer to TIC drawing prepared by Tegos architects.
3. It is noted that all off-curtilage parking (visitor/apartment) indicate no EV charging facilities. The applicant is requested to provide proposals for EV charging points having consideration to the proposed Taking in Charge map. The map shall consider proposed ownership, access and maintenance arrangements for the EV charging and any proposed future wayleaves and their implications for Taking in Charge. The TIC map should also reconsider the proposal for permeable paving to any areas proposed to be TIC (Fig 3).	The EV charging proposals and Taking in Charge arrangements have been reviewed by the design team. Please refer to the updated Taking in Charge plan, which identifies the ownership, management and maintenance arrangements for the relevant areas, including EV charging infrastructure.
4. The applicant is requested to confirm whether a management company will be established and if so, provide details of the areas to be maintained by the OMC or if full ownership will go to the OMC	It is confirmed that an Operational Management Company will be established for the development. The areas to be retained and managed by the Management Company, together with the associated ownership and maintenance responsibilities, are identified on the Taking in Charge (TIC) Plan prepared by Tégos Architects. The TIC Plan clearly delineates the areas proposed for Local Authority adoption/taking in charge and those to remain under private management.

The Applicant is advised to liaise with the Building Control Section of Kildare County Council.	Noted.
Ecology	
Kildare County Council makes the following comments on the submitted documents:	
The site is located approximately 900m from the Rye Water Valley/Carton SAC and it is therefore concluded that any planning application will have to be accompanied by a Stage 2 Appropriate Assessment / NIS. As part of any Stage 2 Appropriate Assessment/ NIS 1. The Applicant will be requested to Complete a Hydrogeological (groundwater) Assessment addressing all potential pathways to the Rye Water SAC. 2. Any NIS to include groundwater results and demonstrate no adverse effect on: • 7220 Petrifying Springs. • 1014 Vertigo angustior.	Noted. A Stage 1 Appropriate Assessment Screening prepared by Altemar specifically considered the interests of the Rye Water Valley/Carton SAC, including 7220 Petrifying Springs and 1014 Vertigo angustior. A separate Hydrological and Hydrogeological Risk Assessment was undertaken by AWN Consulting to assess all potential groundwater pathways between the proposed development and the SAC. AWN concluded that there is no direct hydrological connection to the SAC and that any potential hydrogeological linkage is negligible due to the low permeability overburden, groundwater attenuation, dilution and mixing, and the separation distance between the site and the SAC. Taking these findings into account, the Stage 1 Appropriate Assessment Screening concluded that the proposed development, either alone or in combination with other plans and projects, would not adversely affect the conservation objectives or qualifying interests of the Rye Water Valley/Carton SAC, including Petrifying Springs (7220) and Vertigo angustior (1014). Accordingly, a Stage 2 Appropriate Assessment/Natura Impact Statement is not required. Please refer to AA Screening and Hydrological and Hydrogeological Risk Assessment that accompany this LRD application for full details.
Ecological Impact Assessment (EcIA). The Applicant is requested to strengthen north-south habitat connectivity (pollinator strips, street trees, hedgehog highways etc.).	A comprehensive Ecological Impact Assessment (EcIA) and a stand-alone Biodiversity Management Plan (BMP), prepared by Altemar Ltd., accompany the application.
Biodiversity Management Plan (BMP). The Applicant is requested to prepare a stand-alone, long-term Biodiversity Management Plan (BMP) including: • Governance, responsibilities & taking-in-charge provisions.	The proposed development incorporates measures to strengthen ecological connectivity through the retention and enhancement of existing ecological features, native planting, species-rich grassland and SuDS habitat enhancements.

- Habitat-specific management plans (hedgerows, SuDS, meadows, trees, fauna features). - Monitoring, audits, replacement strategies. - Resident/community biodiversity engagement aligned with the All-Ireland Pollinator Plan.	The BMP sets out the long-term management and monitoring of biodiversity, including governance arrangements, habitat-specific management measures, monitoring and replacement strategies, and resident engagement measures aligned with the All-Ireland Pollinator Plan.
Kildare Fire Service	
Please be advised that the KCC Chief Fire Officer recommends the following:	
1. A minimum of 25 litres per second of water is to be available in the mains at 2 bar pressure for firefighting.	The Applicant, with the assistance of their appointed Consulting Engineers, will secure the required Fire Safety Certificates for all applicable buildings in accordance with the Building Control Acts 1990–2014. This process will be undertaken during the detailed design stage, ensuring full compliance to the satisfaction of the Building Control Authority.
2. The applicant shall obtain Fire Safety Certificates in accordance with the requirements of the Building Control Act.	
Gas	
A high-pressure gas pipeline traverses the subject site. The applicant is requested to liaise with the Gas Networks Ireland and address any concerns they may have prior to submission of a full application.	Waterman Moylan has liaised with Gas Networks Ireland to address matters relating to the high-pressure gas pipeline traversing the site prior to the submission of this application. Please refer to the email correspondence with Gas Networks Ireland, dated July 2026, included below.
Hi Andrew, See below for a confirmation that GNI have no objection currently for the application (pending the results of a loading assessment once planning is granted), confirming the high-level design reviewed does adhere to the Code of Practice. This (and the email below) can be attached to your planning application as proof of early consultation. Once the application is submitted, if Kildare CoCo want a more official letter from GNI or if they engage directly, we can issue a formal letter with the associated application number as well. Kind Regards, Dana Wolkiewicz Pipeline Protection Engineer Dana.Wolkiewicz@gasnetworks.ie M: +353 87 336 8086 Gas Networks Ireland Unit 6, Racecourse Business Park Ballybrink, Galway, Ireland H91 X02D  : Moving Ireland's Energy  From: Dana Wolkiewicz Sent: Friday 10 July 2026 09:55 To: Niall Coughlan <n.coughlan@waterman-moylan.ie> Cc: Chris Dillon (C) <Chris.Dillon@gasnetworks.ie> Subject: Development at Confey, Leixlip Hi Niall, As discussed, GNI confirms engagement has commenced regarding the large residential development at Confey, Leixlip (located approximately 53.375073, -6.480025).	

	If planning permission is granted: as the project design progresses, we will require a loading assessment to be completed for both temporary construction and permanent conditions, to determine if any mitigations (e.g. concrete slabbing) need to be implemented, and the costs shall be borne to the developer. Additionally, any works within the existing wayleave will require supervision, in which needs to be scheduled with ample notice to Chris Dillon (cc'd). I've attached the GNI Code of Practice, as well as additional resource information. Please let me know if you have any questions, and keep us updated on the application status. Kind Regards, Dana Wolkiewicz Pipeline Protection Engineer Dana.Wolkiewicz@gasnetworks.ie M: +353 87 336 8036 Gas Networks Ireland Unit 6, Racecourse Business Park Ballybri, Galway, Ireland H91 X02D   
Housing/Part V	
It is strongly recommended that the Applicant engage with the partyteam@kildarecoco.ie as soon as is practicable to advance the package of information required to make a valid application in accordance with Article 22(2)(e) of the Planning and Development Regulations 2001, as substituted by the Planning and Development (Amendment) (No. 3) Regulations 2015 (S.I. 387 of 2015). The Part V team will require details and proof of date of land purchase to determine Part V liability for all sites. The Applicant is to provide details which will include the following, (a) Name of Owner (b) Name of Developer / Contractor [where different to Owner] (c) Site Folio Number[s] (d) Name and Contact Details [including email address] of authorised Part V negotiator (e) Proposed Development Description (f) Number of residential units in development (g) Full [excel format] schedule of accommodation [highlighting Part V units proposed] (h) all plot areas [houses] (i) all floor areas [apartments] Location and area of site including site location map (k) Block plan / site layout (scale 1:500) if available (1) Initial estimate of the total number of homes it is proposed to construct and the proportion of different house types and sizes	The applicant has engaged with the Part V department as part of the LRD Consultation process. A Part V Engagement Letter was subsequently issued. A Part V proposal accompanies this planning application to Kildare County Council, providing social and affordable housing in accordance with Part V of the Planning and Development Act 2000 (as amended). The proposed development provides 35 no. Part V units, equating to 28% of the overall residential development, thereby exceeding the statutory 20% Part V requirement. The units are distributed throughout the scheme to ensure tenure integration and a balanced residential mix. The Part V unit composition is as follows: • 3 no. 1-bed apartments • 18 no. 2-bed apartments • 9 no. 3-bed apartments • 1 no. 2-bed duplex • 1 no. 3-bed duplex • 3 no. 3-bed houses This results in a total of 35 no. Part V units, comprising a range of dwelling types that are fully integrated within the overall development. The Part V units have been designed to be tenure-blind, ensuring a cohesive and inclusive residential environment in accordance with national guidance and best practice. Full details of the proposed Part V provision are included

(m) Date of land purchase to determine if transitional arrangements under section 96(3)(j) of the Act apply (n) Proof of site ownership 2. The Applicant is to provide details of how they intend to discharge his/her Part V obligation as regards a selection of a preferred option from the options available under legislation; Details in relation to the units or land to be provided and financial aspects. 3. The Housing Section seeks clarity on: (a) Open Market Value (MV) of site of permitted development. (b) Existing Use Value (EUV). (c) Planning gain (PG) of permitted development 4. In the case of multi-unit developments, the Applicant shall provide details of: (a) the property to be transferred to the Owners Management Company (OMC) by way of deed of transfer of common areas between the developer and the OMC, and (b) the property (if any) to be Taking in Charge by the Local Authority under an agreement between the Local Authority and the developer for Taking in Charge. (c) proposed number and location of Part V homes. (d) Indication of the timescale for delivery of the Part V homes. (e) proposed car parking for Part V homes. (f) In the case of multi-unit developments, details of the OMC of which the Local Authority or AHB will become a member. (g) Details of the proposed or indicative service charges (including contribution to sinking fund) in multi-unit developments (building lifecycle report as required for planning application). (h) Outline cost for the Part V homes (each home type). (i) Basis on which land value and building/attributable development costs have been determined. An indication of existing land value and any relevant critical cost issues that the Applicant may wish to raise.	within the accompanying Part V Proposal submitted as part of this planning application.
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5. The Applicant is advised that the actual number of Part V homes on the site is to be determined by calculating the percentage of the Net Monetary Value (NMV) achieved through the acquisition of each home. It is emphasised that acquiring 20% of the number of homes may not achieve the equivalent of 20% of the net monetary value.

6. The Housing Section seeks clarity on:
 - (a) a 'Statement of Housing Mix' with the developer during negotiations.
 - (b) the provision of a minimum of 20% universally designed units in negotiations with the developer.
 - (c) that 10% of the acquired housing stock meets the needs of those with a disability and 12% of new builds are universally designed.
 - (d) clarity that the proposed mix of units is such that housing is available for persons who have different levels of income.
 - (e) clarity that the need to ensure that a mixture of house types and sizes is developed to reasonably match the requirements of the different categories of households is being met.
 - (f) clarity that the units to be transferred are adequately dispersed in the development in line with the ideals of the housing strategy.
 - (g) the Housing Section will engage with the developer on the matter of affordable purchase units.

Statement of Consistency (Planning Policy Review)

This section provides an overview of national, regional and local planning policy which are relevant to this development.

Local Planning Policy

Kildare County Development Plan 2023-2029

The Kildare County Development Plan 2023-2029 was adopted by elected members on the 9th of December 2022. The Development Plan came into effect on the 28th of January 2023.

The subject site is located within Leixlip which is considered a 'Self-Sustaining Growth Town' within Table 2.7 of the Development Plan. A 'Self-Sustaining Growth Town' are described as *"towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining."* Table 2.8 of the Development Plan details population targets, housing targets and residential density targets for Leixlip.

Hierarchy	Description	Locations
Key Towns	Large towns which are economically active that provide employment for their surrounding areas. High quality transport links and the capacity to act as regional drivers to complement the Regional Growth Centres.	Naas Maynooth
Self-Sustaining Growth Towns	Moderate level of jobs and services.	Newbridge Leixlip Kildare Town Athy
Self-Sustaining Towns	High levels of population growth and a weak employment base.	Celbridge Kilcock Monasterevin Clane
Towns	Local service and employment functions in close proximity to higher order urban areas.	Castledermot Derrinturn Kilcullen Kill Prosperous Rathangan Sallins

Figure 14: Table 2.7 - Settlement Hierarchy and Typology County Kildare

Settlement Type ^a	Settlement Name	Census 2016 Population	Settlements percentage per total County population	2021 Population Estimate (based on % growth from 2011-2016) ^a	Housing & Population Target %	Population Target 2023 to 2028 (end of Q4) (persons)	Housing Target 2023 to 2028 (end of Q4) (units) in accordance with HSTGs	Residential Zoned Land Requirement (ha)	Target Residential Density (UPH)
County	Kildare	222,504		235387		260533	9144		
Key Town	Naas	21,393	9.60%	22632	14.9%	3747	1362	40	35-50
	Maynooth (MASP)	14,585	6.60%	15429	10.90%	2741	997 ₁₀		35-50
Self-Sustaining Growth Towns	Newbridge	22,742	10.20%	24059	11.60%	2917	1061	35	35-50
	Leixlip	15,504	7%	16402	10.20%	2565	933	31	35-50
	Kildare Town	8,634	3.90%	9134	4.70%	1182	430	14	35-40
	Athy	9,677	4.30%	10237	4.80%	1207	439	15	35-40

Figure 15: Core Strategy Table

The following provides a detailed assessment of the proposed development against relevant policies and objectives of the County Development Plan:

Chapter 2 – Core Strategy and Settlement Strategy

Policy/Objective	Assessment
Policy CS O1 Ensure that the future growth and spatial development of County Kildare is in accordance with the population and housing allocations contained in the Core Strategy which aligns with the regional growth strategy as set out in the National Planning Framework and Regional Spatial and Economic Strategy for the Eastern and Midland Region and further specified in the 'Housing Supply Target Methodology for Development Planning'.	The subject site is located within Leixlip which is considered a 'Self Sustaining Growth Town'. The proposal will provide 125 no. residential units which consists of houses and apartments, aligning with the future growth of Kildare.
Policy CS O4 Ensure that sufficient zoned and adequately serviced lands are available to meet the planned population and housing growth of settlements throughout the county in line with the Core Strategy and the Settlement Hierarchy.	The subject site is zoned under the Leixlip Local Area Plan 2020-2023, falling within the Confey Masterplan Land. The site is zoned under the adopted LAP as C - New Residential with the objective 'To provide for new residential development' and and the linear open space along the canal zoned "Objective F2" Strategic Open Space with the objective 'To preserve, provide for and improve recreational amenity, open space and green infrastructure networks'.
Policy CS O5 Promote compact growth and the renewal of towns and villages through the development of underutilised town centres and brownfield sites, and where appropriate, pursue	The proposed development provides for 125 no. housing units and will support the Council's vision to promote the development of Self-Sustaining Growth Towns.

through active land management measures a co-ordinated planned approach to developing appropriately zoned lands at key locations, including regeneration areas, vacant sites and under-utilised areas in cooperation with state agencies, while also maintaining a 'live' baseline dataset to monitor the delivery of population growth on existing zoned and serviced lands to achieve the sustainable compact growth targets of 30% of all new housing within the existing urban footprint of settlements.	The subject lands are located within the settlement boundary and achieve a density of c.42 uph. The subject lands are residentially zoned and sequentially located on a greenfield site located within Leixlip.
Policy CS O13 Require that the design of future development complies with the 10- minute settlement principle through the creation of a safe, attractive, permeable, and universally accessible environment for all, including permeability to existing estates to require public consultation which maximises the potential for active modes of travel along with accessibility to both present and planned public transport options and to advocate for increased public transport options to meet this goal where none are in place.	The proposal complies with the 10-minute settlement principle. The proposed development and its design will promote sustainable modes of transport through the provision of 384 no. cycle spaces all within a safe, attractive, universally accessible environment for pedestrians and cyclists.
Policy CS O14 Engage with public infrastructure providers including Irish Water and local communities to provide serviced sites with appropriate infrastructure for people to build their own homes in designated towns and villages, subject to all relevant planning and environmental criteria as a sustainable alternative to one off housing	The applicant has engaged with Irish Water, please see the Engineering Planning Report submitted as part of this LRD application for the Confirmation of Feasibility (COF) letter and Statement of Design Acceptance (SoDA).

Chapter 3 Housing

Policy/Objective	Assessment
Policy HO P1 Have regard to the DHLGH Guidelines on: - Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes and Sustaining Communities (2007); - Sustainable Urban Housing: Design Standards for New Apartments (2020); - Sustainable Residential Development in Urban Areas (2009); - Urban Design Manual: A Best Practice Guide (2009); - Urban Development and Building Heights – Guidelines for Planning Authorities (2018) - Housing Options for our Aging Population (2020) and Age Friendly Principles and	Noted. The proposed development has had regard to the relevant guidance as set out in policy HO P1.

Guidelines for the Planning Authority (2021); - Design Manual for Urban Roads and Streets (DMURS) (2019).	
Policy HO P2 Accord with the provisions of the National Planning Framework 2018, the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 (including the Metropolitan Area Strategic Plan) and the Ministerial Circular relating to Structural Housing Demand in Ireland and Housing Supply Targets, and the associated Section 28 Guidelines: Housing Supply Target Methodology for Development Planning (2020) and make provision for the scale of population growth and housing supply targets outlined in these plans and guidelines.	The proposed development responds to the requirements of the NPF and the RSES in proposing additional housing on residential zoned land to enable the continued growth of Leixlip.
Policy HO P5 Promote residential densities appropriate to its location and surrounding context.	The proposed development achieves a density of c.42 uph. This density is considered appropriate given the location of the site at the northeastern extent of the town and having regard to the densities and character of nearby residential estates, and in particular the existing developments south of the Royal Canal.
Objectives HO O4 Ensure appropriate densities are achieved in accordance with the Core Strategy in Chapter 2 of this Plan, and in accordance with the principles set out in Guidelines for Planning Authorities on Sustainable Urban Development (Cities, Towns and Villages), DEHLG, 2009, Urban Design Manual: A Best Practice Guide, DEHLG, 2009; Urban Development and Building Height Guidelines for Planning Authorities (2018); and with reference to Circular Letter NRUP 02/2021 (April 2021).	
Objectives HO O6 Ensure a balance between the protection of existing residential amenities, the established character of the area and the need to provide for sustainable residential development is achieved in all new developments.	The design and layout of the proposed development has taken many factors into consideration. The design ensures there is a balance between the protection of existing residential amenities to the south of the site.
Objective HO O7 Promote, where appropriate and sensitive to the characteristics of the receiving environment, increased residential density as part of the Council's development management function and in accordance with the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities and the accompanying Urban Design Manual, DEHLG, May 2009.	The subject site provides a residential density of c. 42 uph which is considered appropriate for the site location.
Objective HO O8 Support new housing provision over the Plan period to deliver compact and sustainable growth in the towns and villages in the County, and supporting urban renewal, infill	The proposed development achieves a density of c. 42 uph and lies on underutilised residentially zoned land within the Leixlip Local Area Plan boundary.

and brownfield site development and regeneration, to strengthen the roles and viability of the towns and villages, including the requirement that at least 30% of all new homes in settlements be delivered within the existing built- up footprint.	More specially, the site falls within the Area R5 of the Confey Master Plan, which has an estimated total yield of c.140 residential units.
Objective HO O13 Promote the design and delivery of environmentally sustainable and energy efficient housing, including through the refurbishment and upgrading of existing stock.	The scheme will be designed in environmentally sustainable and energy efficient housing. The Stage 3 LRD application will be accompanied with an Energy and Sustainability Report.
Policy HO P7 Encourage the establishment of sustainable residential communities by ensuring a wide variety of housing typologies and tenures is provided throughout the county	The proposed development provides 125 no. residential units which consists of 81 no. houses, 22 no. apartments and 22 no. duplexes. The unit mix of the proposed development is as follows, this mix is appropriate for this site and settlement. Houses - 56 no. 3 beds - 25 no. 4 beds Apartments - 05 no. 1 beds - 17no. 2 beds Duplexes - 11 no. 2 beds - 11 no. 3 beds - The variety of units will accommodate a diverse mix of inhabitants varying in age, life stage, mobility and family size which encourages the establishment of a sustainable residential community.
Objective HO O15 a) Require that new residential developments provide for a wide variety of housing types, sizes and tenures. b) Specify target housing mixes, as appropriate, for certain sites and settlements as part of the Local Area Plan process. c) Require the submission of a 'Statement of Housing Mix' with all applications for 10 or more residential units. d) Require that all new residential developments in excess of 5 residential units provide for a minimum of 20% universally designed units in accordance with the requirements of 'Building for Everyone: A Universal Design Approach' published by the National Disability Centre for Excellence in Universal Design. Further detail in respect of unit mix is set out in Chapter 15: Development Management Standards	The proposed development provides 125 no. residential units which consists of 81 no. houses, 22 no. apartments and 22 no. duplexes. The unit mix of the proposed development is as follows, this mix is appropriate for this site and settlement. Houses - 56 no. 3 beds - 25 no. 4 beds Apartments - 05 no. 1 beds - 17no. 2 beds Duplexes - 11 no. 2 beds - 11 no. 3 beds In relation to universally designed units, please refer to the justification outlined in the Design Statement prepared by Tegos Architects.

Objective HO O16 Promote the provision of high-quality apartments within sustainable neighbourhoods by achieving suitable levels of amenity within individual apartments, and within each apartment development, and ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood. Apartment development must be designed in accordance with the provisions of Sections 15.2, 15.3 and 15.4 (Chapter 15), where relevant, to ensure a high standard of amenity for future residents.	The proposed scheme seeks to create an innovative development of new homes on lands within Leixlip. The scheme will provide a vibrant new sustainable community which incorporates principles such as sustainability, permeability, walkability and shared public spaces. The proposal is in accordance with the provisions of section 15.2, 15.3 and 15.4 of the Development Plan.
Objective HO O17 Require new apartment developments to comply with the Specific Planning Policy Requirements and standards set out in the Apartment Guidelines for Planning Authorities (Department of Housing, Environment and Local Government, 2020), where relevant particularly in relation to paragraph 3.8(a) of same which requires that the majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%).	The proposed development includes apartments which are designed in accordance with the national apartment standards where relevant. Refer to the Tegos Architects HQA for further details.
Objective HO O18 Support high-quality design in new housing and to promote housing that is attractive, safe, and adaptable to the needs of existing and future households. Kildare County Council will support innovative construction methods to deliver sustainable and adaptable housing.	The proposed development provides high quality design which ensures the development is attractive, safe and adaptable to the needs of existing and future households. The development is attractive as it has adopted a character area which blends in with the existing development. Overall, the development seeks to retain the natural characteristics of the site such as the hedging along the northern, western and southern site boundaries. The scheme is safe for pedestrians and cyclists as it incorporates various safety elements throughout its design such as passive surveillance, public lighting, pedestrian/cyclist only access points. All residential units have been designed to successfully adapt to the future needs and desires of residents.
Objective HO O19 Support housing design that contributes to climate resilience and climate mitigation, including innovative low carbon construction methods and the reduction of	The buildings will comply with design regulations that will reduce carbon emissions in line with the Action Plan. The application is accompanied with a Climate Action Energy Sustainability Statement prepared by Waterman Moylan.

embodied energy in newly built homes, in line with Goal 3 of the Kildare County Council Climate Change Adaptation Strategy 2019 – 2024.	
Policy HO P8 Ensure that groups with specialist housing needs, such as older persons, people with disabilities, the homeless, Travellers, those in need of emergency accommodation including those fleeing domestic violence, are accommodated in a way suitable to each of their specific needs. Objective HO O20 Support the delivery of housing options to meet the needs of older persons and support older persons to live independently in active retirement, where possible. Objective HO O21 Meet the needs of older persons and people with a disability by requiring the provision of alternative accommodation, such as age appropriate homes, independent and assisted living units, day-care facilities, nursing homes and specialised care units (e.g. dementia specific units) to meet the needs of older persons and to facilitate the provision of a range of housing options for older persons in central, convenient and easily accessible locations, integrating such housing with mainstream housing through the application of a location specific objective (Specific Local Objectives (SLO)) at appropriate and optimised strategic locations particularly on Council owned lands in mandatory Local Area Plans in County Kildare.	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, including design in accordance with principles of universal design, as well as lifetime adaptable homes
Policy Objective HO O22 Support the provision of specific purpose-built accommodation, including assisted living units and lifetime housing and adaptation of existing properties, which will include opportunities for 'downsizing' or 'right sizing' within communities.	The proposed development offers an opportunity for 'downsizing' or 'right sizing' within this community as it provides a variety of typologies including 1 beds, 2 beds, 3 beds and 4 beds.
Policy Objective HO O24 Support the implementation of the Kildare Age Friendly County Strategy 2019-2021 (and any subsequent strategy), promoting the delivery of Lifetime Homes and to support the provision of housing that is adaptable for an ageing population. The Council will also support and promote, in a timely manner, the delivery of specialist accommodation appropriate to the specific needs and wishes of older persons in co-operation with the voluntary sector, AHBs, the HSE, and other relevant bodies.	As previously stated, 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, including design in accordance with principles of universal design, as well as lifetime adaptable homes.

Policy Objective HO O25 Engage and develop strategies with the Approved Housing Bodies with responsibility for housing for older persons to develop accommodation in town centres more suited to those with reduced mobility	
Objective HO O26 Support access for people with disabilities, to the appropriate range of housing and related support services, delivered in an integrated, timely and sustainable manner, which promotes equality of opportunity, individual choice, and independent living.	
HO A3 Ensure that all Kildare County Council new build housing stock is in compliance with Part M of the Building Regulations.	The design of the proposed development provides for inclusivity of access throughout the public realm.
HO A4 In line with the Objectives and Actions in respect of Accessible Housing contained in the 'County Kildare Access Strategy - A Universal Access Approach 2020-2022', to ensure, measure and monitor that 10% of acquired housing stock meets the needs of those with a disability and 12% of Kildare County Council new builds are universally designed, and have regard to any revised actions in updated versions of the Access Strategy.	Access to all housing units, apartment units will be in accordance with Part M of the Building Regulations.
Policy HO P9 Promote the provision of social and affordable housing in accordance with the Council's Housing Strategy, Housing Need Demand Assessment and Government policy as outlined in the DHPLG Social Housing Strategy 2020 and to ensure, where applicable: (a) That 20% of (i) lands zoned for residential use, or for a mixture of residential and other uses, in respect of which permission for the development of 5 or more houses is granted, and (ii) any land which is not zoned for residential use, or for a mixture of residential and other uses, but in respect of which permission for the development of 5 or more houses is granted, shall be reserved for the provision of social housing, affordable housing and cost rental housing; with at least half the 20% to be used for social housing support, and the remainder to be used for affordable housing, which can be affordable purchase, cost rental or both, social housing, or a combination of affordable and social housing, in accordance with the Affordable Housing Act 2021 and Part V of the Planning and Development Act 2000 (as amended). Or	The applicant has engaged with the Part V department as part of the LRD Consultation process. A Part V Engagement Letter was subsequently issued. A Part V proposal accompanies this planning application to Kildare County Council, providing social and affordable housing in accordance with Part V of the Planning and Development Act 2000 (as amended). The proposed development provides 35 no. Part V units, equating to 28% of the overall residential development, thereby exceeding the statutory 20% Part V requirement. The units are distributed throughout the scheme to ensure tenure integration and a balanced residential mix. The Part V unit composition is as follows: • 3 no. 1-bed apartments • 18 no. 2-bed apartments • 9 no. 3-bed apartments • 1 no. 2-bed duplex • 1 no. 3-bed duplex • 3 no. 3-bed houses This results in a total of 35 no. Part V units, comprising a range of dwelling types that are fully integrated within

(b) Where (i) planning permission was granted before 1 August 2021, or (ii) where land was purchased between 1 September 2015 and 31 July 2021 in respect of which new planning permission was granted between 3 September 2021 and 31 July 2026, Kildare County Council will require that 10% of lands zoned for residential use, or for a mixture of residential and other uses, in respect of which permission for the development of 5 or more houses is granted, shall be reserved for the provision of social housing, in accordance with the Urban Regeneration and Housing Act 2015 (as amended) and Part V of the Planning and Development Act 2000 (as amended) (c) Where Part V provision on planning applications is being accepted off site, that the units offered be located within a 5km catchment of the area.	the overall development. The Part V units have been designed to be tenure-blind, ensuring a cohesive and inclusive residential environment in accordance with national guidance and best practice. Full details of the proposed Part V provision are included within the accompanying Part V Proposal submitted as part of this planning application.
Objective HO O39 Meet the county's housing need for social housing provision through a range of mechanisms, including Part V of the Planning and Development Act 2000 (as amended), a social housing building programme, acquisition, Repair and Lease Scheme, the Housing Assistance Payment (HAP) scheme, the Rental Accommodation Scheme (RAS) and the utilisation of existing housing stock.	The proposed development provides 125 no. residential units, comprising 81 no. houses and 44 no. apartments/duplexes, delivering a range of dwelling types to support a diverse and balanced residential community. The proposed development includes 35 no. Part V units, representing 28% of the overall development, thereby exceeding the statutory 20% Part V requirement. The Part V accommodation comprises a mix of 1-, 2- and 3-bedroom houses, apartments and duplexes, distributed throughout the scheme to ensure tenure integration and a balanced housing mix. Full details are provided in the accompanying Part V Proposal submitted as part of this planning application.
Objective HO O50 Require that new dwellings incorporate principles of sustainability and green principles in terms of design, services and amenities with careful consideration in the choice of materials, roof types (i.e. green roofs), taking advantage of solar gain/passive housing and the provision of low carbon and renewable energy technologies as appropriate to the scale of the development and to support	The proposed development incorporates a range of sustainability measures where appropriate both in terms of the layout and orientation of units, provision of durable, sustainable materials, and ultimately the application of sustainable measures for heating and servicing the residential units.

microgeneration in all residential, commercial, agricultural and community development planning. Other sustainable principles could include the use of Sustainable Urban Drainage Systems (such as attenuation ponds and grass lined swales), the use of gravel or grasscrete rather than permanent paving/tarmac for driveways, landscaping and planting for biodiversity/pollinators and adequate waste segregation and storage space, as set out in Section 15.4 of Chapter 15 (Development Management standards) and the Rural House Design Guide contained in Appendix 4.	Landscaping and public realm include for a range of additional sustainability measures, all of which are detailed in the drawing and reports by Murphy + Sheanon Horticulture & Landscape Architecture, Tegos Architects and Corrigan Hodnett Consulting Engineers.
Objective HO 051 Require all applications to demonstrate the ability to provide safe vehicular access to the site without the necessity to remove extensive stretches of native hedgerow and trees All applications will be considered on a case-by-case basis, having regard to, the quality of the hedgerow, age and historical context, if an old town boundary hedgerow, species composition, site context and proposed mitigation measures.	The scheme provides vehicular/pedestrian access to the development from the existing R149. Additional pedestrian access will also be provided via the Royal Canal Greenway to the south. Pleaser to documentation provided by Corrigan Hodnett Consulting Engineers and NRB Consulting Engineers for further details.
Objective HO 052 Recognise the biodiversity and ecosystem services value of established hedgerows within rural and urban settings and where hedgerow must be moved to achieve minimum sight lines, a corresponding length of hedgerow of similar species composition (native and of local provenance) shall be planted along the new boundary, while allowing occasional hedgerow trees to develop.	This provision is acknowledged with the retention when feasible of existing boundary hedgerows and boundary trees to be incorporated within the open space network and landscape design for the proposed development.
Objective HO 053 Retain, sensitively manage and protect features that contribute to local culture heritage and distinctiveness including; • heritage and landscape features such as post boxes, pumps, jostle stones, etc. • hedgerows and trees, • historic and archaeological features and landscapes, • water bodies, • ridges and skylines, • topographical and geological features and • important scenic views and prospects.	The proposed layout works with the topography and existing terrain of the site. The scheme seeks to retain existing hedges and boundary trees where feasible.

Chapter 4 Resilient Economy & Job Creation

Policy/Objective	Assessment
Policy RE 030 Co-ordinate the delivery of strategic infrastructure including pedestrian and cycle linkages within Leixlip and between Leixlip and the Greenway, Intel, Celbridge and Lucan in a manner which supports future development and population growth.	The proposed plans incorporate public footpaths within the development, linking directly to existing and planned pedestrian and cycleway networks. The scheme will also connect with the Royal Canal towpath immediately south of the site, providing a safe and efficient route to the town centre and train station.

Chapter 5 Sustainable Mobility & Transport

Chapter 6 Infrastructure & Environmental Services

Policy/Objective	Assessment
Objective IN O3 Promote water conservation and best practice water conservation in all developments, including rainwater harvesting and grey water recycling.	A range of measures are to be provided as outlined in the Corrigan Hodnett Consulting Engineers documentation.
Objective IN O4 Ensure that adequate water services will be available to service development prior to the granting of planning permission and to require developers to provide evidence of consultation with Irish Water regarding capacity in the network prior to applying for planning permission.	<u>Water Supply</u> The proposed development will be served by a new potable water connection to the existing Uisce Éireann network on the R149 (Confey Road). Uisce Éireann has confirmed the feasibility of the connection, subject to the planned upgrade of approximately 1.2 km of the existing 3-inch watermain to a 250 mm watermain. The proposed development has an average daily water demand of 50,625 litres and a peak demand of 2.93 L/s. Low water usage devices will be installed throughout the development, and all water infrastructure will be designed in accordance with the Uisce Éireann Code of Practice for Water Infrastructure (2025). Uisce Éireann issued a Statement of Design Acceptance (Connection Reference No. CDS26003112), July 10th 2026, confirming that it had reviewed the proposed water services design for the development and had no objection to the proposals submitted. <u>Foul Water</u> Wastewater generated by the proposed development, with a calculated peak flow of 3.87 L/s, will discharge to the existing 750 mm diameter gravity sewer located to the south of the site at manhole reference SO01374002, subject to confirmation by Uisce Éireann. Uisce Éireann has confirmed that the proposed wastewater connection is feasible without requiring upgrades to the public network. The design has been prepared in accordance with the Uisce Éireann Code of Practice for Wastewater Infrastructure (2025), and appropriate separation distances have been incorporated to protect existing Uisce Éireann assets within and adjacent to the site.

Policy IN P4 Ensure adequate surface water drainage systems are in place which meet the requirements of the EU Water Framework Directive and the River Basin Management Plan in order to promote the use of Sustainable Drainage Systems	The entire scheme incorporates Sustainable Drainage Systems (SuDS). A comprehensive SuDs plan for the proposed development has been prepared by Corrigan Hodnett Consulting Civil & Structural Engineers in collaboration with Murphy + Sheanon Horticulture & Landscape Architecture.
Objective IN O22 Require the implementation of Sustainable Urban Drainage Systems (SuDS) and other nature-based surface water drainage as an integral part of all new development proposals	The proposed SuDS strategy for the development represents a fully integrated, multi-layered approach to sustainable stormwater management. By combining green infrastructure (rain gardens, tree pits, and green roofs) with engineered systems (permeable paving, flow controls, and retention swales), the design effectively utilises natural hydrology while supporting biodiversity and improving visual amenity across the site. The system not only reduces runoff volume and peak discharge but also enhances water quality prior to release to the nearby stream, ensuring long-term environmental resilience and alignment with both Kildare County Council and national SuDS policy objectives. In doing so, it provides a future-proofed drainage network capable of accommodating climate change and urban growth impacts within the Confey Masterplan area.
Objective IN O23 Require new developments to reduce the generation of storm water runoff and ensure all storm water generated is disposed of on-site OR attenuated and treated prior to discharge to an approved water system, with consideration for the following: • The infiltration into the ground through the provision of porous pavement such as permeable paving, swales, and detention basins. • The holding of water in storage areas through the construction of green roofs, rainwater harvesting, detention basins, ponds, and wetlands. • The slow-down in the movement of water.	
Objective IN O25 Promote the use of green infrastructure (e.g., green roofs, green walls, planting, and green spaces) as natural water retention measures.	
Objective IN O26 Ensure as far as practical that the design of SuDS enhances the quality of open spaces. SuDS do not form part of the public open space provision, except where it contributes in a significant and positive way to the design and quality of open space. In instances where the Council determines that SuDS make a significant and positive contribution to open space, a maximum of 10% of open space provision shall be taken up by SuDS. The Council will consider the provision of SuDS on existing open space, where appropriate. The 'Sustainable Urban Drainage Systems Guidance Document' prepared as an action of this plan shall supersede this standard.	Noted. The SUDs areas listed above have been carefully sited and designed with inputs from Murphy + Sheanon Horticulture & Landscape Architecture to ensure usability and design quality.
Objective IN O30 Require all plans and projects to comply with the Best Practice Interim Guidance Document 'Nature-based solutions to the management of rainwater and surface water runoff in Urban Areas (2021)' published by the Department of Housing, Local Government and Heritage, or any subsequent updates to same.	The nature based SuDs measures proposed are designed in accordance with the referenced guidelines and as discussed and agreed with KCC Water Services.

Objective IN O33 Manage flood risk in the county in accordance with the sequential approach and requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and circular PL02/2014 (August 2014), when preparing plans, programmes, and assessing development proposals. To require, for lands identified in the Strategic Flood Risk Assessment, a site-specific Flood Risk Assessment to an appropriate level of detail, addressing all potential sources of flood risk, demonstrating compliance with the Guidelines or any updated version of these guidelines, paying particular attention to avoidance of known flood risk, residual flood risks and any proposed site-specific flood management measures.	A Site-Specific Flood Risk Assessment (SSFRA) has been prepared by Corrigan Hodnett Consulting in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and the Kildare County Development Plan 2023–2029. The assessment confirms that the proposed development is not at risk of fluvial or coastal flooding and that all proposed residential units are located within Flood Zone C, where residential development is considered appropriate. The proposed development incorporates a Sustainable Drainage System (SuDS) designed to restrict surface water runoff to greenfield rates and includes appropriate climate change allowances. The assessment concludes that the development will not increase flood risk on or off the site, and that the proposal complies with national and local flood risk management policy.
Objective IN O41 Ensure the provision of adequately sized public recycling facilities in association with new commercial developments and in tandem with significant change of use / extensions of existing commercial developments where appropriate to maximise access by the public.	An Operational Waste Management Plan (OWMP) has been prepared by Wave Dynamics for the proposed development. The OWMP outlines the proposed waste management strategy, including waste generation calculations, storage requirements, apartment waste facilities and measures to prevent fly-tipping and vermin. The plan demonstrates that adequate waste storage capacity and appropriate segregation measures will be provided to support recycling and waste minimisation.
Objective IN O42 Require the appropriate provision for the sustainable management of waste within developments (particularly apartment buildings), including the provision of facilities for storage, separation, and collection of waste.	
Objective IN O68 Require the design of external lighting schemes to minimise the incidence of light spillage or pollution into the surrounding environment having regard to the residential amenity of surrounding areas and the need to mitigate adverse impacts on sensitive fauna and protected species	An appropriate lighting plan is submitted with this LRD application and has full regard to protection of existing residential amenities and environmentally sensitive areas. Refer public lighting proposals by Waterman Moylan included under separate cover.
Objective IN O69 Investigate measures to improve the approach to street lighting and ensure new developments are lit appropriately protecting environmentally sensitive areas.	

Chapter 7 Energy & Communications

Policy/Objective	Assessment
Objective EC O44 Require all new development to be designed to take account of the impacts of climate change, and that energy conservation, energy efficiency and energy renewable measures are incorporated in new and existing	The proposed buildings will be designed and constructed in accordance with all relevant regulations and guidance aimed at reducing carbon emissions and enhancing energy efficiency, in line with the objectives of the Climate Action Plan.

buildings through the appropriate design and location of new development, in accordance with relevant building regulations and guidelines.	We refer the Planning Authority to the Climate Action & Energy Sustainability Statement prepared by Waterman Moylan, which outlines how the proposed development will deliver energy-efficient, climate-responsive buildings in compliance with applicable building regulations and best practice standards.
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Chapter 10 Community Infrastructure and Creative Places

Policy/Objective	Assessment
Objective SC O15 requires that community facilities are provided in new communities on a phased basis in tandem with the provision of new housing or other large-scale developments. In cases where there is a deficiency of a certain type of infrastructure as part of the development proposal, the frontloading of such infrastructure will be required as part of the first phase of development and must be fully operational prior to the occupation of any residential unit on the subject site. Such deficiencies should be identified in the Social Infrastructure Audit prepared to accompany the planning application. Where the Planning Authority is not satisfied with the information supplied as part of the Social Infrastructure Audit or where inadequate measures are proposed to address any identified shortfalls in social infrastructure as part of a proposed development scheme, a planning application for new housing developments or large-scale developments may not be favourably considered.	It is noted that as part of the Confey Masterplan Lands, a new Urban Centre is proposed under the designation MU1. The Confey Masterplan identifies Character Area MU1, within the Urban Centre, as a key location for community and commercial uses, including a crèche of 500–700 m² to support population growth. Strategically located along the commercial spine from Cope Bridge to Confey Railway Station, MU1 is intended as a focal point for surrounding residential and employment areas. The Masterplan Phasing Strategy schedules delivery of the MU1 crèche in Phase 1a, aligning with development of the R5 lands, including the subject site. This ensures childcare provision is available from the outset in line with the integrated approach to community infrastructure. It is noted that a childcare facility, providing capacity for up to 125 places, has been proposed on the MU1 lands under KCC Reg. Ref. 2660746, providing further evidence of the delivery of childcare provision required by the Confey Masterplan.
Objective SC O16 Require residential schemes of 20 units or greater to submit a Social Infrastructure Audit which shall determine how the capacity of the assessed infrastructure will be affected by the proposed increase in population. Where a deficit is identified, the developer will be required to make provisions/submit proposals to address such deficits.	A mobility hub is also anticipated, enabling sustainable transport choices such as cycle parking, car sharing, and connections to nearby rail and bus links, which further strengthens the site's role as a community anchor. With regards to retail and commercial, MU1 provides capacity for small-scale shops, cafés, and essential

Objective SC O17 (a) Require social infrastructure audits submitted in accordance with SC O15 of this Plan to include a map of educational, community, childcare, healthcare, sporting, and open space/play facilities within a 10-15 minute (800-1200 metre radius) walk of the proposed development. The audit should identify public / non-fee paying and private/fee paying facilities. Such audits may consider, where appropriate, services which are accessed by car. Capacities must be confirmed with supporting documentation submitted from service providers in order to verify the assessment as set out in the audit. (b) Include an assessment of the availability of or the provision of a new neighbourhood centre.	services such as a pharmacy or convenience store, meeting day-to-day needs within walking distance and reducing reliance on cars. By integrating these elements with residential development and open space, MU1 can help deliver a lively, self-sustaining neighbourhood. Furthermore in accordance with the Masterplan Phasing Strategy, MU1 is scheduled for delivery in Phase 1a, directly aligning with the phasing of the R5 lands of which the subject site forms part. This LRD application is accompanied with a Social Infrastructure Audit which assesses a range of services and facilities that would be expected in a community, conducive to enabling a high-quality standard of living for the existing and future residents. The infrastructure audit confirms that the site's location offers residents convenient access to essential services and amenities, thereby supporting sustainable community living and aligning with local and regional planning objectives. Please refer Social Infrastructure Audit (SIA) including Creche Assessment prepared by McGill Planning.
Objective SC O25 Increase the quantity and improve the quality of children's play facilities across the county particularly in areas where a lack of provision has been identified (e.g., play areas should be within a 10-minute walk of new and existing residential areas), subject to AA screening and where applicable, Stage 2 AA.	The proposed development includes for play areas as part of the open space provision, and which is detailed in the Murphy+Sheanon Landscape Architects drawings.
Objective SC O31 Ensure that parking spaces provided for people with disabilities are appropriately indicated and located in a manner which has regard to dismounting and the safety of drivers and passengers. In addition, all parking spaces for the disabled shall be suitably marked both on the ground and by clearly visible vertical signs.	Accessible parking spaces are provided throughout the development. These are distributed around the site as appropriate. Please refer to parking layout plan submitted by Tegos.
Objective SC O34 Ensure that, where possible, all footpaths are. (i) Sufficiently wide and suitable for wheelchair use, (ii) Free from barriers, (iii) Well lit, (iv) Appropriately surfaced, and (v) Include kerb drops at all appropriate locations. As part of any redevelopment works, the accessibility of circulation routes must be considered and items (i) to (v) above must be addressed where possible and appropriate.	All footpaths and public areas have been designed in line with Part M and DMURS. They have been designed to be well lit, free from barriers and appropriately surfaced with drop kerbs at appropriate locations. Please see the Murphy+Sheanon Horticulture & Landscape Architecture, Tegos Architects and Corrigan Hodnett Consulting Engineers pack for details.

Crossing points shall also be provided at suitable locations to allow for the uninterrupted movement of disabled users through the county's towns and villages.	
Action SC A9 Ensure that all footpaths and public areas are accessible and safe for people with disabilities and/or reduced mobility by continuing a programme of footpath development and improvements.	
Policy SC P6 Facilitate the provision of continuing care facilities for older persons, such as own homes (designed to meet the needs of older persons), sheltered housing, day-care facilities, nursing homes, step down care centres, and specialised care units (e.g., dementia specific units) at appropriate locations throughout the county.	All footpaths and public areas have been designed in line with Part M and DMURS. They have been designed to be well lit, free from barriers and appropriately surfaced with drop kerbs at appropriate locations. Please see the Architecture, Tegos Architects and Corrigan Hodnett Consulting Engineers pack for details.
Objective SC O35 Cater for the diversity of older people's needs by promoting adaptability and flexibility in the design of homes and the promotion of appropriate commercial and community facilities in population centres with higher proportions of older people.	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, including design in accordance with principles of universal design, as well as lifetime adaptable homes. The proposed development offers an opportunity for 'downsizing' or 'empty nesters' within this community as it provides a variety of typologies including 1 beds, 2 beds, 3 beds and 4 beds.
Objective SC O39 Facilitate the aims and objectives outlined in the Kildare Age Friendly Strategy 2019-2021 (or any subsequent/updated version).	
Objective SC O70 Require social infrastructure audits to be submitted with development proposals to outline up to date capacity and enrolment figures of schools within the catchment (10-20 minute walk/cycle) of the proposed development noting that Second Level Schools serve a wider catchment and as such, the assessment of these should include schools within a 5km radius or otherwise agreed by the Planning Authority. The data should be verified in writing by individual schools.	A comprehensive Social Infrastructure Audit has been undertaken for the proposed development at Confey, Leixlip. The audit considers key services including education, healthcare, retail, emergency services, and childcare, with a detailed assessment of existing childcare provision in the area. Facilities within walking and cycling distances of the site have been mapped, and the capacity of these services has been verified using supporting information from service providers
Objective SC O77 Have regard to the criteria specified in the Childcare Facilities for Planning Authorities, DEHLG (2001), Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2020) and any updated policy guidance, regarding the provision of childcare and early years education facilities.	These guidelines have been considered within the statement of consistency.

Objective SC 079 Ensure childcare provision is delivered in new communities prior to or in tandem with phase 1 of any residential or commercial development and is fully operational prior to the occupation of any residential units within the subject site.	The proposed development is accompanied by a Social Infrastructure Audit and Childcare Assessment, prepared in accordance with the requirements of the Kildare County Development Plan. The assessment confirms that the childcare needs of the development will be met through the delivery of the planned crèche within Character Area MU1 of the Confey Masterplan, located approximately 400m west of the subject site. The Masterplan requires this facility to be delivered during Phase 1a, in tandem with the development of the R5 lands, thereby ensuring childcare provision is available prior to or alongside the occupation of the proposed residential units. A planning application has been made for a childcare facility with capacity for up to 125 places (KCC Reg. Ref. 2660746). The Social Infrastructure Audit also details the existing childcare facilities within the catchment, including the types of services provided, available capacity and verification from service providers, and includes a comprehensive assessment of healthcare infrastructure, demonstrating that the proposed development is served by an adequate range of GP practices, health centres and pharmacies. Accordingly, the proposed development complies with Objectives SC 079, SC 086, SC 087 and SC 094 of the Kildare County Development Plan.
Objective SC 086 Require development proposals for more than 20 residential units or over 2,000sqm in the case of commercial developments (including office/industrial developments) to prepare and submit a social infrastructure audit detailing the level of childcare infrastructure in the catchment which shall outline available capacity and types of service provided in each facility which must be verified in writing by the relevant service providers.	
Objective SC 087 Require the provision of appropriately located and purpose-built early learning and childcare facilities to meet the pro rata childcare needs of housing development during the plan period. Childcare facilities will be required, by a condition of planning permission, to be developed within the first phase of any new residential development, except where an exceptional circumstance can be provided and agreed with the Planning Authority.	
Objective SC 094 Require development proposals of greater than 20 residential units or commercial developments (including office/industrial developments) greater than 2,000sqm to submit a detailed audit of health services (including GP service hours) and facilities in the area as part of a social infrastructure audit.	

Chapter 11 Built and Cultural Heritage

Policy/Objective	Assessment
Objective AH 026 Require that planning applications in proximity to 'Views to be Preserved' are accompanied by a Visual Impact Assessment	It is submitted that the overall development will have a positive impact on the site's landscape features and the character of the surrounding area. The subject site is not located within any of the "Views to be Preserved" identified in Chapter 11 of the Kildare County Development Plan 2023–2029. A series of verified photomontages, prepared by Digital Dimension, illustrate the visual impact of the development from ten vantage points, including neighbouring residential developments to the south, the R149 to the west and north, the local road immediately
Objective AH 051 Require that planning applications take into consideration the impacts of the development on their landscapes and demonstrate that the development proposal has been designed to take account of the heritage resource of the landscape	

	north of the site, and the Royal Canal Amenity Group to the east. Supporting documentation prepared by Tegos Architects, Murphy+Sheanon Horticulture & Landscape Architecture, and Digital Dimension confirms that the proposed development will not adversely affect any designated views or prospects identified in the Kildare County Development Plan.
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Chapter 12 Biodiversity and Green Infrastructure

Policy/Objective	Assessment
Policy BI P1 Integrate in the development management process the protection and enhancement of biodiversity and landscape features by applying the mitigation hierarchy to potential adverse impacts on important ecological features (whether designated or not), i.e., avoiding impacts where possible, minimising adverse impacts, and if significant effects are unavoidable by including mitigation and/or compensation measures, as appropriate. Opportunities for biodiversity net gain are encouraged	The proposed design and layout seeks to retain existing green infrastructure where possible and incorporate into the proposed open space and landscape design. In some instances, existing planting will need to be removed in order to facilitate safe access into the site. However additional planting and landscaping is proposed to mitigate loss of existing green infrastructure.
Objective BI O2 Require, wherever possible, the retention and creation of green corridors within and between built up urban areas and industrial scale developments to protect wildlife habitat value including areas that are not subject to public access.	
Objective BI O1 Require, as part of the Development Management Process, the preparation of Ecological Impact Assessments that adequately assess the biodiversity resource within proposed development sites, to avoid habitat loss and fragmentation and to integrate this biodiversity resource into the design and layout of new development and to increase biodiversity within the proposed development. Such assessments shall be carried out in line with the CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine.	Altamar Environmental undertook a Stage 1 Appropriate Assessment Screening for the proposed development and concluded that, either alone or in combination with other plans or projects, it is not likely to have a significant effect on any European (Natura 2000) site. The nearest European site, the Rye Water Valley/Carton SAC, is located approximately 674 m from the site, however, there is no direct or indirect hydrological pathway linking the development to this SAC. While an indirect surface water pathway exists to the European sites within Dublin Bay, the substantial separation distance, together with settlement, dilution and flocculation processes within the receiving water environment, ensure that no significant effects are likely. Foul water will discharge to the existing public sewer network for treatment and will not result in impacts on any European site. Taking account of the drainage strategy, separation distances, absence of ecological connectivity, and the findings of the supporting
Objective BI O9 Avoid development that would adversely affect the integrity of any Natura 2000 site and promote favourable conservation status of habitats and protected species including those listed under the Birds Directive, the Wildlife Acts and the Habitats Directive, to support the conservation and enhancement of	

Natura 2000 Sites including any additional sites that may be proposed for designation during the period of this Plan and protect the Natura 2000 network from any plans and projects that are likely to have a significant effect on the coherence or integrity of a Natura 2000 Site.	hydrological and hydrogeological assessment Carried out by AWN Consulting, it is concluded that the proposed development will not adversely affect the integrity or conservation objectives of any European site. Accordingly, Stage 2 Appropriate Assessment is not required.
Objective BI O10 Ensure an Appropriate Assessment Screening, in accordance with Article 6(3) and Article 6(4) of the Habitats Directive, Section 177A of the Planning and Development Act (2001-2022) or any superseding legislation and with DEHLG guidance (2009), is carried out in respect of any plan or project not directly connected with or necessary to the management of a Natura 2000 site to determine the likelihood of the plan or project having a significant effect on a Natura 2000 site, either individually or in combination with other plans or projects and to ensure that projects which may give rise to significant cumulative, direct, indirect or secondary impacts on Natura 2000 sites will not be permitted (either individually or in combination with other plans or projects) unless for reasons of overriding public interest.	
Policy BI P4 Ensure that any new development proposal does not have a significant adverse impact, incapable of satisfactory mitigation on plant, animal or bird species which are protected by law.	The proposed development has been informed by a comprehensive suite of ecological assessments, including an Appropriate Assessment Screening Report, Hydrological and Hydrogeological Risk Assessment, Ecological Impact Assessment (EclA) and Biodiversity Management Plan (BMP).
Objective BI O15 Ensure that any new development proposal does not have a significant adverse impact on rare and threatened species, including those protected under the Wildlife Acts 1976 and 2012, the Birds Directive 1979 the Habitats Directive 1992 and the Flora Protection Order species and any species listed under the national red lists or that could be listed on a national red list	The Stage 1 Appropriate Assessment Screening concluded that the proposed development, either alone or in combination with other plans or projects, will not result in likely significant effects on any European site. This conclusion is supported by the Hydrological and Hydrogeological Risk Assessment, which confirms there are no pollutant pathways during the construction or operational phases that could adversely affect the integrity or conservation objectives of the Rye Water Valley/Carton SAC or the European sites within Dublin Bay.
Objective BI O16 Ensure appropriate species and habitat avoidance and mitigation measures are incorporated into all new development proposals.	
Objective BI O17 Require a derogation licence, where necessary, issued by the DHLGH, in the event of a proposed development impacting on a site known to be a breeding or resting site of species listed in the Habitats Directive (Annex IV species).	The EclA identified the principal ecological receptors within and adjacent to the site and concluded that, following the implementation of embedded mitigation measures, including habitat retention, watercourse buffers, pollution prevention measures, sensitive lighting and ecological supervision, the proposed development will not result in significant adverse effects on protected

	species, rare or threatened species, designated sites or local biodiversity. The accompanying Biodiversity Management Plan provides a framework for the long-term management, enhancement and monitoring of biodiversity through habitat creation, native planting and species-specific enhancement measures. No breeding or resting sites of Annex IV species requiring a derogation licence have been identified within the proposed development site.
Objective BI O18 Require all applications for new developments to identify, protect and sensitively enhance the most important ecological features and habitats, and incorporate these into the overall open space network, keeping free from development and to provide links to the wider Green Infrastructure network as an essential part of the design process and by making provision for local biodiversity (e.g. through provision of swift boxes or towers, bat roost sites, hedgehog highways, green roofs, etc.).	As noted previously, the proposed design and layout seeks to retain existing green infrastructure where possible and incorporate into the proposed open space and landscape design.
Objective BI O26 Prevent, in the first instance, the removal of hedgerows to facilitate development. Where their removal is unavoidable, same must be clearly and satisfactorily demonstrated to the Planning Authority. In any event, removal shall be kept to an absolute minimum and there shall be a requirement for mitigation planting comprising a hedge of similar length and species composition to the original, established as close as is practicable to the original and where possible linking to existing adjacent hedges. Ideally, native plants of a local provenance and origin should be used for any such planting. Removal of hedgerows and trees prior to submitting a planning application will be viewed negatively by the planning authority and may result in an outright refusal.	
Objective BI O27 Require the retention and appropriate management of hedgerows and to require infill or suitably sized transplanted planting where possible in order to ensure an uninterrupted green infrastructure network.	Please refer to the accompanying Landscape Masterplan, which demonstrates the integration of the proposed landscape strategy with the overall development layout. Existing trees and hedgerows have been retained and incorporated into the design wherever practicable, avoiding trapped hedges and maintaining a connected green infrastructure network. Where retention is not possible, appropriate replacement planting is proposed. The landscape
Objective BI O28 Promote the integration of boundary hedges within and along development sites into development design so as to avoid “trapped hedges” located to the boundary of houses within the development layout.	

Encourage the planting of woodlands, trees and hedgerows as part of new developments and as part of the Council's own landscaping works ideally using native plants of local provenance and origin.	strategy includes extensive new tree, woodland and hedgerow planting, with native species incorporated where appropriate, to enhance biodiversity, strengthen ecological connectivity and contribute to the creation of a high-quality residential environment. The proposed development therefore accords with the requirements of Objectives BI O27 and BI O28.
Objective BI O29 Require the undertaking of a comprehensive tree survey carried out by a suitably qualified arborist where development proposals require felling of mature trees; the tree survey shall assess the condition, ecological and amenity value of the tree stock proposed for removal as well as mitigation planting and a management scheme. It should be noted that rotting and decaying trees are an integral part of a woodland ecosystem and can host a range of fungi and invertebrates, important for biodiversity. While single or avenue trees that are decaying may be removed, others that are part of group or cluster may be subject to retention.	Noted. The trees and hedgerows on the subject site and or immediately adjacent have been assessed by Charles McCorkell, as detailed in his Arboricultural assessment, tree protection plan and tree constraints plan enclosed with this preapplication consultation request, which details the quantum of trees / hedgerows that are being retained/removed on site as part of the development proposal.
Objective BI O30 Ensure a Tree Management Plan is provided to ensure that trees are adequately protected during development and incorporated into the design of new developments.	The proposed new tree planting within the landscape plans and design reports will provide a new generation of trees/hedgerow which have the potential to develop and add to the existing tree cover on the site. A tree protection plan is also included within the development.

Chapter 13 Landscape Recreation and Amenity

Policy/Objective	Assessment
Policy LR P1 Protect and enhance the county's landscape, by ensuring that development retains, protects and, where necessary, enhances the appearance and character of the existing local landscape.	A Landscape/Visual Impact Assessment is not considered necessary for the proposed development given the context and relative visual sensitivity of the receiving environment.
Objective LR O1 Ensure that consideration of landscape sensitivity is an important factor in determining development uses. In areas of high landscape sensitivity, the design, type and the choice of location of the proposed development in the landscape will be critical considerations	It is submitted that the overall development will have a positive impact on the site's landscape features and the character of the surrounding area. The subject site is not located within any of the "Views to be Preserved" identified in Chapter 11 of the Kildare County Development Plan 2023–2029.
Objective LR O2 Require a Landscape/Visual Impact Assessment to accompany proposals that are likely to significantly affect: • Landscape Sensitivity Factors; • A Class 4 or 5 Sensitivity Landscape (i.e. within 500m of the boundary); • A route or view identified in Map V1 - 13.3 (i.e. within 500m of the site boundary).	A series of verified photomontages, prepared by Digital Dimension, illustrate the visual impact of the development from ten vantage points, including neighbouring residential developments to the south, the R149 to the west and north, the local road immediately north of the site, and the Royal Canal Amenity Group to the east.

• All Wind Farm development applications irrespective of location, shall be required to be accompanied by a detailed Landscape/Visual Impact Assessment including a series of photomontages at locations to be agreed with the Planning Authority, including from scenic routes and views identified in Chapter 13.	Supporting documentation prepared by Tegos Architects, Murphy+Sheanon Horticulture & Landscape Architecture, and Digital Dimension confirms that the proposed development will not adversely affect any designated views or prospects identified in the Kildare County Development Plan.
Objective LR O4 Ensure that local landscape features, including historic features and buildings, hedgerows, shelter belts and stone walls, are retained, protected and enhanced where appropriate, so as to preserve the local landscape and character of an area.	The landscape proposal for the development, as designed by the Landscape Architects includes for retention of trees and hedgerows where viable which are integrated into the open space and boundary landscape proposals.
Policy LR P3 Protect, sustain and enhance the established appearance and character of all important views and prospects.	c.11,835 sqm of usable public open space, or c. 28.2% of site.
Objective LR O81 Ensure that new developments are compatible with the availability and size of passive and active open space and recreational facilities, i) within 10 minutes' walk from people's homes; ii) accessible to all, regardless of age, physical mobility, disability or social disadvantage; iii) are in line with the Settlement Strategy and the 'Sustainable Development in Urban Areas: Guidelines for Planning Authorities,' (DEHLG, 2009); iv) include disabled parking bays, and v) include accessible play recreational facilities/equipment.	The proposal includes c. 11,835 sqm of usable public open space, or c. 28.2% of site. This is distributed across three separate areas and provides for attractive areas to play, visit and walk through. All of these areas are overlooked. This scheme also includes c. 230sqm of communal open space. As indicated above the proposed public open spaces are distributed throughout the development which will all be within short walking distance of residential areas and will provide a variety of recreational options for future residents. The open spaces will be planted with suitable species as detailed in the Murphy + Sheanon Horticulture & Landscape Architecture plans and particulars.
Objective LR O82 Require the provision of good quality, well located and functional open space in new residential developments, including landscaping with native species and scale appropriate natural play areas to cater for all age groups.	Public Open Spaces have been located in three strategic areas within the site, to ensure usability and close proximity to open spaces for all residents. Public open spaces will be populated with natural play areas, grass mounding, passive and active recreational areas, gathering spaces with seating element and a series of paths to ensure connectivity. Please see Landscape Architects documentation for further detail.
Objective LR O83 Ensure development proposals provide for hedgerow and woodland creation and augmentation within developments at the start of the construction phase and encourage the block planting of woodland and the joining up of hedgerows and	There is a number of native hedges proposed throughout the open spaces to compensate for the loss of boundary hedgerows within the site. Please see Landscape Architects documentation for further detail.

woodlands between developments in order to support habitat creation, in so far as possible.	
Objective LR O84 Ensure that all development proposals include comprehensive landscaping schemes including trees, suitable to their environment and to require that the planting of same should either be carried out in full as part of Phase 1 for larger phased schemes or prior to the occupation of any units on the overall development site on all other schemes.	All proposed planting species have been selected based on their suitability for their location.
Objective LR O86 Provide play facilities adjacent to other community and childcare facilities, in so far as is possible, and to ensure their proper management and maintenance.	Natural Play elements are incorporated throughout the various public open spaces.
Objective LR O87 Implement the Kildare Play Strategy (2018-2028) to address the play and recreational needs of children and young people growing up in County Kildare.	Full play details are provided with the Landscape Architect Pack.

Chapter 14 Urban Design, Placemaking & Regeneration

Policy/Objective	Assessment
Policy UD P1 Apply the principles of people-centred urban design and healthy placemaking as an effective growth management tool to ensure the realisation of more sustainable, inclusive, and well-designed settlements resilient to the effects of climate change and adapted to meet the changing needs of growing populations including aging and disabled persons.	A very safe walking and cycling environment will be provided for residents with a network of paths located around the development. Public open spaces shall be overlooked as far as practicable to achieve maximum passive surveillance and are designed to encourage active movement and accessibility for all. The development encourages the use of sustainable methods of travel promoting cleaner, safer, and more sustainable methods of mobility, critical for combating climate change.
Objective UD O1 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.	The proposed development is of high-quality design and layout. The development encourages best use of zoned land, services and infrastructure in the provision of new housing.
Objective UD O4 To require all proposals for multi-unit residential developments to demonstrate how the principles of ' <i>Crime Prevention Through Environmental Design</i> ' have	Public open spaces shall be overlooked as far as practicable to achieve maximum passive surveillance. There are no back gardens backing onto public open

been considered and applied in the design and layout of the proposed scheme.	spaces and other principles in line with Crime Prevention have been incorporated within the development.
Policy UD P2 Develop towns and villages of all types and scale as environmental assets and ensure that their regeneration and renewal forms a critical component of efforts to achieve compact growth development and increased climate resilience within settlements across the county.	The proposed development on site provides an excellent opportunity to enhance the overall density of the site within an appropriate location, and to promote consolidation and compact growth in accordance with the aims and objectives as set out within the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy for the Eastern and Midlands Region (RSES).
Table 14. 2 Urban Design Standards Checklist - Places for People Enriching the Existing ○ Character -Working with the Landscape. ○ Continuity and Enclosure ○ Attractiveness ○ Variety ○ Quality of the Public Realm - Making Connections ○ Ease of Movement - Mix of Uses ○ Legibility ○ Diversity - Designing for Change, Sustainable Design ○ Adaptability ○ Environmental Sustainability ○ Climate Adaptation and Mitigation - Technical Issues	Table 14.2 outlines the urban design standards 'checklist' which has been informed by the Urban Design Manual (2009).
Objective UD O11 Comply with the provisions of the Guidelines for Planning Authorities on Urban Development and Building Heights (2018) by providing for the following. (a) Support increased building height and densities in appropriate locations, as outlined in Table 14.4, subject to the avoidance of undue impacts on the existing residential or visual amenities. (b) Utilising increased building heights to support mixed use development, including downsizing opportunities and residential units that facilitate an adaptable layout to suit long term changes in homeowner requirements. (c) In mixed use schemes, development proposals shall include details of the sequencing of uses to enable the timely activation of supporting infrastructure and services. New development greater than 4 storeys will be required to address the development	The proposed development on a greenfield site will provide development up to 5 storeys in a "Suburban/edge location", which integrates well with the pattern of development in the surrounding area. The proposed development provides 125 no units which have been designed applying Technical Guidance Documents (i.e. TGD Part M), best-practice guidelines and current housing standards, including design in accordance with principles of universal design, as well as lifetime adaptable homes.

management criteria set out in section 3.2 of the Urban Development and Building Heights Guidelines (2018).

Chapter 15 Development Management Standards

Policy/Objective	Assessment
Section 15.2.1 Site Coverage and Plot Ratio Appropriate site coverage and plot ratio will now be considered on a qualitative basis, rather than quantitative, having regard to the quality of design, response to site context (including sensitivity to Architectural Conservation Areas where applicable) and potential impacts on the surrounding environment. Higher levels of development may be permissible in certain limited circumstances such as: - Locations adjacent to public transport corridors - Locations identified for regeneration purposes - When an appropriate mix of uses are proposed. - Where exceptional design is achieved, meeting the requirements of Chapter 14.6 of this Plan and the Urban Design Manual – A companion document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the Sustainable Urban Housing; Design Standards for New Apartment Guidelines (2020) where applicable.	It is noted that there is no fixed quantum of area for site coverage or plot ratio. The proposed development has a plot ratio of c.0.46 and a site coverage of c.22%. This is considered appropriate given the mix of units, the provision of large areas of public open space. The proposed development is considered to be a well laid out, thought out development which will enhance the area and give the appropriate level of density and coverage across the development.
Section 15.2.2 Overlooking/ Separation Distances Traditionally a minimum distance of 22m is required between directly opposing first floor windows. However, in cases of innovative design, where overlooking into habitable rooms does not occur, this figure may be reduced, subject to the protection of adjoining residential amenities and privacy, the quality of design and adherence to the Sustainable Urban Housing; Design Standards for New Apartment Guidelines (2020) where applicable. A greater separation distance may be required for taller buildings (e.g., apartment developments and those over three storeys high). A separation distance of 35 metres will normally be required in the case of overlooking living room windows and balconies at upper floors. In some cases, subject to design orientation, and location in built up areas, reduced separation distances may be acceptable.	Noted. Notwithstanding the 2024 Compact Guidelines which have now reduced the standard to 16 metres, in the current proposal in general terms the street separation distances from building line to building line meets and exceeds these targets. On the rare occasions where there are gaps less than this, the relationship ensures that any private windows or open space are addressing gable ends or have been designed to ensure there is no direct overlooking between properties. These distances between blocks and properties facilitates appropriate daylight and sunlight penetration to internal and communal spaces, and within the living spaces of each future residential unit while also ensuring there is no overlooking or loss of privacy between properties. All public open space, communal open space, roads and footpaths are directly overlooked by properties within the proposed development.

A minimum distance of 2.3 metres shall be provided between the side walls of adjacent dwellings or dwelling blocks with each building being a minimum of 1 metre from the boundary to allow for adequate maintenance and access. In all instances where minimum separation distances are not met, the applicant shall submit a sunlight/daylight/overshadowing analysis for proposed developments. In keeping with the principle of compact development and the desire for town and village renewal, where such instances occur within established urban areas and in particular town centres, a level of flexibility may be applied by the Planning Authority. Any relaxing of standards will be assessed on a case-by-case basis and should not be viewed as a precedent for future development. Adequate separation distances will be required for buildings overlooking school playgrounds or other sensitive land uses. These will be determined at planning application stage. Innovative design solutions to avoid undue overlooking will be encouraged	This creates passive surveillance of these areas ensuring safety and security of same. 100% of the houses are dual aspect with some units even triple aspect. 86% of all apartments are dual aspect.
Section 15.2.3 Overshadowing High levels of daylight and sunlight provide for good levels of amenity for residents. The internal layout of residential units should be designed to maximize use of natural daylight and sunlight. All new developments are required to have regard to the recommendations of Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (B.R.209, 2011) and British Standard (B.S.) 8206 Lighting for Buildings, Part 2, 2008: Code of Practice for Day Lighting or other updated relevant documents. Where an applicant cannot fully meet all of the requirements of the daylight provisions, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, which will be considered by the planning authority on a case-by-case basis	Given the nature of this development, all units should achieve good levels of daylight and sunlight. This is noted. All units given, the low density and the layout of this site, will conform with BRE guidance. Due to the distances involved to existing and under construction residential developments there will be no undue overshadowing. Please refer to Daylight Sunlight Report by GIA Consulting for details.
Section 15.2.4 Soft Landscaping Planting and landscaping should be used to incorporate new buildings into their surroundings and provide privacy between dwellings. New planting should consist of local native plant types with consideration given to provenance and origin	Planting has been provided in accordance with this schedule.

of plants indigenous to the area. The planting should be incorporated into the site to enhance overall appearance, to conserve biodiversity (Refer to Table 15.1) and to contribute to the green infrastructure of the area.

The Planning Authority will require the following in relation to site development and landscaping works:

- The planting of semi-mature trees 2 depending on location and circumstances. Proposals to provide semi-mature trees of appropriate species (as set out in Table 15.1) in suitable prominent locations within a development site will be considered favourably.
- Existing trees (particularly mature trees) and hedgerows shall be retained and incorporated into the design of development layouts, e.g., in public / private open space and at boundaries. Measures to protect the trees with secure fencing (prior to any site or engineering works commencing) shall be indicated on a site management plan.
- A detailed replanting proposal shall be submitted should the removal of hedges / trees be required during development, those to be removed shall be identified on drawings. This proposal should provide for the replacement of, at minimum, an equal amount of similar native hedgerows and the planting of a minimum of five mature / established trees per tree felled. The replacement of hedgerows / trees shall have due regard to the ecological function of hedgerows as a wildlife corridor and shall not work in isolation from the remaining hedgerow network.
- Where a large site adjoins a green corridor, public open space or area of high ecological value, any new public open space on the site should be contiguous to same and encourage visual continuity and expansion of the green infrastructure/biodiversity network. The appropriate grading or transition of public open space towards a green biodiversity corridor shall be factored into the consideration.
- Landscaping works shall incorporate nature based drainage systems such as biodiversity areas or wetlands, which can reduce surface water run-off. Green roofs, walls, street trees and permeable surfaces will be encouraged.

Please see the landscape pack including Murphy + Sheanon Horticulture & Landscape Architecture Design Statement submitted with this LRD application.

This includes the planting of appropriate tree specimens, the retention of trees and hedgerows where possible.

The arborist report includes tree protection measures for trees and hedgerows to be retained.

The landscape architects pack also includes details of replanting proposals to replace any hedges and trees that are removed.

As indicated in Corrigan Hodnett Consulting Engineers drawings and also the Landscape architects pack nature-based SuDS solutions are used throughout the development.

Street trees are proposed throughout the development.

The requirement for first planting is noted.

The trees no longer permitted are noted and are not included in the proposal.

• Street trees shall be encouraged into developments where possible and facilitated by way of appropriately designed tree pits. • All planting must take place in the first planting season following occupation of the building or completion of the development, whichever is sooner. Any trees or plants, which within a period of 5 years from the completion of the development die or become seriously damaged or diseased, shall be replaced in the next planting season. • Leylandii trees Cupressocyparis 'Leylandii', Cupressocyparis 'Castlewellan Gold' and Laurel Prunus laurocerasus shall no longer be permitted as part of landscaping proposals for any new development. Leylandii because of their nuisance and safety risk they pose when not managed and Laurel due to the invasive nature of this species. • The planting of species listed as of concern by invasive species Ireland, including species such as Cherry Laurel Prunus Laurocerasus and also species of a potential invasive nature as outlined by invasive species Ireland such as Cornus sericea L. shall neither be permitted in rural nor urban areas	
Section 15.2.5 Hard Landscaping Hard landscaping design, including paving and street furniture, is an important element in defining the character of streets and public open spaces. It can also help to provide a visual link to the surroundings; define and enclose spaces and delineate public from private space; provide security to private areas; distinguish between pedestrian, cycle, and vehicle movement; and provide suitable play space for children. Hard landscaping shall address the following: • Applications for substantial hard-surfaced areas (e.g., streets, squares, open spaces, paved areas, footpaths, and driveways) must use appropriate materials that are durable and of good quality while demonstrating methods of controlling and limiting surface water run-off consistent with sustainable development. • Use of permeable paving/surfaces, ponds, bio-retention areas, tree pits, rain gardens, swales and other nature-based drainage system methods, such that rainfall is not directed immediately to surface water drains. Such methods can serve to reduce the risk of flooding. • The use of artificial grass in all new residential developments shall not be permitted, save in	Please see the Landscape Architects pack and the landscape design statement submitted with this LRD application. The proposed materials are durable and of high quality. Permeable paving, tree pits, soakaways and bio-retention areas are all proposed throughout the development. No artificial grass is proposed.

exceptional circumstances including for children's play areas. • Walls, fences, metal railings, and gates used to define spaces should be selected so as to be an integrated part of the overall design. Street furniture should be appropriately designed and sited such that it does not provide an obstacle for people with disabilities. • Where underground or surface works are carried out, the Council will ensure the reinstatement of materials or the replacement with materials of similar style and quality. Hard-landscaping proposals for public areas shall also be assessed with regard to the principles of the Urban Design Manual Best Practice Guide (DEHLG, 2009), as appropriate. The integration of art into the public domain can contribute positively to the urban form, creating local distinctiveness and enhancing a public space. Where possible and practicable existing stone walls should be retained as part of new developments	Appropriate boundary treatments are proposed between the public open space and the communal/ private spaces to ensure they are clearly defined. A Boundary Treatment Plan drawing by Murphy + Sheanon Horticulture & Landscape Architecture is provided which clearly defines boundary treatments throughout the site including solid boundary treatments between the public open space and any private owned/ managed land. This is noted. Noted Attractive landscaped features and natural features are proposed throughout the development. Existing boundary treatments are retained where possible throughout the development.
Section 15.2.6 Access to Land Development should be designed in such a fashion that it will not prejudice the provision of vehicular or pedestrian access, or key infrastructural services in adjoining lands. Development should also be designed to ensure 'ransom strips' will not inhibit future development	The scheme provides vehicular/pedestrian access to the development from the existing R149. Additional pedestrian access will also be provided via the Royal Canal Greenway to the south. Pleaser to documentation provided by Corrigan Hodnett Consulting and NRB for further details.
Section 15.2.7 Universal Access / Design The Council will require that proposed developments, in their layout and design, are accessible, understandable, and usable to the greatest extent possible by all people, regardless of their age, size, ability or disability. The design and layout of development schemes, public realm and community infrastructure should incorporate universal design insofar as is feasible, having regard to the provisions of the National Disability Authority 'Building for Everyone: A Universal Design Approach –	The development also incorporates the principles of universal access and lifetime homes within the houses which caters for a range of disabilities. Please see the Tegos Design Statement for reference. Accessible parking spaces are provided throughout the development. All surfaces of a material suitable for buggies and wheelchairs. All accesses into buildings are level accesses.

Planning and Policy (2012) and Part M of the Building Regulations which sets out standards to ensure buildings are accessible to and usable by everyone. The Technical Guidance Document in relation to Part M provides guidance on the access requirements for public buildings and residential dwellings. Development Proposals should incorporate best practice design including elements set out below (note some areas are regulated by other local authority functions such as Building Control): - Promotion of lifetime housing design. - Incorporation of adaptable home offices to facilitate working from home. - Provision of designated accessible parking and set down points for people with disabilities and parents with children. - Level pedestrian routes with sufficient width. - Use of surfaces suitable for wheelchairs and buggies. - Use of tactile and blister paving. - Use of colour contrast, particularly in the public realm. - Provision of wayfinding / signage at appropriate levels, (N.B. in public realm). - Ensuring level access to buildings from the street that is suitable for wheelchairs and buggies. - Provision of automatic doors	
Section 15.3 Design Statements This Plan advocates a collaborative and multi-disciplinary approach to achieving high quality urban design and placemaking outcomes. As such, it is considered that design statements are a vital tool which can assist all parties involved in the development management process in assessing the suitability of proposed design solutions for specific sites. While a design statement can be prepared for all development proposals, the Planning Authority will require one to be submitted alongside applications for the following: • Residential development comprising of 10 or more units. • Commercial, retail, or community developments (including a mix / combination) which total 1,000 square metres or more. • Key or sensitive sites in settlements, as may be identified in a Local Area Plan, a relevant placemaking strategy, or at planning application stage.	Noted. Tegos Architects have completed an Architectural Design Statement. The Design Statement is in line with the requirements of the 12 criteria set out in the Urban Design Manual – a Best Practice Guide and also the criteria set out below. This includes a clear explanation of the design process for the development. McGill Planning Limited have also carried out a full review of the planning policies and tables set out in the Development Plan including table 14.2. A review of the Kildare County Council Leixlip Local Area Plan 2020-2023 Extended to March 2029 and Confey Masterplan has been completed by MCG Planning.

- Sites within or adjacent to designated Architectural Conservation Areas.
- Development proposal affecting Protected Structures.

- Sites with a steep and / or varying topography.
- 'Gateway' sites to towns and villages throughout the county

Furthermore, the Planning Authority has the discretion to require a design statement to be prepared for any proposed development which it considers may have a significant impact on the receiving environment including:

- the visual sensitivities of an area
- the landscape character,
- environmental sensitivities of an area.

While the level of detail to be included in a design statement shall be proportionate to the scale and complexity of the development proposed, it should generally be a focused and concise document and should not duplicate information that is already included in the planning application. The following details should be included in a design statement:

- A clear explanation of the design process including options considered.
- A demonstration of how the development adheres to the relevant provisions of the County Development Plan, including explicit reference to the Urban Design Standards Checklist, as outlined in Table 14.2.
 - Any relevant Local Area Plan, Masterplan, or other placemaking strategy affecting the site.
- Where relevant, the design statement should demonstrate how the development adheres to the guidance and principles set out in the 'Urban Design Manual' (DoEHLG, 2009), particularly to show where and how the 12 Criteria (as per the 'Urban Design Manual – A Best Practice Guide') have each been considered.
- A site and area appraisal including photographs of the site and its surroundings accompanied by illustrations such as photomontages, perspectives, and sketches, along with summaries of relevant studies and details of any recent consultations.
- In urban areas, a demonstration of how the development responds to the established urban structure, movement and accessibility, land uses, density, urban grain, visual context and built form.

Contiguous elevations and elevations and sections have been included with this LRD application demonstrating the impact and relationship of the proposed development with the existing environment and surrounding area.

The proposed development, given its predominantly low-rise nature and lower density of c.42uph reflects the grain and character of the surrounding area, including Glendale Meadows. The proposal also incorporates linkages and connections into the surrounding area where possible. The impact of the development is clearly shown on the site layout plan submitted with the LRD application.

The existing hedgerows and trees have been retained and enhanced where possible. Where this has not been possible additional planting has been provided.

Murphy + Sheanon Horticulture & Landscape Architecture Landscape Design Statement provides the design of the open space.

• A demonstration of how existing and new green infrastructure features will be integrated into the scheme. • Detailed proposals for open space illustrating how the provision of such areas have been designed in from the beginning. • A comprehensive high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals. • A statement setting out how energy efficiency and other climate mitigation measures have been incorporated into the proposed development	
15.4 Residential Development Well-designed and integrated housing developments can make a significant contribution to the quality of life and wellbeing of residents and therefore improve the overall long- term sustainability of a settlement as a whole. Accordingly, the Council will require that all new residential development should integrate with its surroundings, incorporate green infrastructure features, maximise the potential for present and future connectivity, maximise opportunities for social interaction, and be of high-quality design constructed with attractive and durable materials that positively contribute to the creation of a sense of place and identity for the area. The Council, in providing advice and in undertaking any assessment of proposed residential development will have regard to the content, policies and objectives of Chapter 3 and Chapter 14, along with relevant Section 28 Ministerial Guidelines, including the Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) Guidelines for Planning Authorities (DEHLG, 2009) and the accompanying Urban Design Manual	The proposal has been designed to respect, integrate into, and enhance the surrounding environment and context. The design and layout of the scheme create a liveable and visually pleasing residential environment. The design is appropriate and mindful of the urban edge context, the site constraints, and architectural character of the area. The proposed development prioritises high-quality landscaping and well-integrated open spaces, connecting seamlessly/ barrier free with future adjoining neighbours to the east, south and west both environmental sustainability and cohesive development to deliver a strong community. This proposed development includes significant green infrastructure throughout the development, increases the connectivity both now and in the future and provides for large public open spaces allowing for social interactions. This is noted.
Section 15.4.1 Development Capacity Applications for residential development in urban areas will be required to comply with the principles of compact growth and demonstrate that they will contribute to the overall consolidation of the settlement. The need for new residential development to achieve sustainable densities at appropriate locations, should also be balanced with the following considerations: • The existing and future (planned) capacity of the physical and social infrastructure to appropriately cater for the envisaged population.	This proposal is considered to be a well-designed development which will stitch easily into the existing context of the site. It will contribute to the vitality and viability of Leixlip in terms of existing services and facilities in the area. This proposed development includes significant green infrastructure throughout the development, increases the connectivity both now and in the future and provides for large public open spaces allowing for social interactions.

• Achieving adequate privacy and residential amenities for individual residential units within the proposed development. • Retaining adequate privacy and residential amenities for existing/adjoining residential areas. • Retaining and integrating the existing green infrastructure features & enhanced biodiversity features (for example bird boxes, hedgehog streets etc.) into the layout and design of the open space. • An assessment of the sites ability to appropriately accommodate development having regard to its environmental sensitivities and physical topography. • The safety and appropriateness of the proposed layout and access arrangements to the development. In accordance with the provisions of Section 15.5.1 applications for residential development over 20 units or, 2,000m² in the case of commercial developments, (including office/industrial developments), will be required to be accompanied by a Social Infrastructure Audit (SIA) in order to demonstrate that the proposed development, in conjunction with other extant permissions for residential development, will not place an unacceptable burden on the existing capacity of social infrastructure in the area. The Council will place particular emphasis on the need to ensure that any required social infrastructure will be developed either in tandem with, or prior to any new residential development.	This is noted. The proposal as set out above achieves appropriate levels of privacy for both the existing and proposed development. Retention of trees and hedgerows have been a feature in the design and layout of this development. These have also been enhanced through the provision of additional planting to support these existing features. Where they are removed replacement planting is proposed. An EcIA, AA Screening Report are submitted with this LRD application which have environmental control measures. These have found that the predicted impact following the implementation of environmental control measures ensures minimal impact on the environment. The proposed development is laid out to ensure appropriate access and layout of the development. All of the units will overlook the street, parking and areas of public open space. This planning report includes a Social Infrastructure overview that assesses a range of services and facilities that would be expected in a community, conducive to enabling a high-quality standard of living for the existing and future residents. A full Social Infrastructure Audit (SIA) carried out by McGill Planning accompanies this LRD Application.
Section 15.4.2 Development Phasing With regard to section 15.4.1 above, the phasing of a development may be required where constraints are identified relating to the physical or social attributes of the site or the wider area. In such instances the Council will require planning applications for multi-unit residential developments to be accompanied by a phasing schedule detailing the number of dwellings, quantum of public open space and infrastructure which will be developed as part of each phase. It will be necessary for each phase to fully deliver the quantum of public open space along with any proposed landscaping measures, commensurate to the number of dwellings in that particular phase	It is intended to complete these development works under a single phase. Notwithstanding, the phasing of the proposed development will be agreed with Kildare County Council.

Section 15.4.3 Residential Density Indicative density levels for residential development are set out in Table 3.1 of Chapter 3. As per the Section 28 Guidelines on Urban Development and Building Heights (2018) this Plan supports a drive for increased building heights in appropriate locations in order to maximise the efficient use of development land in urban areas. In this regard, Section 14.8 identifies specific locations within the county which have the capacity to suitably accommodate taller buildings, including for residential development. Local Area Plans will also identify density targets for particular sites and specify locations for taller buildings as appropriate	At a density of 42 units per hectare this delivers a density in line with this policy. It also delivers significant infrastructure throughout the development.
Section 15.4.4 Housing Mix In accordance with Objective HO O15 a 'Statement of Housing Mix' will be required to accompany applications for 10 or more units in order to ensure an appropriate mix of house types and sizes within individual residential development schemes and that they are adaptable, designed to meet the needs of an aging population and cater for people with disabilities. Accordingly, this statement shall set out how the proposed housing mix, including type, size and tenure has been determined, having regard to local supply and demand. A cumulative approach to the assessment of housing mix will be applied. A Housing Mix Statement may be required for sub-threshold application where, when taken in conjunction with another application/development, the above threshold is reached. In determining an appropriate mix, a Housing Mix Statement will be required to consider other applications/previous developments in the same location in its assessment	Please see the rationale above which includes a Statement of Housing mix in line with this policy. This confirms that the housing mix proposed, with a range of one, two, three and four bed units in the form of apartments and houses will deliver a range of housing types for the community.
15.4.5 Design, Layout and Boundary Treatments The design and layout of new residential development offers the opportunity to establish exceptional standards in terms of placemaking and urban design through the integration of high-quality connectivity, open space and sustainable mobility features from the outset.	This proposed development as set out in the Tegos Design Statement achieves a very high quality of urban design throughout the development. The 12 Urban Design Manual Criteria have been met.

While the Kildare Rural House Design Guide (Appendix 4) outlines the requirements for layout and boundary treatment for rural dwellings, proposals for residential development in towns and villages will be required to fully address the 12 Criteria for sustainable residential development as outlined in the Urban Design Manual – A Best Practice Guide (DoEHLG, 2009), as well as the guidance set out in Section 14.6 of this Plan. Furthermore, the design and layout of all residential developments must fully comply with the Design Manual for Urban Roads and Streets (2019). This includes the implementation of a fully connected street hierarchy which prioritises sustainable modes of transport over the car, as well as ensuring the optimal size of urban blocks to provide for a high level of permeability.

New developments should take full account of the characteristics of the natural and built environment of the site, including the views and vistas into and out of the site.

The layout of the open space should be designed in such a way as to be a focal point within the development and shall where present, incorporate existing natural features such as streams, mature trees and established vegetation.

Car parking arrangements should be fully integrated into the landscaping scheme so that they do not overly dominate the streetscape or detract from the aesthetics and useability of public open space. Street trees should be designed into new developments, and developments should incorporate a high level of active frontages and passive supervision of all public open space.

Built form on corner sites should be dual aspect and have a responsive design appropriately addressing their more prominent location. Boundaries between public open space, semi-private open space and private open space should be clearly delineated.

The layout of residential housing should avoid backing onto historic field boundaries which

The provision of large open spaces, high connectivity and high quality spaces have been achieved throughout the development.

Sections and verified views demonstrate the impact of the development on the surrounding area and this is considered appropriate and acceptable for land zoned for residential development.

The site layout is designed in accordance with and is fully compliant with DMURS.

The areas of public open space are focal points within each section of the site (west, park to the linear south) and have the benefit of significant natural features including trees and hedgerows which have been retained and enhanced where feasible.

For the apartments the parking spaces are provided on- street near the blocks. For the dwellings car parking spaces generally consist of on curtilage parking. All parking bays are overlooked and appropriately landscaped.

All public open spaces, roads and car parking areas are overlooked.

In addition, the apartments and the end terrace dwellings are used to create dual aspect and dual overlooking in these areas.

Appropriate boundary treatments are proposed between the public open space and the communal/ private spaces to ensure they are clearly defined.

A Boundary Treatment Plan drawing by Murphy + Sheanon Horticulture & Landscape Architecture is provided which clearly defines boundary treatments throughout the site including solid boundary treatments between the public open space and any private owned/ managed land.

There are no gated communities proposed.

contain mature trees and/or established hedgerow.

Furthermore, any development adjacent to a high amenity area (such as the Curragh) will require a soft boundary and/or approval by the Heritage Officer for boundary treatments. Further requirements in relation to soft landscaping features are outlined in Section 15.2.4. The need for boundary treatments such as railings or walls around residential developments should be limited to an absolute minimum.

In situations where a design solution cannot mitigate against the presence of such physical boundaries, high railings and walls should be avoided and boundaries should take the form of a low wall (rendered, natural stone or brick), railing, or a planted native hedgerow, to incorporate hedgehog streets, depending on the characteristics and location of the site. Monumental or overbearing entrances to housing developments will not be permitted.

Gated developments will not be permitted as they reduce social inclusion and integration within the existing community as they reduce social inclusion and integration within the existing community and generally fail to address the existing streetscape

15.4.6 House Design

In addition to an appropriate layout, a high standard of building design, detailing and specification of materials and a high standard of craftsmanship will be required. While the planning authority welcomes contemporary architecture. New developments should not be incongruous or have an overbearing effect on the established environment. Context remains very important, particularly in the case of the smaller towns and villages in the county.

House design open space provision shall have regard to the following requirements:

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

* Minimum private open space requirement for dwellings with four or more units.

Table 15.2 - Minimum Floor space and Open Space Requirements for Houses

Apartment schemes shall deliver a minimum of 33% or 50% of units (depending on circumstances) as dual aspect, in accordance with

This is considered to be an exemplar development showcasing contemporary architecture.

A varied, high quality palette is proposed for the development which creates a distinctive attractive development within the area.

The houses all meet the design standards set out below.

the criteria as set out in 'Sustainable Urban Housing, Design Standards for New Apartments' - A minimum distance of 2.5m between semi-detached and detached housing shall generally be provided. - Site Layout Plans for all applications for multi-unit residential development should detail the bin storage, bicycle parking and e-car charging provisions. - Adequate provision shall be made for the storage and collection of waste materials. Each house shall have adequately screened storage for at least 3 number 'wheelie' bins. - Terraced / townhouse schemes shall include appropriate design measures for refuse bins, details of which should be clearly shown at planning application stage. Bins should not be situated immediately adjacent to the front door or ground floor window unless adequately screened alcoves or other such mitigation measures are provided. Innovative and attractive design solutions shall be required in this regard. - Terraced / townhouse schemes shall include appropriate design measures for bicycle storage, details of which should be clearly shown at planning application stage. Storage should be provided through one of the following: (a) Incorporation of a utility/storeroom accessed from close to the front of the house. (b) Provision of access to the rear of houses. (c) Provision of sheltered parking at a public, well-lit and secure space. - Special consideration should be given to boundary treatments particularly where these adjoin existing dwellings. Situations which lead to the creation of two walls or fences with a gap in between should be avoided. In such instances, applicants shall be required to apply the most effective and appropriate boundary treatment taking into consideration the context and environmental sensitivities of the site.	100% of the houses are dual aspect with some units even triple aspect. 87% of all apartments are dual aspect. This has been achieved. This is noted. Storerooms are provided in all houses. There are front and rear access provided to all houses. Appropriate cycle parking for visitors is provided throughout the development as shown on the landscape and site layout plans. The existing boundaries are retained throughout the development where possible. Proposed new boundaries are in line with the Parks Department guidelines. There are no rear gardens backing onto public open space within the development.
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- While every effort should be made to avoid rear gardens fronting on to public open space, in situations where this proves impossible, two-metre-high screen walls, suitably finished (rendered, natural stone or brick) and capped, should be provided between all areas of public space and rear gardens. Proposals for planting along the public side of the wall shall be included on a landscaping plan. An additional inner grass verge shall be provided along any footpath to facilitate this, if necessary.

- In the interest of passive surveillance, where side boundary walls adjoin the public footpath, the walls shall be a maximum of 1 metre in height as far as the rear building line of the dwelling (beyond which a 2-metre wall may be provided).

- Private open space should be designed so that it is usable for the proposed residents.

- Utility boxes should be screened from public view particularly for terraced units.

- Windows in the gable / side walls of dwellings will not be permitted where the window would closely overlook the private open space of the adjoining dwelling or where the window would not provide adequate light or aspect to a habitable room. However, windows featuring opaque glazing may be acceptable in certain instances.

- In relation to storage spaces the following requirements shall be applied:

- o As a rule, no individual storage room within a dwelling should exceed 3.5 sq. metres.
- o Storage should be provided off a hallway or landing to facilitate access.
- o Attic spaces may satisfy part of the general storage requirements but only if such spaces feature a stud floor and are accessible by a stairs or integrated attic ladder.
- o Hot presses, boiler or heat pump spaces do not count as storage areas.
- o Utility rooms may in certain circumstances contribute to overall storage requirements.
- o Storage should be additional to kitchen presses and bedroom furniture.
- o Dwellings may provide storage for bulky items outside individual units and this may satisfy part

This is noted and achieved.

All private open space is accessible and useable for residents.

This is noted.

This is noted and avoided or where one is proposed it is obscured.

These are noted and achieved.

This is noted and achieved.

of the general storage requirement, where considered appropriate. - High quality boundary treatments are generally required to enclose private open space. A 1.8m – 2m high wall of solid block, capped and plastered on both sides, is generally acceptable. The Council will consider alternative boundary treatments on their merits. All boundaries in such case shall be of high-quality solid construction with no gaps. Post and wire or timber post and panel fencing is not permitted	
Section 15.4.7 Apartment Developments An apartment can be defined as a residential unit in a multi-unit building with grouped or common access. Planning applications for apartments shall be assessed against the Sustainable Urban Housing: Design Standards for New Apartments (2020) or any subsequent guidelines and the Urban Development and Building Height Guidelines (2018). The Apartment Guidelines set out detailed parameters in the form of Specific Planning Policy Requirements (SPPRs) with respect to: • General locational considerations. • Appropriate mix within apartment schemes (SPPR 1 and SPPR 2). • Internal space standards for different apartments - all apartment floor area measurements should be internal wall-to-wall dimensions (SPPR 3). • Dual aspect ratios (SPPR 4). • Floor to ceiling heights (SPPR 5). • Lift / stair core access (SPPR 6) Private and communal amenity space. • Security considerations. • Storage spaces. • Communal facilities • Car and bicycle parking/storage; and • Adaptability	The proposed apartments meet and exceed the minimum apartment size requirement as stated in the Apartment Guidelines, as demonstrated below in the Statement of Consistency with Relevant Section 28 Guidelines. They are located in order to provide legibility and provide good surveillance of streets and public open spaces while also providing a greater choice of units. Again, all of these standards set in the Apartment guidelines are met.
Section 15.4.10 Management Companies for Apartments Apartment developments are not taken in charge by the local authority and therefore a management company is required. The Multi-Unit Developments Act 2011 came into effect on 1 April 2011 and regulates the ownership and	This is noted and a management company will be set up for all the apartment blocks. The management company will be established to maintain and manage the areas of communal open space, parking and bin storage associated with the apartments.

management of the common areas of appropriate multi-unit developments and provides for the setting up of owners' management companies to manage such areas. Where required, a properly constituted management company shall be established for the purposes of maintaining public lighting, roads, parking areas, services, open spaces and public areas in apartment schemes and a condition will be attached to any grant of planning permission in this regard	
Section 15.4.16 Taking in Charge of Residential Developments The term "Taking in Charge" means that the council assumes liability and responsibility for the roads, footpaths and public areas associated with a particular estate. When a residential development is completed in accordance with all the conditions and particulars of the planning permission, the developer or the majority of homeowners may make a written request in accordance with the provisions of Section 180 of the Planning and Development Act 2000 (as amended) to have the estate taken in charge (roads and services). The Council's policy on the taking in charge of residential developments is set out in the Taking in Charge Policy Statement (June 2008) which is currently under review and should be considered from the outset (either in its current form or as subsequently amended), from the initial pre-application stage through to the post construction phase of a development	Please see the Taking in Charge Drawing by Tegos Architects. Where areas are not proposed to be taken in charge than a Management Company will be in place to ensure the maintenance of these areas. This can be dealt with by way of an appropriately worded condition.
Section 15.5 Social and Community Developments Any application for community facilities such as childcare, schools, health, community, and leisure facilities, including open space, sports grounds, playing pitches, and other community orientated developments, shall have regard to the following: • Overall need in terms of necessity, deficiency, and opportunity to enhance or develop local or county facilities. • Practicalities of sites in terms of site location relative to uses, impact on local amenities, desirability, and accessibility. • Conformity with the requirements of appropriate legislative guidelines. • The potential multifunctional use of community facilities, including daytime and night-time usage.	Noted This planning report includes a Social Infrastructure overview that assesses a range of services and facilities that would be expected in a community, conducive to enabling a high-quality standard of living for the existing and future residents. The themes will be analysed with regard to their context within the defined study area, with several varying buffer radii from the subject site. All of the facilities are identified as being either within 1 km or c. 2km from the site. This area is generated by a 1km/2km "as the crow flies" buffer zone. Due to the existing urban layout, the walking/cycling distances to some facilities is
Section 15.5.1 Social Infrastructure Audit	

As outlined in Chapter 10, any new residential development over 20 units or commercial developments (including office/industrial developments) over 2,000 square metres, will be required to undertake a social infrastructure audit to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Social Infrastructure Audits (SIAs) shall include current provisions in relation to childcare, education, health, community, sporting, open space, and recreational facilities in the vicinity (e.g., within a 10-15 minute walk) of the proposed development. The audit must outline available capacity within each facility and identify deficits that exist in such infrastructure, taking into consideration any extant permission for residential development in the area. Where deficits exist, the applicant shall propose measures within the development proposal to address same and / or may be required by the Planning Authority to contribute towards developing such infrastructure in the area by means of conditions to the permission through the development contribution scheme. In cases where social infrastructure deficits are not addressed, permission may be refused. It should be noted that the Planning Authority has undertaken a number of SIAs to date as part of the preparation of the Leixlip, Naas and Athy Local Area Plans and will continue to do so as part of the rollout of the Local Area Plan programme. The content of any SIAs submitted as part of planning applications can therefore be considered in the context of SIAs already undertaken, where relevant, in order to develop a comprehensive database of available social infrastructure to plan for the sustainable development of communities over the Plan period and beyond	slightly further than 1km/2km. The tables below list the facilities within 1km and 2km as the crow flies and also provide an approximate walking/cycle route distance. A full Social Infrastructure Audit (SIA) including crèche assessment accompanies this LRD application.
Section 15.5.2 Childcare Facilities The Council will seek to facilitate the provision of high-quality childcare facilities in appropriate locations throughout the county and may require their provision in large residential, public community, commercial, and retail developments in accordance with the provisions of the DoEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001). The guidelines require 20 childcare spaces for every 75 dwelling units.	A Social Infrastructure Audit and Childcare Assessment accompanies this application and demonstrates that adequate childcare provision exists to serve the proposed development, in accordance with Section 15.5.2 of the Kildare County Development Plan. The assessment considers the requirements of the Childcare Facilities Guidelines for Planning Authorities (2001), which indicate a theoretical requirement of 34 childcare places for a 125-unit

As part of the undertaking of a Social Infrastructure Audit (as above), for developments proposed (residential and / or commercial), the onus shall be on the developer to demonstrate that there are adequate childcare facilities to cater for the proposed development. In doing so the developer must; (i) clearly outline, on a map, the location of each childcare facility relative to the proposed development, (ii) the total number of childcare spaces on offer at the subject childcare facility with a clear breakdown of the various types of childcare that are available in each identified facility and (iii) details of any remaining capacity in each facility. This information must be supported, in writing, by each of the childcare facilities identified in (i) above and must be confirmed by the Kildare County Childcare Committee.

Where it is demonstrated that there are inadequate childcare facilities to cater for the proposed development, developers must incorporate a childcare facility as part of the overall development proposal, in line with the Childcare Guidelines (or any subsequent revisions to same). Any application for childcare facilities shall have regard to the following:

- The need for the proposed development (consult with Kildare County Childcare Committee).
- The nature of the facility e.g., full day care, sessional care, after school care.
- Number and ages of children to be catered for.
- Number of staff.
- Intended hours of operation,
- Suitability of the site for the type and size proposed Adequate sleeping / rest facilities.
- Adequate availability of indoor and outdoor play space.
- The internal layout and design, should allow, where possible, for the dual usage of the proposed facility e.g., night-time community uses.
- Proximity to public transport / areas of employment.
- Local traffic conditions
- Safe access and convenient off-street parking and / or suitable drop-off and collection points for customers and staff.
- Signage should be minimized and designed into the scheme.

development. However, applying the methodology set out in the 2025 Apartment Guidelines, together with 2022 CSO population data and local childcare participation rates, the assessment concludes that the proposed development is likely to generate demand for between 6 and 11 childcare places.

The Social Infrastructure Audit identifies existing childcare facilities within the catchment, mapping their locations relative to the site and detailing the number of childcare spaces available, the types of childcare services provided and remaining capacity. This information has been verified by the childcare providers and confirmed by the Kildare County Childcare Committee.

In addition, the childcare needs of the development will be met through the planned purpose-built creche within Character Area MU1 of the Confey Masterplan, located approximately 400m west of the subject site. The creche, which is the subject of a live planning application (KCC Reg. Ref. 2660746), will provide up to 125 childcare places and is required under the Confey Masterplan to be delivered during Phase 1a in tandem with the development of the R5 lands, ensuring childcare provision is available prior to or alongside the occupation of the proposed residential units.

Having regard to the findings of the Childcare Assessment, the available existing and planned childcare capacity, and the strategic delivery of the MU1 childcare facility, it is demonstrated that the proposed development can be adequately served without the need for an on-site crèche. The proposal therefore complies with the requirements of Section 15.5.2 of the Kildare County Development Plan.

Facilities shall be sited at or near the entrance / exit to the proposed development for ease of access, drop-off / pick-up points and must be provided in full as part of the first phase of development and occupied prior to the occupation of any residential unit within the overall development scheme Childcare facilities will also be required to be provided in large-scale employment centres with an excess of 100 employees. For new residential / commercial developments, the most suitable facility for the provision of full day care should be a purpose built, ground floor, stand-alone property with capacity for dual usage e.g., night-time community uses. Applications in existing residential areas should have regard to the likely effect on the amenities of adjoining properties, and compliance with the above criteria. Applicants are recommended to seek the advice of the Kildare County Childcare Committee, HSE, and other relevant bodies in the design of childcare facilities prior to the submission of a planning application. The omission of a crèche previously permitted within a residential development will not generally be favourably considered	
Section 15.6 Open Space The role of Open Space is becoming more important to the residents of Kildare and their quality of life with many settlements developing quickly and at higher densities. The provision of accessible open space is vital for overall community wellbeing and can be provided in various forms e.g., Neighbourhood Parks, Local Parks, Amenity Green Spaces, playing pitches, play areas for children and teenagers, Green Corridors, and Natural / Semi-Natural Green Spaces. Towns in Kildare will be required to provide a minimum of 2.5 hectares of Open Space per 1,000 of population which should include both formal and informal open spaces as follows; - Formal (Active Open Space, Neighbourhood/local park, Play areas)	Noted Both forms of open space are provided throughout the development.

- Informal (Parks and Gardens, Amenity Green Space, Natural and semi-natural) The breakdown and quantum of formal and informal provision will be considered on a place-by-place basis. As outlined in 15.5.1 above Social Infrastructure Audits are required to be submitted for new residential developments at or over 20 units or for commercial developments (including office/industrial developments) over 2,000 square metres. Existing open space provision within a 10-minute walk of the development shall be outlined and assessed against the standards noted above. Open space deficits shall then be highlighted, and the design proposal will be required to assist in addressing any deficits	Noted A SIA has been prepared and is included with this LRD Stage 3 planning application.
Section 15.6.3 Amenity Green Spaces Amenity Green Spaces are generally small areas of open space associated with individual housing estates. Requirements are outlined in 15.6.6 below. These spaces shall comprise areas for biodiversity and link (by way of native hedgerows and trees) with any adjacent green infrastructure networks	In accordance with the Confey Masterplan and Design Code, the development incorporates two primary categories of public open space: the Western Open Space (Green Finger/Pocket Park) and the Linear Park (Canal Edge – Open Space 1), together with a landscaped communal open space serving the apartment block. The Western Open Space, located to the west of the site, provides a multifunctional landscape for recreation, biodiversity enhancement and ecological connectivity, incorporating natural play, seating, active recreation and sustainable movement. This space extends to 0.4212 ha. The Linear Park, positioned along the southern boundary adjoining the Royal Canal, reinforces the canal green corridor while providing pedestrian and cycle connectivity, informal recreation, biodiversity enhancement and direct access to the Royal Canal Greenway. This space extends to 0.7417 ha. In addition, a 230 sq.m landscaped communal open space is provided immediately south of the apartment block. Defined by low railings and planting, it offers residents a private amenity area while maintaining visual connectivity with the surrounding landscape.
Section 15.6.5 Formal / Informal Play Spaces Formal play spaces are generally designed to facilitate children and teenagers play. They are usually located within an existing public park or amenity that is easily accessible from residential areas (e.g. 5-minute walk/400 metres). Developments shall provide 'scale appropriate'	This is delivered within this LRD application. Please see Landscape Architects drawings which show the play area strategy proposed within the development.

children's play in semi-private or public open spaces through provision of a scale appropriate Natural Play Area. It is the Planning Authority's preference that an imaginative approach is adopted by developers to delivering play spaces. All play areas shall be natural play spaces with landscaping and natural features e.g. logs, mounding, boulders, and sensory planting, equipment with no moving parts. Play features should be centrally located so that they are accessible and supervised	The proposal includes c. 11,835 m² of usable public open space, or c. 28% of site.
15.6.6 Public Open Space for Residential Development The provision of accessible open space is a key part of the provision of high-quality green infrastructure for communities. Public open space must be carefully designed as an integral part of the layout of all residential schemes / mixed schemes from the outset, being addressed at the initial design stages. All applications for residential developments shall include a landscape plan, which shall have regard to the Parks Section 'Open Space & Landscaping Pre-Planning Guidance for Applicants' document. It is vital that landscape architects are involved in the early stages of the design process and attend any pre-planning discussions with the Planning Authority. Open space shall be provided within the development site as follows: • On greenfield sites, the minimum area of open space that is acceptable within the site is 15% of the total site area. This may include Natural / Semi-Natural Green Spaces incorporating the planting of native species and pollinator friendly areas which enhance biodiversity up to a maximum of 8%. • In cases where standards have been relaxed or where there is a shortfall in the provision of open space due to the practicalities of the site (e.g., unsuitable due to topography, flooding, gradient, SuDS, overhead powerlines etc.) the council will require an equivalent monetary contribution in lieu of remaining open space provision via the Kildare County Council Development Contribution Scheme. • SuDS are not generally acceptable as a form of public open space provision, except where they contribute in a significant and positive way to the	The proposal includes c. 11,835 m² of usable public open space, or c. 28% of site. This is distributed across three separate areas and provides for attractive areas to play, visit and walk through. All of these areas are overlooked. All landscaped spaces incorporate native species and pollinator friendly areas, this includes the areas counted towards the public open space calculation and the incidental areas. The site achieves 28% usable and well-designed public open space within the residential lands alone along with an additional communal open space. The public open space includes for the provision of SuDS measures, as part of the comprehensive surface water management proposals provided. These areas have been carefully sited and designed with inputs from Murphy + Sheanon Horticulture & Landscape Architecture to ensure usability and design quality as part of the public open space. Children's play features have been incorporated into these spaces. Please see Landscape Architects pack for details. The public open spaces are also specifically located in order to retain existing trees and hedgerows where possible and therefore allow integration with the wider green infrastructure network in the area. The open spaces are surrounded by residential units and the creche which overlook and

design and quality of open space. Where the Council considers that this is the case, in general a maximum of 10% of the open space provision shall be taken up by SuDS.

- Each application shall also have regard to the qualitative standards outlined in Section 4.18 of the Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, DEHLG, (2009).

The following should also be taken into consideration in relation to public open space:

- Areas of public open space should be generally flat. While some undulation may be incorporated as a design feature, areas with high gradients, containing swales or attenuation ponds, or otherwise impractical to function effectively as amenity / play areas, will not be acceptable as open space.
- Narrow tracts of land (less than 10m) or pieces of land 'left over after planning' are not acceptable.
- Areas of open space less than 500 square metres will not be taken in charge by the council for maintenance purposes.
- Underground tanks and storage systems will not be accepted under public open space, as part of a SuDS solution.
- Public and semi-private open space in all residential developments will be required to incorporate natural features that promote children's play. Opportunities for children's play should be addressed as part of the landscape plan.
- Public open space should be innovative in its design approach and functionally accessible to the maximum number of dwellings within the residential area.
- Public open space should be overlooked by as many dwellings as possible.
- Houses shall not generally be permitted to back onto public open spaces.
- Natural features, e.g., trees, hedgerows, and wetland sites, should be retained, protected, and incorporated into public open space areas.
- On large sites, areas should be identified for a hierarchy of uses, e.g., more casual 'pocket parks' for smaller children to play, informal kick about areas, areas for passive amenity, etc.

supervise the spaces and all dwellings units have direct access to open space nearby.

The open spaces are also interconnected and link up with the extensive footpath network provided throughout the scheme.

Overall, it is considered that the quantity, quality and functionality of the proposed open spaces has been optimised providing attractive spaces, accommodating a variety of recreational uses, whilst also retaining green infrastructure and facilitating significant sustainable urban drainage measures.

• Appropriate pedestrian and cycle linkages between open spaces should be clearly indicated on the site layout plan. • Care should be taken during the design process to connect existing and proposed areas of open space, thus providing green linkages for wildlife habitats Care should be taken during the design process to connect proposed open space with existing open spaces and / or proposed open space in other developments to form local parks (e.g., when combined may be greater than 2 hectares) and / or neighbourhood parks (e.g., when combined may be greater than 16 hectares). • Incorporate pieces of public art into the design of open spaces	
Section 15.6.7 Private Open Spaces – Gardens, Terraces, Balconies All houses should have an appropriate and useable area of private open space to the rear of the dwelling. The minimum area of private open space to be provided is set out in Table 15.2. Exceptions may be permissible in relation to the development of inner urban infill where there is a need to protect the established pattern of streets and spaces and the redevelopment of brownfield / regeneration sites. Flexibility will be considered for well-designed development proposals. • It is expected that private open space provided will exceed these standards whenever possible and such minimum standards will only be acceptable for up to 50% of the units in any development and will be discouraged throughout. • The front garden should be a minimum length of 6 metres. Where dwellings have little or no front gardens a defensible space must be created behind the public footpath, such as a planting strip. • Rear gardens should be a minimum of 11 metres in depth (22 meters back-to-back as a general rule) to protect privacy, sunlight, and avoid undue overlooking. Reductions will be considered for single storey developments and / or innovative schemes where it can be demonstrated that adequate levels of privacy, natural lighting, and sunlight can be achieved. • Narrow strips of incidental open space to the side of houses should not be included in private open space calculations.	All dwellings and apartments have areas of private open space as required and to/in excess of standard in terms of area, length/depth etc. Please refer to the Tegos Housing Quality Audit for further details. Adequate privacy, natural light and sunlight is achieved in these units. This has noted and they have not been included.

- In certain development circumstances, the requirements set out above may not be appropriate (e.g., housing requirements for special needs, housing for older persons/ sheltered housing) particularly where the development is within a 10- minute walking distance of a public park or other amenity.
- A reduced minimum standard may be accepted for 1 and 2-bedroom houses for older people, where it is demonstrated that the design of the dwelling is specifically designed and safeguarded for older persons.

Balconies and terraced areas are the primary form of private open space for apartment and duplex type schemes. Such spaces shall be accessible from the main living area and comprise balconies / terraces.

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

Table 15.3 - Minimum Private Open Space Requirements for Ap.

It is expected that all private balconies, patios, terraces, or roof gardens comply with or exceed the minimum standards set out in Table 15.3.

- All private balconies, patios, terraces, or roof gardens shall be located to optimise solar orientation and designed to minimise overshadowing and overlooking.
- All private balconies, patios, terraces, or roof gardens shall be suitably screened in a manner complementing the design of the building to provide an adequate level of privacy and shelter for residents

Section 15.7 Transport

15.7.1 Walking and Cycling

- New pedestrian and cycle paths shall be designed in accordance with the Government's Design Manual for Urban Roads and Streets - 2019 (DMURS), the national Cycle Manual (2011 and any subsequent updates), Draft GDA Cycle Network Plan (NTA, 2021) and Section 5.4.1 of this Plan.
- Ensure new development areas are fully permeable for walking and cycling as outlined in Section 5.4.1 of this Plan

All apartments have balconies or terraces.

All of these units have private space in excess of the minimum requirements.

The units are all orientated to optimise solar gain.

This has been achieved.

This is noted.

All routes are designed in accordance with DMURS.

The layout is conducive to wayfinding and provides pedestrian and cycle links through the site.

Pedestrian and cycle access to the site is provided via R149 and the Royal Canal Greenway.

The layout is logical and uncomplicated.

	The series of public cycle and pedestrian routes are created to connect the site and create a strong permeable neighbourhood network of walkways and cycleways. There is also future potential to form a direct connection into neighbouring lands directly south and west.								
Section 15.7.2 Cycle Parking • The Planning Authority requires the provision of a minimum level of secure cycle parking facilities in association with new development and changes of use. This is consistent with the objectives and policies of the National Sustainable Mobility Policy (2022) and the Draft GDA Cycle Network Plan (NTA, 2021). • New cycle parking shall be designed in accordance with the National Cycle Manual (2011 and any subsequent updates). • Where the provision of cycle parking facilities is intended for use by the staff of a particular development, stands should be covered, well-lit and located within the curtilage of developments to ensure security and supervision. • Cycle stands for use by visitors should be located to maximise convenience to the entrance of buildings, and positioned so as to ensure safety, security and supervision. • The cycle parking standards set out in Table 15.4 shall be taken as minimum standards <table border="1"> <tr> <th colspan="2">Accommodation</th></tr> <tr> <td>Apartments</td><td>1 space per bedroom + 1 visitor space per 2 apartments</td></tr> <tr> <th colspan="2">Education / Childcare</th></tr> <tr> <td>Crèche</td><td>1 space per 5 staff + 1 space per 10 children</td></tr> </table> Changing/drying areas, toilets and lockers should be provided in association with shower facilities. • The Planning Authority will allow a degree of flexibility in town and village centre locations, where sites may be constrained. Where cycle parking would be better provided at communal, strategic locations around the town centre, a financial contribution in lieu of cycle parking will be considered, in accordance with the Development Contributions Scheme. • The Council may also request the provision of public cycle parking facilities, where possible at existing transport nodes, public buildings, retail centres and other locations not specified in Table 15.4	Accommodation		Apartments	1 space per bedroom + 1 visitor space per 2 apartments	Education / Childcare		Crèche	1 space per 5 staff + 1 space per 10 children	All houses have parking within the curtilage of their own house. There is a total of 384 no. of cycle parking across this site. This includes parking for the apartments and the mid terrace houses. This is in line with the cycle parking standards. All of the spaces are overlooked, secure spaces. They are all located close to entrances.
Accommodation									
Apartments	1 space per bedroom + 1 visitor space per 2 apartments								
Education / Childcare									
Crèche	1 space per 5 staff + 1 space per 10 children								
Section 15.7.3 Public Transport									

• All new development should be designed to maximise permeability and connectivity to public transport networks in accordance with the provisions of the 'Design Manual for Urban Roads and Streets' (DMURS, 2019). • Roads should generally be designed to include infrastructure for bus services unless otherwise advised by the Road Authority; • New / improved bus stops shall be of a suitable 'raised' design in order to assist mobility-impaired passengers in boarding/leaving the vehicle Bus shelters should be sited and designed taking account of the needs of the bus users and the visual sensitivity of the location of the proposed shelter. All bus shelters shall be designed with the security of the user in mind, including adequate lighting. • In considering applications for bus shelters with associated advertising, the planning authority will have regard to the particular circumstances of each case, such as location, scale and type of advertising proposed and the effect on the amenities of the area and streetscape	This is noted, this site is well located which as stated above, has good access to quality public transport provisions. A Public Transport Capacity Assessment Report prepared by NRB Consulting Engineers Limited (refer to Appendix L of the TTA) assessed the capacity of the existing and future bus and rail network to accommodate demand generated by the proposed development. The assessment concluded that the additional demand from the proposed 125 residential units can be readily accommodated, with the development generating approximately six additional bus passengers and six additional rail passengers during the weekday AM peak, representing only 0.7% of available bus capacity and 0.11% of available rail capacity. The report therefore confirms that the proposed development will not give rise to any significant impact on the surrounding public transport network.
15.7.4 Road and Street Network • The principles, approaches and standards set out in the Design Manual for Urban Roads and Streets (2019) apply to the design of all urban roads and streets (with a speed limit of 60 km/h or less), except national roads and in exceptional circumstances, certain urban roads and streets with the written consent of the relevant Authority. • The standards set out in the TII publication DN-GEO-03031 Rural Road Link Design (2017) applies to Single and Dual Carriageway roads (including Motorways) in rural areas. It also applies to single carriageway Urban Relief Roads and Urban Dual Carriageways and Motorways. • The Council requires the submission of a Traffic and Transport Assessment (TTA) as part of planning applications for larger developments, as outlined in Table 15.6 below, in accordance with the TII publication PE-PDV-02045 Traffic and Transport Assessment Guidelines (2014). These guidelines advise that applicants should consult with the Transportation Department of the Council prior to submission of an application.	This is noted. All roads, streets and junctions are designed in accordance with DMURS. A TIA by NRB Consulting Engineers has been submitted with this LRD application.

Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive.*
Residential development in excess of 200 dwellings.
Retail and leisure development in excess of 1,000m ² .
Office, education and hospital development in excess of 2,500m ² .
Industrial development in excess of 5,000m ² .
Distribution and warehousing in excess of 10,000m ² .

Table 15.6 - Traffic Management Guidelines Thresholds for Transport

- The design of development proposals must address the functionality and safety of the road. Two processes specifically address these design concerns: Road Safety Impact Assessment (RSIA) and Road Safety Audit (RSA).

A) Road Safety Impact Assessment (RSIA) is described in the EU Directive on Road Infrastructure Safety Management (EU RISM) 2008/96/EC as a strategic comparative analysis of the impact of a new road, or in instances of substantial modifications to an existing road, on the safety and performance of the road network. (Refer to TII standards: PE-PMG-02001 Road Safety Impact Assessment, 2017)

B) Road Safety Audit (RSA) involves the evaluation of road schemes during design, construction and early operation to identify potential hazards to all road users. RSA is to be carried out on all new national road infrastructure projects and on any schemes/proposal which results in a permanent change to the layout of a national road. (Refer to TII standard: GE-STY-01024 Road Safety Audit, 2017 and GE-STY-01027 Road Safety Audit Guidelines, 2017).

15.7.6 Access Requirements

Generally, where the capacity, width, alignment, or surface condition of the road are inadequate, development will not be favoured.

- Where new development would adversely impact on road drainage, development will not be permitted unless applicants agree proposals with the Council to improve the road.

Generally, it is the policy of the Council to discourage the proliferation of access points onto public roads, particularly in areas where the maximum speed limit applies or where road safety is of concern in accordance with the objectives in Section 5.6. The Council also encourages and promotes shared access points in all circumstances.

- Where the removal of hedgerow is required in order to achieve sight lines, the minimum amount of hedgerow shall be removed (see Section 15.2.4 above). Any new boundary should be planted

Noted. Corrigan Hodnett Consulting Engineers have designed the roads in accordance with these directives.

Noted.

The access to the site has been assessed by Corrigan Hodnett Consulting. A Road Safety Audit will be completed for the full application.

The scheme provides vehicular/pedestrian access to the development from the existing R149.

Additional pedestrian access will also be provided via canal greenway to the south.

This will provide excellent permeability through both sites.

with suitable indigenous species as outlined in section 15.2.4. • The provision of sheep / cattle grids in new developments adjacent to the Curragh will be mandatory. • In accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, DECLG (2012), the creation of additional access points from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 50kph apply shall be avoided	
15.7.7 Building Lines Where developments are permitted in rural areas along National, Regional and County Roads it is the policy of the Council to require compliance with the minimum setbacks as set out in Table 15.7.	Appropriate setback has been incorporated into the design of the site. The design of the proposed development is in compliance with Urban Design Guidelines.
15.7.8 Car Parking Car parking standards are set out in Table 15.8 Parking standards are maximum standards.	Within the Kildare County Development Plan 2023-2027 Chapter 15: Section 15.7.8, KCC reserves the right to alter car parking provision on a case-by-case basis with regard to the circumstances of the development. To further promote the use of nearby public transport services and support the objectives of the Mobility Management Plan, it is proposed to provide a total of 175 car parking spaces within the development. These spaces will be located within the driveways of individual residential units and in designated areas adjacent to the proposed apartment buildings. In addition, off-curtilage visitor parking will be provided throughout the site.
15.7.9 Street Lighting and Public Utilities Street lighting should, at a minimum, comply with the standards set out in the most recent revision of the Kildare County Council document 'Street Lighting Technical Specification' and Section 5.12 of this Plan.	Refer to Public Lighting Report prepared by Waterman Moylan consultant engineers, which includes the proposed public lighting layout.
15.8 Surface Water All planning applications for developments shall include proposals for the following: - Detailed proposals for the management of surface water - A Surface Water Management Plan - Proposals for surface water management in compliance with the Greater Dublin Drainage Strategy (GSDS)	The proposed development incorporates SUDs into the design of the development. The entire scheme incorporates Sustainable Drainage Systems (SuDS). A comprehensive SuDS plan for the proposed development has been prepared by Corrigan Hodnett Consulting Civil & Structural Engineers in collaboration with Murphy + Sheanon Horticulture & Landscape Architecture.

- Where Nature Based Surface Water Management solution is not feasible, detailed information must be submitted to explain why it was not considered to be a practical solution. - Sustainable Drainage Systems should not form part of the public open space provision, except where they contribute in a significant and positive way to the design and quality of open space. In instances where the Council determines that SuDS make a significant and positive contribution to open space, a maximum 10% of the open space provision shall be taken up by SuDS. - In the event that underground attenuation storage structures are required, they will not be accepted under areas of public open space, save in exceptional demonstrable situations.	The proposed SuDS strategy for the development represents a fully integrated, multi-layered approach to sustainable stormwater management. By combining green infrastructure (rain gardens, tree pits, and green roofs) with engineered systems (permeable paving, flow controls, and retention swales), the design effectively utilises natural hydrology while supporting biodiversity and improving visual amenity across the site. The system not only reduces runoff volume and peak discharge but also enhances water quality prior to release to the nearby stream, ensuring long-term environmental resilience and alignment with both Kildare County Council and national SuDS policy objectives. In doing so, it provides a future-proofed drainage network capable of accommodating climate change and urban growth impacts within the Confey Masterplan area.
15.17.4 Natural Heritage, Green Infrastructure and Biodiversity Overall policies and objectives relating to natural heritage are set out in Chapter 12 of this Plan and all planning applications will be assessed having regard to same. To comply with European and National legislation on nature conservation, and to ensure that areas of biodiversity value are adequately protected, an Ecological Impact Assessment will be required. An Appropriate Assessment should accompany development proposals relating to any plan or project not directly connected with or necessary to the management of a Natura 2000 site.	A Stage 1 Appropriate Assessment Screening undertaken by Altamar Environmental concluded that the proposed development, either alone or in combination with other plans or projects, is not likely to have a significant effect on any European (Natura 2000) site. Having regard to the absence of ecological connectivity, the proposed drainage strategy, and the findings of the supporting hydrological assessment by AWN Consulting, it was determined that the development will not adversely affect the integrity of any European site. Accordingly, Stage 2 Appropriate Assessment is not required.
Appendix 3 Open Space and Outdoor Recreation Strategy The strategy highlights the critical importance of open space and outdoor recreation to the collective wellbeing of society. The strategy assesses the public open spaces throughout the county and provides a hierarchy of open spaces to be provided including green corridors, natural spaces, regional parks, local parks, small parks, and pocket parks. It notes that all homes should be within 500m of a pocket park	The proposal includes c. 11,835 sqm of usable public open space, or c. 28.2% of site. This is distributed across two separate areas and provides for attractive areas to play, visit and walk through. All of these areas are overlooked. This is fully in compliance with this policy. Full details of the site's public open space and amenity strategies are detailed in the enclosed Landscape Masterplan.

and that small parks should be within 400m walking/cycling distance of homes and centrally located within new developments.

The strategy provides quantitative standards for public open space provision. It recommends that the county standards of 2ha of public open space per 1,000 people be increased to 2.5ha of public open space per 1,000 people. It also notes that a minimum of 15% public open space should be provided on new residential lands.

In addition, it also provides qualitative recommendations and notes that it is important to consider the function of a space and not just leave it grassy and undeveloped.

It notes that SuDS areas should not be considered to form part of the public open space provision, except where they contribute in a significant way to the design and quality of open space as defined by the Planning Authority. In such cases, a maximum of 10% of the total public open space provision shall be taken up by SuDS.

In addition, it requires the bulk of open space to be usable and acknowledges that while narrow strips of land (<10 metres wide) can function as important green connections and improve levels of passive amenity within a development, they should not be included in the overall public open space calculation of a site.

All landscaped spaces incorporate native species and pollinator friendly areas, this includes the areas counted towards the public open space calculation and the incidental areas.

The site achieves 28% usable and well designed public open space within the residential lands alone along with an additional communal open space

Some SUDs measures are included within the open space. These are designed into the landscaping and make a positive contribution to the overall landscaping plan.

Kildare County Council Leixlip Local Area Plan 2020-2023 Extended to 30th March 2029
The Leixlip Local Area Plan (LAP) 2020–2023 was prepared under the Planning and Development Act 2000, which requires an LAP for towns with over 5,000 residents. The 2016 Census recorded Leixlip’s population at 15,504, making the plan mandatory. The LAP outlines a strategy for sustainable development in line with the Kildare County Development Plan 2017–2023, a Ministerial Direction for the previous LAP, and the Regional Spatial and Economic Strategy 2019–2031.

Pursuant to Section 19(1)(f) of the Planning & Development Act, 2000 (as amended) Kildare County Council at its meeting held on Monday, 24th October 2022 made the following resolution to extend the life of the Leixlip Local Area Plan 2020-2023:

To extend the life of the Leixlip Local Area Plan 2020-2023 by a further 3 years (i.e. up to 30th March 2029), in accordance with the provisions of Section 19 of the Planning and Development Act, 2000 (as amended), and defer the sending of a notice under Section 20(3)(a)(i) and publishing a notice under Section 20(3)(ii) of the Act for that 3 years.

The LAP aims “to develop Leixlip as a dynamic town in which to live, work and carry out business, supporting a living and working population in a sustainable and compact manner and to protect and maximise opportunities presented by the unique natural and built environment of the town.”

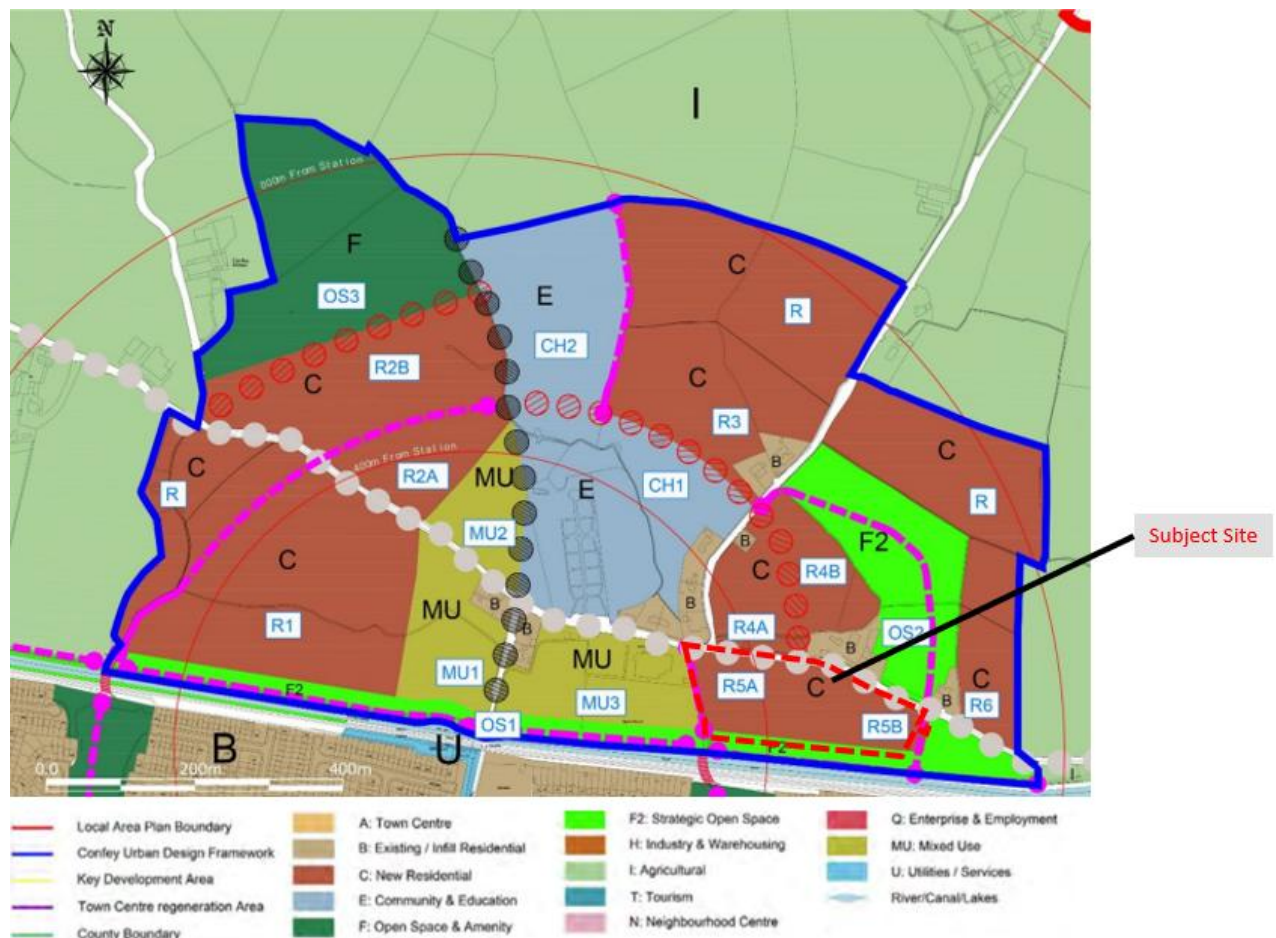


Figure 16: Leixlip Local Area Plan 2020-2023 Extended to 30th March 2029 – Land use Zoning

The Leixlip Local Area Plan (LAP) sets out an overall strategy for the proper planning and sustainable development of Leixlip, including for the lands at Confey.

The Masterplan boundary reflects the lands identified for the Confey UDF in the Land Use Zoning Objectives Map within the LAP. This comprises lands predominantly zoned a mix of 'C: New Residential'; 'E: Community and Education'; 'F: Open Space', 'F2: Strategic Open Space and Amenity'; and, 'MU: Mixed Use'.

As set out above, the Masterplan seeks to deliver a planning framework which will be in accordance with the requirement of the Leixlip Local Area Plan, underpinned by the policies and objectives set out in Section 12.7 of the LAP, in particular 'Policy CON1 – Confey'. The Masterplan replaces the UDF as an updated version of Appendix 1 of the LAP and builds on the previous analysis undertaken to inform the future development of Confey. The LAP places an emphasis on the Confey Lands, stating that: "While a significant level of growth can be accommodated within/adjoining the defined Central Statistics Office (CSO) boundary for the Leixlip area, the level of housing growth required in the County Development Plan Core Strategy creates the need to identify suitable greenfield lands which are capable of accommodating further growth in the region of 1,765 residential units."

Policy/Objective	Assessment
Policy CON1 – Confey It is the policy of the Council to ensure that lands located at Confey are developed in a sustainable manner and in accordance with the details set out in the Confey Urban Design Framework Masterplan recognising the area's strategic location within the Dublin Metropolitan Area.	A very safe walking and cycling environment will be provided for residents with a network of paths located around the development. Public open spaces shall be overlooked as far as practicable to achieve maximum passive surveillance and are designed to encourage active movement and accessibility for all. The development encourages the use of sustainable methods of travel promoting cleaner, safer, and more sustainable methods of mobility, critical for combating climate change.
Objectives It shall be an objective of the Council; CON 1.1 (a) No residential development shall take place on the lands identified within the Confey Urban Design Framework until such time as a masterplan is prepared and integrated into the Leixlip Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended). (b) The masterplan should include (but not be restricted to): (i) Phasing infrastructure programme including physical, social, transport and economic infrastructure. (ii) Site-Specific Flood Risk Assessment for the masterplan lands. Such an assessment shall	The Confey Masterplan has been prepared and formally incorporated into the Leixlip Local Area Plan by way of a statutory amendment, thereby satisfying the requirements of: Objective CON 1.1(a). The proposed development has been prepared in accordance with the adopted Confey Masterplan and accompanying Design Code. The Masterplan includes a comprehensive phasing and infrastructure strategy, a Site-Specific Flood Risk Assessment, Transport Impact Assessment, proposals for upgrades to Cope Bridge and Captain's Hill (R149), water services infrastructure, environmental assessments and climate resilience measures, together with a Statement of Compliance with the Urban Design Framework, satisfying the requirements of Objective CON 1.1(b). The proposed development forms part of the phased implementation of the adopted Masterplan and is

identify flood risk management options for the Confey area and will ensure any issues are assessed and mitigated further upstream and that there is no adverse impact on existing properties upstream, or in the area, whilst also demonstrating that the development of this land will not create an adverse impact on lands downstream between the proposed Confey UDF area and the confluence with the River Liffey; (iii) Transport Impact Assessment including proposals (if any) for Captain's Hill (R149). (iv) Upgrades to Cope Bridge. (v) Details of any upgrade works to Captain's Hill, to include entrances/exits to existing housing estates from same. (vi) Statement of compliance with Urban Design Framework. (vii) Water and wastewater network requirements. (viii) Associated Environmental Assessments and appropriate climate proofing measures. (c) Individual applications for smaller sections of the Confey masterplan lands shall not be considered by the Planning Authority or An Bord Pleanála until the masterplan is integrated into the Local Area Plan in accordance with (a) above. (d) The Council will endeavour to initiate the preparation of this masterplan within 12 months of the adoption of the LAP.	therefore consistent with Objective CON 1.1(c). As the Masterplan has been adopted and integrated into the Leixlip Local Area Plan, Objective CON 1.1(d) has also been fulfilled. Accordingly, the proposed development fully complies with Objective CON 1.1.
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Confey Lands Masterplan (Amendment No. 1 to the Leixlip Local Area Plan 2020–2023, as extended and amended)

The development of a sustainable new residential neighbourhood at Confey, has been designed to comply with the appropriate local and national guidance standards and documentation The Masterplan replaces the Confey urban Design Framework (UDF) as an updated version of Appendix 1 of the Leixlip Local Area Plan 2020-2023 (as extended) and continues to incorporate the vision, design principles and concept from the UDF, and follows on from the preliminary process undertaken during the preparation of the LAP, and provides area specific and detailed design guidance.

This Masterplan is underpinned by the policy and objectives set out in Section 12.7 of the Leixlip Local Area Plan 2020-2023 (as extended to 2029).

The proposed development of the R5 lands is fully consistent with the objectives, principles, and phasing strategy set out in the Confey Masterplan (May 2024) and the Leixlip Local Area Plan 2020–2029 (as extended). The R5 site forms part of Phase 1a of the Masterplan, where the necessary supporting infrastructure, including road and junction upgrades, pedestrian and cycle connectivity, drainage, utilities, and open space provision has been identified for early delivery. The development

of the R5 lands can therefore proceed in tandem with these programmed works without giving rise to any infrastructural, environmental, or access constraints.

The proposal aligns with the Masterplan's vision to deliver a sustainable, well connected residential neighbourhood integrated with the wider Leixlip area and within walking distance of Confey Railway Station and the Royal Canal Greenway. The scheme will contribute to the creation of a balanced and compact urban form, consistent with national and regional policy objectives under the National Planning Framework and Regional Spatial and Economic Strategy (RSES).

Accordingly, the proposed development of the R5 lands is considered fully consistent with the Confey Masterplan, the Leixlip Local Area Plan, and associated supporting documents, and can be advanced as part of the orderly and sustainable implementation of Phase 1 of the Confey neighbourhood.

Key Principles

Land-use

Figure 15 indicates the proposed land uses for Confey in accordance with map no. 4 of the Local Area Plan. The main land uses proposed are mixed use, residential, community and open space zoning. As per the Landuse Map below, the majority of lands are made up of 'New Residential' zoning, with portions of lands to the South Zoned as 'Open Space & Amenity'.

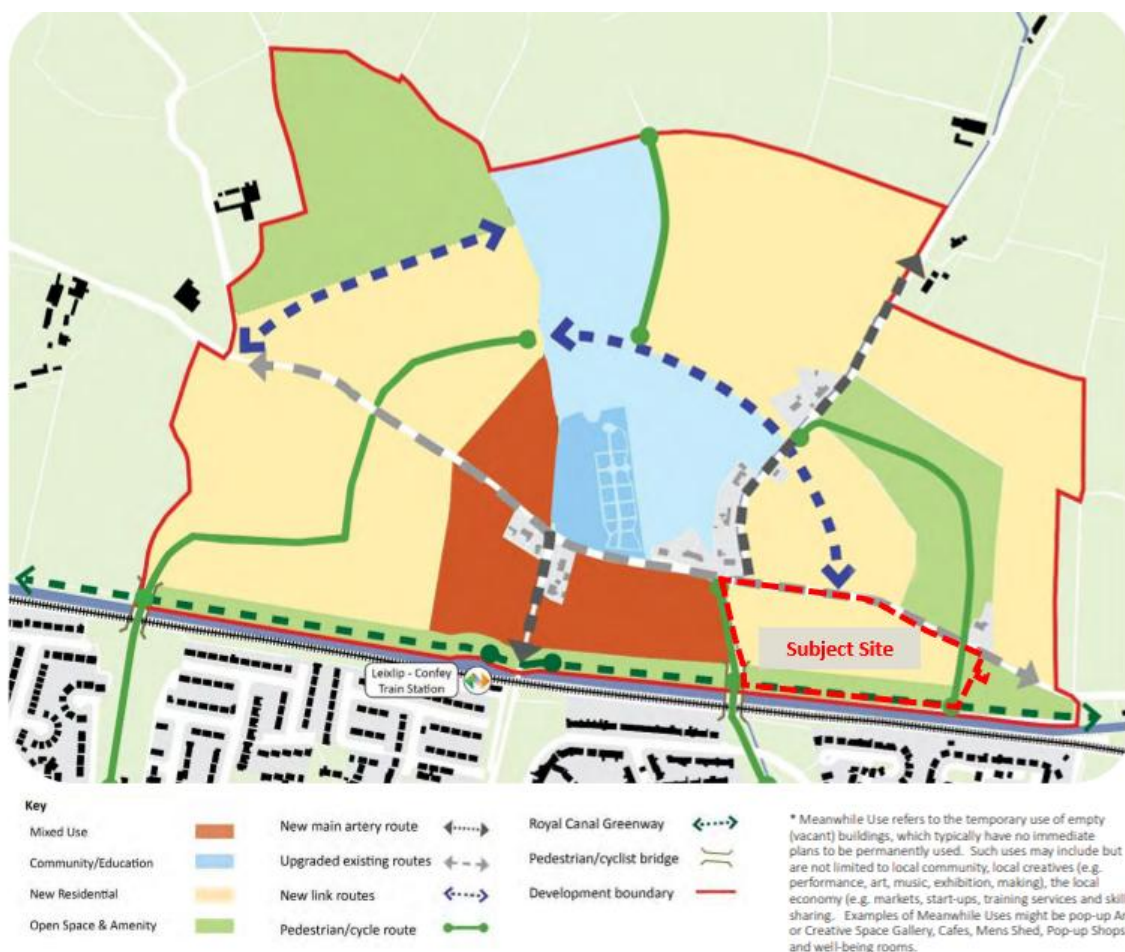


Figure 17: Confey Land-use Map

EVALUATION OF CONSISTENCY

The proposed development demonstrates strong consistency with the Confey Masterplan's land use strategy. The R5 site, primarily zoned as 'New Residential' with a southern portion designated as 'Open Space and Amenity', directly aligns with the Masterplan's framework for a mixed-use, community oriented neighbourhood.

The proposal adheres to the LAP zoning and provides a balanced residential scheme supported by existing open spaces and local facilities. Its design reflects the Masterplan's intent to create a compact, sustainable neighbourhood structure, integrating residential, recreational, and community functions cohesively within the urban fabric of Leixlip.

Landscape, Green Infrastructure, Open Space Strategy and Public Realm

The Royal Canal which runs parallel to the railway line allows connectivity for both terrestrial and aquatic habitats. Hedgerow connectivity in this area is also particularly good (with high and moderate value hedgerows present). The railway corridor acts as an important 'Key' Green Infrastructure habitat which provides relatively undisturbed areas of mature trees, scrub and hedgerows.



OS1: 'Open Space and Amenity' lands shall be provided in the form of a linear parkland following the path of the Royal Canal extending northwards. Detailed landscape design of this space should ensure this new parkland space will be integrated with the Royal Canal incorporating potential canal side square as seen in fig.50 in section 3.12 in order to create an attractive and usable space which is passively supervised by new developments fronting onto the canal.

Canal Edge - Open Space 1

- Capitalise on the amenity potential of the Royal Canal by setting it within a linear park, creating a destination and an attraction
- Create a setting for the canal to have recreational uses on the water in association with uses at the water edge potentially incorporating a canal sports facility along the route.
- Improve the active routes along it for walking and cycling by improving pathways and by creating activity along its length either through active commercial uses or spaces
- Create an improved focal point, with development to engage directly with the water and open spaces along its length, with a new local centre and square fronting the canal (fig. 50)
- Dedicate space for a biodiversity and ecology corridor challenges alongside amenities such as cycling and walking routes, outdoor gym, play space, seating areas, extended harbour and canal based community facility
- Detailed proposals including the Canal Square along this route will be required to respond to and consider Cope Bridge upgrades

EVALUATION OF CONSISTENCY

The site comprises of an underutilised greenfield site. The scheme is fully consistent with the Masterplan's objective of enhancing landscape connectivity and biodiversity through a strengthened green infrastructure network. The development significantly improves the area's ecological value by integrating existing hedgerows, mature trees, and the Royal Canal corridor into the design. A linear park and active travel routes along the canal create an ecological and recreational corridor linking the wider Leixlip area. The proposals align with the open space principle (OS1) of creating multifunctional, accessible public spaces with high quality landscaping, play areas, and passive recreation zones, resulting in an enhancement of biodiversity and amenity.

Flood Mitigation

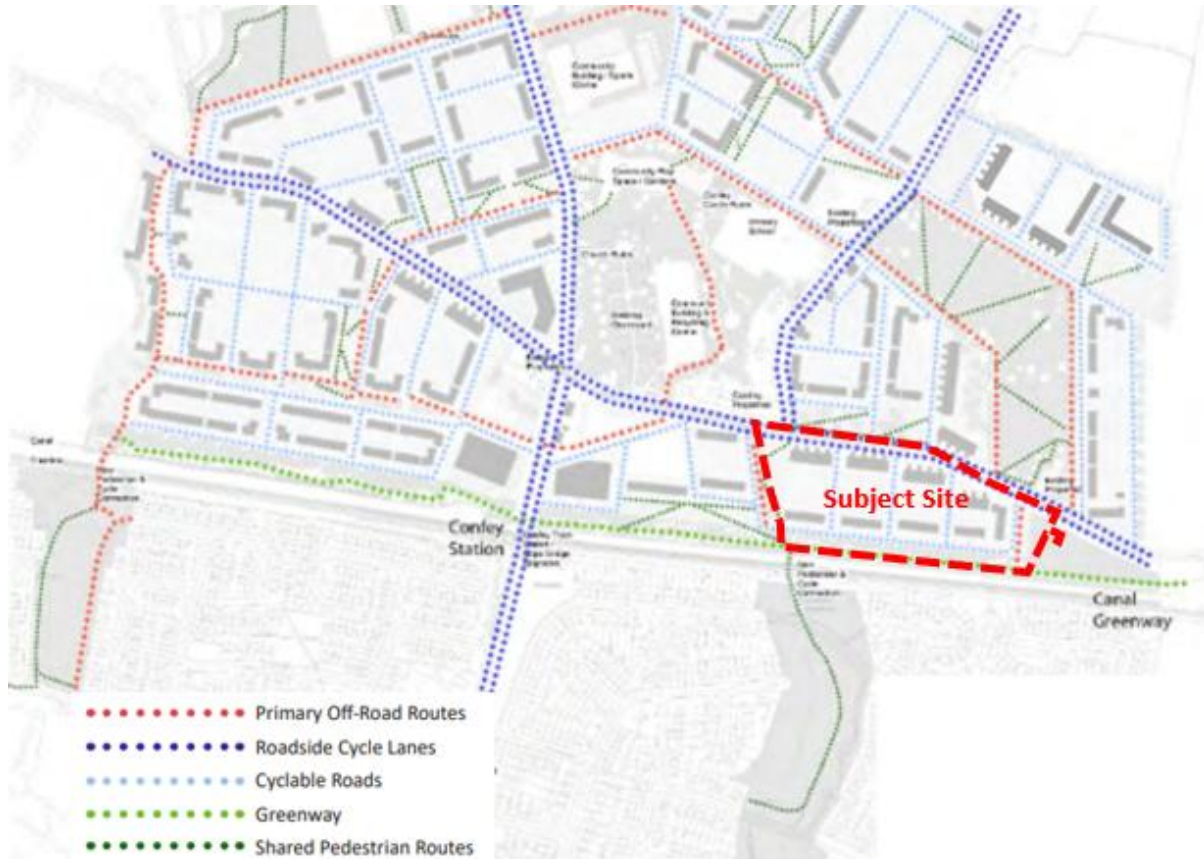
The masterplan has been designed to mitigate against the flood risk as presented in section 2.2 and 2.6. As seen in fig. 31 the masterplan has been laid out in a way that all areas of Flood Zone A & B are either within zoned open space or have been designed to be areas of allocated public open space in the relevant lands avoiding the development of homes in all highlighted areas. The proposals ensure that the location of highly vulnerable uses (e.g. residential uses, schools etc.) are not located in Flood Zone A and B.

Planning applications will, where appropriate, need to be accompanied by a detailed site specific flood risk assessment to be considered by planning authorities in determining applications.

EVALUATION OF CONSISTENCY

Consistent with the Masterplan's flood management framework, all areas within Flood Zones A and B have been reserved for open space and landscaping, ensuring no residential units are located within flood-prone zones. Sustainable drainage systems (SuDS) are embedded within the landscape design to manage surface water on-site. These measures are in line with the Masterplan's commitment to climate resilience and water sensitive urban design, contributing to a robust and environmentally responsible development.

Transport & Mobility Strategy



The transport vision for the Confey masterplan is to prioritise sustainable transport through both the provision of new infrastructure within the site, and improved integration with existing and planned external transport infrastructure.

The masterplan has created a series of pedestrian and cycle routes and infrastructure to promote active travel, connectivity and linkage. Through the provision of safe and segregated infrastructure the scheme hopes to create a very permeable and accessible site connecting both residential character areas to community space with clear routes for cycle users.

Two pedestrian/cycle bridges across the Royal Canal and railway line east at Glendale Meadows and connecting through to St. Catherine's Park and west at Riverforest Park connecting to existing services and amenities within the wider Leixlip area (the detail will be subject to a separate planning process).

EVALUATION OF CONSISTENCY

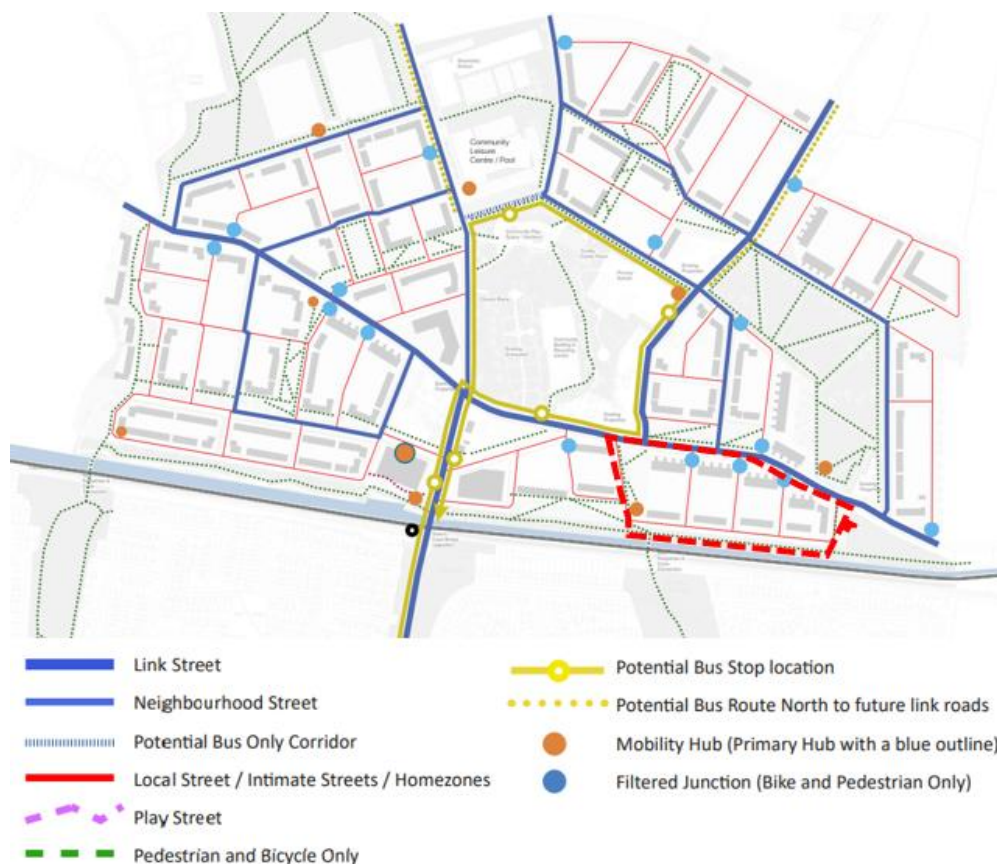
The development fully supports the Masterplan's sustainable mobility vision, prioritising walking, cycling, and public transport over private car use. The layout includes a network of pedestrian and cycle routes connecting to the Royal Canal Greenway, Confey Station, and the surrounding neighbourhoods. Vehicular access is limited to two points, and traffic calming measures such as raised tables and home zones promote pedestrian priority, consistent with DMURS principles.

Adequate cycle storage and understated car parking are provided throughout. The result is a highly permeable, accessible, and safe environment that aligns with both the Confey Transport and Mobility Strategy and national active travel objectives.

Integration & Connections

A street hierarchy (section 3.10) defines the residential plots, green space and mixed use lands. This allows for the integration of sustainable transport methods, promotion of active travel routes and strong connectivity between spaces. The intention for the development is to limit the number of high order roads in favour of providing local streets and homezones, which is focused on active modes of travel and space for people to gather and children to play.

The design of the street network will follow the standards set out in the Design Manual of Urban Roads and Streets (DMURS), and subsequent advice notes such as advice note 6 – Junctions Tightening.



EVALUATION OF CONSISTENCY

The scheme delivers clear and legible pedestrian and cycle linkages across the site, tying into existing and planned infrastructure. The alignment of routes follows natural desire lines, enhancing movement between the Royal Canal, Captains Hill, and future neighbourhoods to the north. The provision of new bridges and cross connections ensures the development forms part of a coherent urban development. In this regard, the proposal fully meets the Masterplan's objectives for integration and permeability.

Street Hierarchy

The proposed streets are indicative with the detail of each street, its composition, width and design are to be agreed at a planning application stage in consultation with KCC. As the planning application stage, the proposals should provide street sections, tracking and required detail to demonstrate compliance with DMURS and other appropriate guidance.

EVALUATION OF CONSISTENCY

The proposed internal layout demonstrates full consistency with the street hierarchy principles set out in the Confey Masterplan and DMURS. The development establishes a clear and legible sequence of movement routes, comprising a primary internal loop street, a network of secondary shared streets, and pedestrian/cycle green links that connect to the Royal Canal and R149.

The main boulevard acts as the central spine of the scheme linking key open. Secondary and tertiary streets branch from this spine, creating a permeable grid that slows vehicle speeds through alignment, landscaping, and surface variation. The design prioritises pedestrians and cyclists through shared surfaces and controlled vehicular access, creating safe environments. This hierarchy supports orientation, safety, and accessibility, while contributing to a strong sense of place. The layout directly aligns with the Masterplan's directive to create an integrated network of "multi-modal streets" that balance movement and placemaking.

Parking Strategy

Cycle parking should be sited in a manner which encourages the use of a bicycle as first choice for short trips and preferably within the footprint of the building and be developed in accordance with development plan standards. It should be placed as close as possible to the main entry/exit points both at the origins and destinations of all journeys.

Within a 400m radius of Confey Railway Station, it is anticipated that parking will be in the form of limited group parking, where possible, serving the higher density elements of the overall scheme. Within the 400-800m radius an emphasis should be placed on a mix of group parking and own house parking provision within the strictly residential elements of the overall scheme.

EVALUATION OF CONSISTENCY

The proposed parking strategy aligns closely with the Confey Masterplan's emphasis on promoting sustainable travel choices and reducing car dependency. To further promote the use of nearby public transport services and support the objectives of the Mobility Management Plan, it is proposed to provide a total of 175 car parking spaces within the development. These spaces will be located within the driveways of individual residential units and in designated areas adjacent to the proposed apartment buildings. In addition, off-curtilage visitor parking will be provided throughout the site.

The scheme integrates a combination of on-curtilage, on-street, and shared parking, ensuring convenient access while maintaining the integrity of the streetscape. Car spaces are located to the front or side of dwellings, overlooked for passive surveillance sites within landscaped bays to reduce visual dominance. The proposal also delivers 384 bicycle parking spaces (362 long term and 22 short term), exceeding Development Plan requirements and supporting active travel goals. This balanced approach is consistent with the Masterplan's mobility strategy, which prioritises cycle use, shared streets, and public transport accessibility, particularly given the proximity to Leixlip Confey Station and the Royal Canal Greenway. Overall, the parking design complements the pedestrian-priority layout and is entirely in keeping with the Masterplan's sustainable transport objectives.

Density & Building Heights Strategy

The densities set out in this Masterplan have regard to national, regional and local policy, including the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and the provisions of Tables 2.8 and Table 3.1 of the Kildare County Development Plan 2023-2029 and Table 4-1 of the Leixlip Local Area Plan 2020-2023 (as extended to 2029), which provide for an indicative density range of 35-50 units per hectare for Leixlip and the lands at Confey.

Building heights within the identified higher density lands (i.e Character Areas R1, R2, R4, R5, R7, MU1, MU2 and MU3) shall generally provide for 2 to 5 storey buildings providing for a range of housing typologies as seen in the Design Code section 3.3.

EVALUATION OF CONSISTENCY

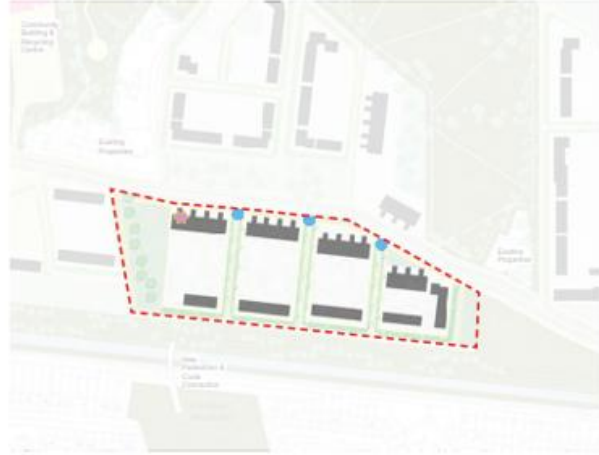
In terms of density distribution, the higher density apartment blocks are sited adjacent to the R149, offering a defined urban edge and enhance passive supervision of the route. The layout of urban form is both permeable and legible.

The proposed density of approximately 42 units per hectare sits comfortably within the Masterplan's prescribed range of 35–50 units per hectare for R5, ensuring an efficient use of serviced residential lands. The building heights, ranging generally from two to five storeys, correspond with the guidance for higher density character areas adjacent to key transport routes such as the R149. The urban form provides a well defined edge along the main road while stepping down toward existing low-density housing. This approach ensures an appropriate transition in scale and character, in full accordance with both Masterplan and County Development Plan policies.

Character Areas & Development Parcels

A variety of neighbourhood character areas will be provided throughout. While each area will have its own individual identity the overarching premise for the development is one that will create a single permeable neighbourhood which promotes sustainable transport modes.

Area Name	R5
Area character type	This character area will be designed in a manner which complements the design and layout of MU3 providing for higher residential development to the west with a reduced density along the eastern extremities of these lands
Net Developable Area	2.93ha.
No of units (Target)	Circa. 140 dwellings
Average Net Density (Target)	35- 50 DPH
Non-residential development	N/A
Building height	2-4 storey
Public Open Space	Approx. 4480 m2 (15% of net development area)



Legend

 Sub-sector Boundary	 Educational Buildings	 Public Open Space	 Mobility Hub (inc. Secondary locations)
 Primary Road	 Civic / Community / Retail	 SUDS / Parking Zones	→ Future connection
 Residential Streets	 Landmark Building (2-5 storeys / mixed use GF)	 Zoned Open Space	
 Urban Space	● Key Corner	● Filtered permeability Junction	
 Primary Frontage			

EVALUATION OF CONSISTENCY

The proposal reflects and reinforces the Character Area R5 principles identified in the Confey Masterplan. The R5 designation prescribes a medium-density (35–50 units per hectare) that serves as a transitional area between established neighbourhoods and new northern development phases. The proposed 42 units per hectare and varied housing typologies comprising houses, duplexes, and apartments are entirely consistent with this vision, which includes:

- The R149 frontage forms a strong urban edge with 3–5 storey apartment and duplex buildings, defining the development’s public face and providing visual identity.
- The central neighbourhood cluster features two- and three-storey family homes arranged along shared landscaped streets and communal greens, reflecting the Masterplan’s emphasis on compact, pedestrian oriented living.
- The southern canal edge functions as a linear park and ecological corridor, integrating active travel routes and open space, consistent with the Masterplan’s “green infrastructure spine.”

Confey Masterplan Phasing Table

As set out in section 4.1 of the Confey Masterplan, the Masterplan lands will be delivered in phases, with infrastructure requirements secured through the relevant planning applications and development management process. While phasing requirements are indicative and may be amended subject to agreement with the Planning Authority and appropriate justification, all proposals will have regard to the relevant Traffic and Transport Assessments and the strategic location of the lands.

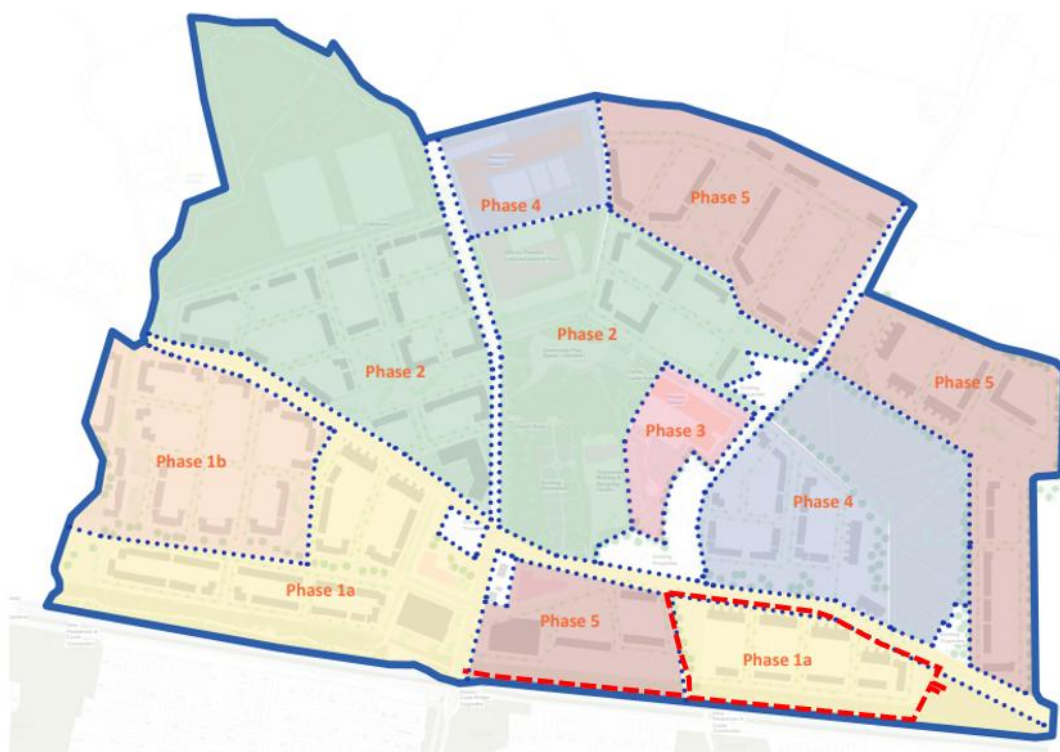


Figure 18: Confey Masterplan Indicative Phasing Strategy

There are physical infrastructure projects required to overcome existing local infrastructure constraints to enable development and allow progression into subsequent phases of development. These are detailed in the table below;

	Residential Units	Infrastructure to be provided as part of each phase	
Phase 1a	450 - 325 units on MU1 and R1 lands, 125 units on R5 lands	- Upgrade the L1015 local road including widening, footpath and cycle route - All necessary works to Captains Hill south of Cope Bridge to Main St are complete. - Landscaping of 1 ha of OS1 lands west of Cope Bridge is complete and for RSA + R5B (east of Cope Bridge) to be agreed - Deliver new Cemetery outside Masterplan area - First phase of creche and mobility hub complete in MU1 lands - Landscaping of 1.6 ha of OS1 south and east of R5a and R5b lands - Lands to be reserved for community building/Civic space east of cemetery - Upgrades to Captains Hill - Reconfiguration of parking south of existing cemetery	- Upgrade R149 between Cope Bridge and L1050 - Upgrade of Cope Bridge to include footpaths and cycle lanes - Feasibility study for swimming pool/sports centre within the Community Hub lands. - Feasibility study for a civic/community building incorporating a dedicated performance space within the Community Hub lands
Phase 1b	211 - 211 units on R1 lands	- Upgrades to Cope Bridge - Western Active Transport Bridge across Royal Canal and railway line	Pedestrian and cycle route north of R1 lands
Phase 2	450 - 325 Units on MU2 and R2 lands, Sports hall and community facilities, 125 units on R3	- Upgrade of Cope Bridge - Completion of landscaping of OS3 parkland and parkland south of RSA lands - Civic space in MU2 4 court sports hall (site for swimming pool) on CH2 lands and playground north of cemetery on CH1 lands - A new pedestrian crossing over the Royal Canal Greenway and railway line connecting to the existing open space area at Riverforest Park. - Landscaping of OS1 lands south of MU1	- Extension of R1 pedestrian and cycle route between the L1050 and L5051 - Upgrade of R149 up to OS3 - New link road north of CH1 - New link road between OS3 and R2 lands - New link road north and South of R3 lands
Phase 3	Primary School	- A new pedestrian crossing over the Royal Canal Greenway and railway line connecting to the existing open space area at Glendale Meadows connecting to Riverforest Park - Reserved lands for primary school - New Link road south of R3 lands	- Upgrade of road link along R4 - Pedestrian and cycle link from Royal Canal to R149
Phase 4	140 - R4 lands, Post-Primary School	- Lands for post primary school - Development of OS2 parklands - Eastern active Transport bridge - New link road north of CH2 lands	- Pedestrian and cycle link through OS2 lands - Extension of link road between R3 and R4

Figure 19: Confey Masterplan Indicative phasing table

The subject site is located within the R5 lands and, accordingly, provides for the proposed development of 125 residential units as part of the very first phase of residential development in the Masterplan.

The adjoining MU1 and R1 lands are under separate ownership and are currently the subject of an ongoing Large-scale Residential Development (LRD) application (Ref. No. 2660746). That application comprises the development of 272 residential units, a childcare facility of approximately 500 sq.m, three commercial units with a combined gross floor area of approximately 615.1 sq.m, and a café/restaurant unit with a gross floor area of approximately 358.6 sq.m.

Phase	Infrastructure to be provided	LRD Response
Phase 1a 450 – 325 units on MU1 and R1 lands, 125 units on R5 lands.	Upgrade of L1015 Local Road, including widening, footpath and cycle facilities	Noted. The upgrade of the L1015 Local Road forms part of the Phase 1A infrastructure strategy for the wider masterplan area. While the subject site fronts onto the R149 and does not adjoin the L1015, the required upgrade works are proposed as part of the ongoing Large-scale Residential Development (LRD) application (Reg. Ref. 2660746) on the adjoining MU1 and R1 lands. The future R149 improvement arrangement is illustrated on Drawing CHC-00-GR-DR-C-00102 – Future R149 Road Improvements. The upgrade of the R149 between Cope Bridge and the L1050 is identified as infrastructure to be

		delivered <u>as part of</u> Phase 1a of the Confey Masterplan. However, the Masterplan does not identify the completion of these works as a pre-occupation requirement for residential units within Phase 1a. The delivery and timing of these works will be progressed in accordance with the overall infrastructure delivery strategy for the Masterplan lands and before development in Phase 1b and later phases can be considered.
	Completion of required works to Captain's Hill between Cope Bridge and Main Street	The required works to Captain's Hill between Cope Bridge and Main Street form part of the wider Phase 1A infrastructure strategy for the masterplan lands. The proposed development has been prepared having regard to the future delivery of these infrastructure works and the wider movement strategy for the area.
	Completion of landscaping to 1 ha of OS1 lands west of Cope Bridge, with OS1 lands east of Cope Bridge (R5A/R5B) to be agreed	The landscaping of OS1 lands west of Cope Bridge is proposed as part of the ongoing Large-scale Residential Development (LRD) application (Reg. Ref. 2660746) on the adjoining lands. The provision of these lands will contribute to the wider green infrastructure strategy for the masterplan area.
	Delivery of new cemetery outside the masterplan area	The delivery of a new cemetery outside the masterplan area forms part of the wider infrastructure strategy for the lands. The proposed development has been prepared having regard to this future infrastructure provision.
	Completion of first phase childcare facility and mobility hub within MU1 lands	The first phase childcare facility and mobility hub within the MU1 lands are proposed as part of the adjoining Large-scale Residential Development (LRD) application (Reg. Ref. 2660746). The mobility hub includes shared and cargo cycle facilities and is intended to support sustainable transport options for residents and visitors.
	Landscaping of 1.6 ha of OS1 lands south and east of R5A/R5B lands	The proposed development provides for the landscaping of the OS1 lands south and east of the R5A/R5B lands. The proposals are consistent with the Masterplan objective of enhancing landscape connectivity and biodiversity through the delivery of a strengthened green infrastructure network, incorporating existing landscape features, including hedgerows and mature trees, alongside new open space, active travel routes and areas for recreation.
	Reservation of lands for community building/civic space east of cemetery	Lands are reserved within the wider masterplan area for future community and civic uses. The delivery of any future community infrastructure will be subject to further assessment, feasibility and the appropriate planning process.
	Upgrade works to Captain's Hill	It is understood that upgrade works to Captain's Hill are being progressed through a Part 8 scheme by Kildare County Council, with delivery anticipated in 2027. The proposed development

		has been prepared having regard to the future delivery of these works.
	Reconfiguration of parking area south of existing cemetery	The potential future reconfiguration of the parking area south of the existing cemetery has been considered as part of the wider masterplan strategy. Any such works will be subject to future assessment and the appropriate approvals.
	Upgrade of R149 between Cope Bridge and L1050	It is noted that the R149 upgrade works, including provision of a footpath and cycle lane, are proposed as part of the adjoining Large-scale Residential Development (LRD) application (Reg. Ref. 2660746). These works will enhance active travel connectivity along the R149 and provide links to the proposed Cope Bridge upgrade.
	Upgrade of Cope Bridge, including pedestrian and cycle facilities	The upgrade of Cope Bridge is being progressed by Irish Rail as part of the DART+ West project and will provide enhanced pedestrian and cycle connectivity through the provision of segregated active travel facilities. The proposed development has been designed to facilitate connectivity with the future Cope Bridge upgrade and associated pedestrian and cycle infrastructure. The final arrangements will be subject to the detailed design and delivery of the Irish Rail works.
	Feasibility study for swimming pool/sports centre within Community Hub lands	The potential provision of community and recreational facilities within the Community Hub lands will be subject to future feasibility assessment and the appropriate planning process. Such facilities are not required to support the current Phase 1A application.
	Feasibility study for civic/community building with dedicated performance space within Community Hub lands	The potential provision of civic/community facilities within the Community Hub lands will be subject to future feasibility assessment and the appropriate planning process. Such facilities are not required to support the current Phase 1A application.

National and Regional Planning Policy

The key national and regional policies and guidelines (including Section 28 Guidelines) relevant to the proposed development are as follows:

- *Ireland 2040 Our Plan - National Planning Framework (2015);*
- *Regional Spatial and Economic Strategy 2019- 2031;*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;*
- *Guidelines For Planning Authorities on Sustainable Residential Development In Urban Areas, 2009*
- *Rebuilding Ireland – Action Plan For Housing And Homelessness 2016*
- *Sustainable Residential Development and Compact Settlement, Guidelines for Planning Authorities, 2024*
- *Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025*
- *Housing for All – A New Housing Plan for Ireland*
- *Quality Housing for Sustainable Communities (2007);*

- *Design Manual for Urban Roads and Streets (2013);*
- *Guidelines for Planning Authorities on Childcare Facilities (2001);*
- *Smarter Travel – A New Transport Policy for Ireland (2009-2020);*
- *Climate Action 2019*
- *The Planning System and Flood Risk Management (2009).*

National Planning Framework First Revision, April 2025

The *National Planning Framework (NPF)* remains the Government's high-level strategy for shaping Ireland's future growth and development to 2040, now updated to reflect significant demographic, environmental, and policy changes since its original 2018 publication. It anticipates that Ireland's population will grow by approximately one million people, reaching 6.1 million by 2040. The Eastern and Midland Region is projected to grow to nearly 3 million people. The revised NPF continues to set out National Strategic Outcomes (NSOs) and National Policy Objectives (NPOs) that guide development at regional and local levels. The Government completed the review of the NPF in April 2025 and has now adopted a revised NPF. We note the revised NPF contains ambitions to deliver 50,000 units per annum. The Revised NPF puts an increased emphasis on transit orientated development while retaining the importance of compact development generally.

As a strategic development framework, Ireland 2040 sets the long-term context for our country's physical development and associated progress in economic, social and environmental terms and in an island, European and global context.

Key National Policy Objectives which relate to this site within this first revision are set out below:

- *National Policy Objective 3*

Eastern and Midland Region: approximately 470,000 additional people between 2022 and 2040 (c. 690,000 additional people over 2016-2040) i.e. a population of almost 3 million

- *National Policy Objective 4*

A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.

- *National Policy Objective 8*

Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth.

- *National Policy Objective 10*

Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high capacity public transport and located within or adjacent to the built up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.

- *National Policy Objective 12*

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

- *National Policy Objective 13*

Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.

- *National Policy Objective 22*

In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth.

- *National Policy Objective 37*

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.

- *National Policy Objective 38*

Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.

- *National Policy Objective 41*

Prioritise the alignment of targeted and planned population and employment growth with investment in:

- A childcare/ECCE planning function, for monitoring, analysis and forecasting of investment needs, including identification of regional priorities;
- The provision and timely delivery of childcare facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, including in support of infill and brownfield development, that meet the diverse needs of local populations and act as a key enabler for housing development, thereby contributing to the development of sustainable communities;
- The expansion and consolidation of Further and Higher Education facilities, particularly where this will contribute to wider regional development, and
- Programmes for life-long learning, especially in areas of higher education and further education and training where skills gaps are identified.

- *National Policy Objective 42*

To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.

- *National Policy Objective 43*

Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

- *National Policy Objective 44*

Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.

- *National Policy Objective 45*

Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development.

- *National Policy Objective 83*

Identify and strengthen the value of greenbelts and green and blue spaces at regional, city and local scales, to enable enhanced connectivity to wider strategic networks and prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas. Promote and support an increase in the provision of green and blue spaces and tree canopy cover in settlements.

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The proposed development aligns with the objectives of the NPF First Revision by delivering compact growth within the existing settlement boundary, prioritising sustainable transport connections, and supporting a mix of housing types and community services.

This proposal seeks approval for the delivery of 125 new residential units within the established settlement boundary of Leixlip. The site is surrounded by existing residential developments to the immediate south and lands zoned and earmarked for future residential use to the northwest. The subject lands are zoned for residential development, ensuring alignment with local planning policy.

The scheme is designed to create a high-quality, attractive, and liveable environment for residents, featuring a mix of open spaces that will enhance quality of life. It will also include a crèche facility, contributing to both increased population and local employment opportunities.

Located within Leixlip's defined development boundary, the site benefits from excellent accessibility and public transport connections. A bus stop and train station providing frequent services to Dublin are within a short walking distance. Sustainable travel is prioritised throughout the design, with walking and cycling routes integrated into the layout and the creation of Home Zones to promote low-speed, pedestrian-friendly streets and a high-quality public realm.

The proposed plans incorporate public footpaths within the development, linking directly to existing and planned pedestrian and cycleway networks. The scheme will also connect with the Royal Canal towpath immediately south of the site, providing a safe and efficient route to the town centre and train station.

The scale of development is considered appropriate for this sustainable, well-connected location within Leixlip's urban footprint. All dwellings and apartments will be fully adaptable to meet future needs.

The proposed residential density accords with Policy R5 of the Confey Lands Masterplan, The County Development Plan, as well as the indicative density for this site set out in the *Sustainable Residential Development in Urban Areas* and *Compact Settlements Guidelines for Planning Authorities*.

Development of these lands is considered to be fully in accordance with the recommendations of the NPF.

Regional Spatial and Economic Strategy 2019-2031

Under the Local Government Reform Act 2014 the Regional Planning Framework has been revised with the previous Regional Authorities/Assemblies (ten in total) now replaced with three Regional Assemblies. The Regional Authorities for the Greater Dublin Area – The Dublin Region and the Mid-East Region - have been replaced by the Eastern and Midland Regional Assembly.

The Regional Spatial and Economic Strategy was adopted on the 28th June 2019 and is a strategic plan and investment framework to shape the future development of the eastern regional to 2031. It covers nine counties, Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow, and Dublin.

The vision for the region is to *“create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.”*

The wider Dublin Metropolitan Area (DMA) metropolitan area, home to 1.4 million people in 2016, covers the continuous built up city area and includes the highly urbanised settlements of Swords, Malahide, Maynooth, **Leixlip**, Celbridge, Bray and Greystones, which have strong connections with the city.

The RSES will support the implementation of Project Ireland 2040 – the National Planning Framework (NPF) and National Development Plan (NDP). It addresses employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development and climate change. The vision for the RSES is to create a sustainable and competitive region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.

The RSES also sets out 16 Regional Spatial Objectives which align with the 3 key principles of the RSES and have been developed to ensure that positive strategic environmental outcomes occur. Ten of which, the most relevant to this site, are set out below.

1. Sustainable Settlement Patterns

Better manage the sustainable and compact growth of Dublin as a city of international scale and develop Athlone, Dundalk, Drogheda and a number of key complementary growth settlements of sufficient scale to be drivers of regional growth. (NSO 1, 7, 10)

2. Compact Growth and Urban Regeneration

Promote the regeneration of our cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and employment choice for the Region's citizens. (NSO 1)

9. Support the Transition to Low Carbon and Clean Energy

Pursue climate mitigation in line with global and national targets and harness the potential for a more distributed renewables-focussed energy system to support the transition to a low carbon economy by 2050. (NSO 8, 9)

10. Enhanced Green Infrastructure

Identify, protect and enhance Green Infrastructure and ecosystem services in the Region and promote the sustainable management of strategic natural assets such as our coastlines, farmlands, peatlands, uplands woodlands and wetlands. (NSO 8, 9)

11. Biodiversity and Natural Heritage

Promote co-ordinated spatial planning to conserve and enhance the biodiversity of our protected habitats and species including landscape and heritage protection. (NSO 7, 8)

4. Healthy Communities

Protect and enhance the quality of our built and natural environment to support active lifestyles including walking and cycling, ensure clean air and water for all and quality healthcare and services that support human health. (NSO 10)

5. Creative Places

Enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration. (NSO 5, 7)

6. Integrated Transport and Land Use

Promote best use of Transport Infrastructure, existing and planned, and promote sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. (NSO 2, 6, 8,9)

7. Sustainable Management of Water, Waste and other Environmental Resources

Conserve and enhance our water resources to ensure clean water supply, adequate waste water treatment and greater resource efficiency to realise the benefits of the circular economy. (NSO 8, 9)

8. Build Climate Resilience

Ensure the long-term management of flood risk and build resilience to increased risks of extreme weather events, changes in sea level and patterns of coastal erosion to protect property, critical infrastructure and food security in the Region.(NSO 8, 9)

Evaluation Of Consistency

The subject development seeks to provide for residential development on a key urban greenfield site and to increase densities and consolidation in this urban location. The proposed development therefore is compliant with the overall policies and objectives of the RSES in this regard.

The proposed development therefore is compliant with the overall policies and objectives of the RSES in this regard.

Urban Design Manual – A Best Practice Guide, 2009

The Urban Design Manual is the accompanying document to the Sustainable Residential Development in Urban Areas document which provides policy guidance for the creation of successful neighbourhoods having regard to the 12-point criteria. The proposal complies with the following design criteria:

1. Context –How does the development respond to its surroundings?

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<i>The development seems to have evolved naturally as part of its surroundings.</i> <i>Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.</i> <i>Form, architecture and landscaping have been informed by the development's place and time.</i>	The proposed development accords with the zoning objectives of the KCC Development Plan and Confey Masterplan to provide for residential development. This development naturally evolves with its primarily residential surroundings as a result of its close proximity to public transport facilities. The scale and layout of development now proposed seeks to further exploit these natural assets to create a highly attractive residential development that at the same time optimises the return on zoned and serviced land so close to high quality and efficient public transport and planned services. Please refer to the local planning policy assessment for more information on how the proposed development accords to the zoning.
<i>The development positively contributes to the character and identity of the neighbourhood.</i>	
<i>Appropriate responses are made to the nature of specific boundary conditions.</i>	
2. Connections – How well connected is the new development	
	EVALUATION OF CONSISTENCY
<i>There are attractive routes in and out for pedestrians and cyclists.</i>	The proposed plans incorporate public footpaths within the development, linking directly to existing and planned pedestrian and cycleway networks. The scheme will also connect with the Royal Canal towpath immediately south of the site, providing a safe and efficient route to the town centre and train station.
<i>The development is located in or close to a mixed-use centre.</i>	Riverforest Shopping Centre Captains Hill is located approx. located c. 1km south west (700m as crow flies) Which contains Supervalu, Smiths Pharmacy, Riverfront Dental Clinic, Newsagents and several restaurants. Furthermore, as part of the Confey Masterplan a new urban centre is proposed, which sees the provision of supporting retail / commercial uses (of which are complimentary to the offering in Leixlip Town) alongside homes and public realm improvements.
<i>The development's layout makes it easy for a bus to serve the scheme.</i>	There is a bus stop (3993, 3996) located c. 1km south west of the site along Captains Hill.
<i>The layout links to existing movement routes and the places people will want to get to.</i>	Pedestrian permeability through the site is promoted in the residential layout enabling future residents to access the development from multiple points to access the existing network of pedestrian, cycle and public transport facilities.

<i>Appropriate density, dependent on location, helps support efficient public transport.</i>	The density accords with national guidelines which promote higher density development in established residential areas close to high quality public transport and local services.
3. Inclusivity – How easily can people use and access the development?	
	EVALUATION OF CONSISTENCY
<i>New homes meet the aspirations of a range of people and households.</i>	The range of dwelling types will facilitate a wider range of homeowners including individuals, couples, small-large families and empty nesters.
<i>Design and layout enable easy access by all.</i>	The proposal has been designed for ease of access throughout the site in accordance with Part M of the building regulations.
<i>There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</i>	The scheme will provide a variety of open spaces, including public, communal and private amenity spaces for a range of different ages including children, adults and the elderly.
<i>Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</i>	The scheme is designed around a series of public open spaces, including connectivity links to the Royal Canal Greenway. All dwellings have ease of access to these areas. It is also easily accessible from the surrounding area. All of the open spaces are easily accessible and are overlooked by the development creating a safe and secure environment.
<i>New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</i>	The layout is designed to maximise visual and physical fluidity throughout the scheme and will not hinder movement. The design provides a new urban edge at this northern environ of Leixlip with development of up to 5 storeys.
4. Variety – How does the development promote a good mix of activities?	
	EVALUATION OF CONSISTENCY
<i>Activities generated by the development contribute to the quality of life in its locality.</i>	The proposal will contribute to the housing mix of the area and will increase population creating additional support to existing educational, sports, recreational and retail services all of which are provided close to the development.
<i>Uses that attract the most people are in the most accessible places.</i>	A variety of open spaces are provided throughout the scheme, including open spaces. Natural play elements including logs, boulders and mounding are incorporated to encourage informal play, recreation and interaction with the canal landscape.

	All of these spaces will be easily accessible.
<i>Neighbouring uses and activities are compatible with each other.</i>	The surrounding area is largely characterised by residential uses to the south and is compatible with the proposed use.
<i>Housing types and tenure add to the choice available in the area.</i>	A variety of dwellings are provided which will further improve the range of unit types available in the area. Please refer to the accommodation schedule for more information.
<i>Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.</i>	The proposal will contribute to the housing mix of the area and will increase population creating additional support to existing educational, sports, recreational and retail services all of which are provided close to the development. Riverforest Shopping Centre Captains Hil is located approx. located c. 1km southwest (700m as crow flies) Which contains Supervalu, Smiths Pharmacy, Riverfront Dental Clinic, Newsagents and several restaurants. Furthermore, as part of the Confey Masterplan a new urban centre is proposed, which sees the provision of supporting retail / commercial uses (of which are complimentary to the offering in Leixlip Town) alongside homes and public realm improvements.
5. Efficiency - How does the development make appropriate use of resources, including land?	
	EVALUATION OF CONSISTENCY
<i>The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</i>	The overall average density is considered appropriate for this site given the proximity to public transport and social infrastructure.
<i>Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</i>	High quality landscaping is provided throughout the site. As a result, there is significant open space provided across the entire scheme incorporating SuDS, promoting biodiversity and providing residential amenity.
<i>Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</i>	The majority of the apartments and all houses, across the scheme are dual aspect. All units and open spaces will enjoy sufficient sunlight and daylight provision. The distance between buildings and the layout of the buildings ensures that open spaces have the benefit of daylight and sunlight throughout the day.

<i>Appropriate recycling facilities are provided.</i>	Noted. An Operational Waste Management Plan will be submitted as Part of the Stage 3 LRD Application.
6. Distinctiveness - How do the proposals create a sense of place?	
	EVALUATION OF CONSISTENCY
<i>The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</i>	This proposed development provides for a modern housing estate design. It provides an attractive development with public open spaces distributed throughout. These increase the legibility of the area and the connectivity to the wider area. The proposed development, due to its high-quality design and linkages proposed will be a positive addition to the local area.
<i>The scheme is a positive addition to the identity of the locality.</i>	
<i>The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</i>	
<i>The proposal successfully exploits views into and out of the site.</i>	The proposal provides attractive streetscape and views into and out of the site.
<i>There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</i>	The public open spaces provide focal points as you journey through the development.
7. Layout - How does the proposal create people friendly streets and spaces?	
	EVALUATION OF CONSISTENCY
<i>Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</i>	Linkages throughout the development create attractive routes through the scheme into the wider area, for example new connectivity and linkages to the Royal Canal Greenway.
<i>The layout focuses activity on the streets by creating frontages with front doors directly serving the street.</i>	The apartment and housing scheme provides frontages that contributes to passive surveillance of the public open spaces within and external to the scheme along pedestrian access paths. The design and shape of the apartment blocks also encourages multiple viewpoints of the open space, ensuring the passive surveillance is achieved. Two vehicular access points in and out is provided with a low traffic speed environment secured. The road layout is designed in accordance with DMURS resulting in a safe and pedestrian dominated environment.
<i>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.</i>	
<i>Traffic speeds are controlled by design and layout rather than by speed humps.</i>	

	A DMURS Compliant Report will be submitted with the LRD application at stage 3.
<i>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 court.</i>	The open space strategy for the scheme creates multiple open spaces of varying uses and sizes. This can be seen in the landscaping masterplan
8. Public Realm - How safe, secure and enjoyable are the public areas?	
	EVALUATION OF CONSISTENCY
<i>All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</i>	Overlooking of streets, and public spaces is achieved throughout.
<i>The public realm is considered as a usable integrated element in the design of the development.</i>	The public realm is overlooked and considered an integral element of this development. It achieves a high level of interconnectivity with the wider area creating a well-used and accessible environment.
<i>Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</i>	Noted. Play areas have been designed be overlooked as far as practicable to achieve maximum passive surveillance.
<i>There is a clear definition between public, semi-private, and private space.</i>	Landscaping strips will subtly separate the public, semi-private and private areas.
<i>Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</i>	All roads and parking are designed into the development in order to ensure an attractive, well landscaped streetscape.
9. Adaptability - How will the buildings cope with change?	
	EVALUATION OF CONSISTENCY
<i>Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</i>	Yes, the proposed housing units can be adapted as per the needs of the future residents.
<i>The homes are energy-efficient and equipped for challenges anticipates from a changing climate.</i>	Yes, design practices and proposed materials will militate against the effects of climate change.
<i>Homes can be extended without ruining the character of the types, layout and outdoor space.</i>	This can be achieved in the proposed housing units.
<i>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.</i>	This can be achieved in the proposed housing units.

<i>Space in the roof or garage can be easily converted into living accommodation.</i>	This can be achieved in the proposed housing units.
10. Privacy and Amenity - How does the scheme provide a decent standard of amenity?	
	EVALUATION OF CONSISTENCY
<i>Each home has access to an area of useable private outdoor space.</i>	Yes, each unit has its own private open space in accordance with the minimum residential standards as per the National Apartment Guidelines 2025.
<i>The design maximises the number of homes enjoying dual aspect.</i>	100% of the houses proposed are dual/triple aspect. 87% of the apartments/duplexes proposed are dual aspect, which accords with national policy.
<i>Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</i>	All units will be designed to prevent sound transmission in accordance with building regulations.
<i>Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</i>	Adequate separation distance between opposing windows is achieved and overlooking is not considered an issue of the development particularly in relation to adjoining existing buildings.
<i>The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</i>	All apartments and houses are designed in accordance with national design standards on storage areas.
11. Parking – How will the parking be secure and attractive?	
	EVALUATION OF CONSISTENCY
<i>Appropriate car parking is on-street or within easy reach of the home's front door.</i>	Car parking is well integrated in the public realm and landscape strategy and will be understated so as not to dominate. This is in line with current NPF policy. Please see the Traffic and Transport Assessment for further details.
<i>Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</i>	For the apartments the parking spaces are provided at street level in close proximity to the block. For the dwellings car parking spaces will be provided at surface level primarily in the curtilage of the dwelling. In total 175no. parking spaces are provided equating to a ratio of 1.4
<i>Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</i>	
<i>Materials used for parking areas are of similar quality to the rest of the development.</i>	Yes, the highest quality materials will be used throughout the scheme.

<i>Adequate secure facilities are provided for bicycle storage.</i>	Dedicated bicycle parking is provided throughout the scheme in line with the Design Standards for New Apartments and cycle standards.
12. Detailed Design – How well thought through is the building and landscape design?	
	EVALUATION OF CONSISTENCY
<i>The materials and external design make a positive contribution to the locality.</i>	The overall choice of materials and elevations reflect the development in the surrounding area and will be an attractive feature in the landscape.
<i>The landscape design facilitates the use of the public spaces from the outset.</i>	The open spaces will be provided once all the apartment blocks are completed.
<i>Design of the buildings and public space will facilitate easy and regular maintenance.</i>	The layout of the blocks and the landscaped areas will be accessible for easy and regular maintenance.
<i>Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</i>	Car parking is well integrated in the public realm and landscape strategy and will be understated so as not to dominate the design.
<i>Care has been taken over the siting of flues, vents and bin stores.</i>	Communal recycling facilities are provided in the bin stores strategically located proximate to each apartment block.

Guidelines For Planning Authorities on Sustainable Residential Development In Urban Areas, 2009

The guidelines set out the key planning principles to be reflected in development plans and local area plans, to guide the preparation and assessment of planning applications for residential development in urban areas.

The Guidelines elaborate a range of high-level aims for successful and sustainable residential development in urban areas. These are assessed against the proposed scheme as follows:

POLICY	EVALUATION OF CONSISTENCY
<i>Prioritise walking, cycling and public transport, and minimise the need to use cars;</i>	Pedestrian and cyclist access to the site has been prioritised with minimal vehicular access to the site. Please see the Traffic Impact Assessment prepared by NRB Consulting Engineers enclosed with this application.

<i>Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;</i>	The scheme has been designed in accordance with all relevant quantitative and qualitative residential standards as set down in the Kildare County Council Development Plan. Future residents will live in a uniquely safe residential environment with outdoor space largely free of cars and a multitude of access options to social infrastructure, open spaces and public transport in the area.
<i>Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;</i>	The development will consist of apartments with residential facilities. It also provides a new communal open space, and footpath links to the Royal Canal Greenway to the south. The development is well located in relation to existing/planned social infrastructure in the area with schools, creches, and local retail within 10-15 minutes' walk. As set out within the Social and Community Infrastructure overview set out within the report.
<i>Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;</i>	The layout of development has been designed to enhance the accessibility of the site. All of the routes through the development will provide increased connectivity to the area which is well surveilled and overlooked. The public realm proposed is high quality with a range of different spaces meeting varying needs throughout the development.
<i>Are easy to access for all and to find one's way around;</i>	The layout is conducive to wayfinding and provides pedestrian and cycle links through the site. Pedestrian and cycle access to the site is provided via R149 and the Royal Canal Greenway. The layout is logical and uncomplicated. The series of public cycle and pedestrian routes are created to connect the site and create a strong permeable neighbourhood network of walkways and cycleways. There is also future potential to form a direct connection into neighbouring lands directly east and west as part of the wider Confey Masterplan Development.
<i>Provide a mix of land uses to minimise transport demand;</i>	The site seeks permission for residential development, creche and communal open space. The scheme is within walking distance of a number of high quality bus and rail services.

<i>Promote social integration and provide accommodation for a diverse range of household types and age groups;</i>	A range of unit size and typologies is proposed for the scheme including 1, 2, 3- and 4-bedroom units. This will improve the overall mix in the wider area which comprises mainly larger 3+ bed houses at present. This mix will cater to the needs of first-time buyers, starter homes for small families, couples and the elderly.
<i>Enhance and protect the green infrastructure and biodiversity; and</i>	The site comprises of an underutilised greenfield site. The proposal will result in a significant improvement in the green landscaping and biodiversity of the area as the level of green infrastructure will be increased significantly. It will provide further connections to the canal greenway to the south, providing direct connectivity to Captains Road.
<i>Enhance and protect the built and natural heritage.</i>	The proposed development does not have any protected structures or noted archaeology on the site. Equally the site is not located within or adjacent an Architectural Conservation Area (ACA) or zone of archaeological potential. The development will not negatively impact the setting of cultural heritage in the vicinity. Please refer to Archaeological Desktop Assessment by Shanarc Archaeology for full details.

Sustainable Residential Development and Compact Settlement, Guidelines for Planning Authorities, 2024

The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009, which in turn replaced the Residential Density Guidelines issued in 1999.

Chapter 3 of the guidelines sets out policy and guidance in relation to growth priorities for settlements at each tier in the national settlement hierarchy and in relation to residential density. Under this categorisation, as set out in Table 3.3 – ‘Areas and Density Ranges – Metropolitan Towns and Villages’, this site would be considered a ‘Metropolitan Towns (>1,500) - Suburban / Urban Extension’.

*Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential **densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns**, and that densities of up to 100 dph (net) shall be open for consideration at ‘accessible’ suburban / urban extension locations (as defined in Table 3.8).*

Policy and Objective	Response
<i>3.1 It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.</i>	This site is around 800km from existing bus services and c.1.2 km walk to a train station. The site is considered to be within a Metropolitan Towns , therefore, this density of 42 uph is considered appropriate to this intermediate location.
<i>4.1 It is a policy and objective of these Guidelines that planning authorities implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets, 2013 (including updates) in carrying out their functions under the Planning and Development Act 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.</i>	NRB Consulting Engineers have confirmed that the proposed development is in accordance with DMURS.
<i>4.2 It is a policy and objective of these Guidelines that the key indicators of quality urban design and placemaking set out in Section 4.4 are applied within statutory development plans and in the consideration of individual planning applications.</i>	Please see the assessment below which confirms the development is in accordance with Section 4.4
<i>5.1 It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.</i> <i>In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a planned basis, having regard to the overall approach to public park provision within the area.</i> <i>In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation</i>	The proposal includes c. 11,835 sqm of usable public open space, or c. 28% of site. This is distributed across two separate areas and provides for attractive areas to play, visit and walk through. All of these areas are overlooked. This is fully in compliance with this policy. Full details of the site's public open space and amenity strategies are detailed in the enclosed Landscape Masterplan.

requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas.

In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility. In such circumstances, the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site.

Section 4.4 Key Indicators of Quality Design and Placemaking Assessment

Key Indicators	Evaluation of consistency
Sustainable and Efficient Movement <i>In order to meet the targets set out in the National Sustainable Mobility Policy 2022 for reduced private car travel and increased active travel, it will be necessary to design settlements at every level to support the transition away from private car use and to support ease of movement for pedestrians, cyclists and public transport. Local authorities should plan for the development of well-connected neighbourhoods and a distribution of activities to ensure that day-to-day services and amenities are accessible within walking distance of homes and workplaces. In addition to sustainable travel objectives, this will ensure that settlements are vibrant, and when applied alongside the principles of Universal Design, will allow vulnerable users to move about and access services with ease.</i> <i>The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.2 also refers):</i>	Noted. This proposed development provides new cycle and pedestrian routes within the development. It is a site that is well located close to existing public transport and facilities within Leixlip. This proposed development creates an attractive, highly permeable suburban

<i>(a) New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</i> <i>(b) New developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible.</i> <i>(c) Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.</i> <i>(d) The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm. Chapter 5 Development Standards includes a specific planning policy requirement (SPPRs) that addresses car parking rates in new residential developments.</i> <i>The Design Manual for Urban Roads and Streets (DMURS) sets out statutory guidance and standards in relation to the design of individual streets and the use of traffic management and placemaking measures to manage traffic and promote safer and more vibrant streets (Section 2.3 refers). The application of DMURS in all new developments will be key to ensure that strategic movements are catered for along desire lines and that all street networks offer route choice and maximise the number of safe and attractive walking and cycle routes between key destinations. The application of DMURS is key to ensure sustainable mobility and the creation of high quality and attractive settlements. Local Authorities should also consider preparing active travel plans or sustainable mobility plans that focus on improving ease of movement in established areas to important destinations such as schools, parks, shops and public transport. This can be of particular benefit where a new transport service or new destination such as a school is proposed</i>	environment which provides new and potential future links through the development connecting to R149 road, and footpath/cycle links to the Royal Canal Greenway to the south. The quantum of parking is appropriate to the sites location and accessibility. Cars are restricted to two access points, with raised tables and home zones promoting pedestrian and cyclist priority throughout the site. This is fully in accordance with DMURS. The proposal has been designed in accordance with DMURS.
Mixed and Distribution of Uses	Noted.

These Guidelines promote a move away from segregated land use areas (residential, commercial and employment) that have reinforced unsustainable travel in favour of mixed use neighbourhoods. Ensuring that there is a good mix and distribution of activities around a hierarchy of centres has many benefits in terms of reducing the need to travel and creating active and vibrant places. The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.3 also refers):

(a) In city and town centres and at high capacity public transport nodes and interchanges (defined in Table 3.8), development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges, uses should be planned in accordance with the principles of Transport Orientated Development.

(b) In city and town centres, planning authorities should plan for a diverse range of uses including retail, cultural and residential uses and for the adaption and re-use of the existing building stock (e.g. over the shop living). It is also important to plan for the activation of outdoor spaces and the public realm to promote more liveable city and town centres. Much of this can be achieved through the implementation of urban enhancement and traffic demand management measures that work together to free up space for active travel and create spaces that invite people to meet, mingle and dwell within centres.

(c) In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.

(d) In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaption and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that

This site will provide for new public open spaces and a creche. It will also deliver some new connections around the area, as well as providing future potential connections into lands to the south. This allows for permeability and accessibility throughout the development and improved connectivity with Leixlip Town via Captains Hill.

Noted. This development will deliver a new public open space to provide for the wider area.

Noted. As stated above this proposed development will provide a new linear park, within the development.

Noted. This proposal, for the development of an underused greenfield site for residential development is wholly compliant with this policy.

<i>no longer require a high level of private car access).</i> <i>(e) It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.</i> <i>(f) The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.</i>	This site is located within reasonable proximity to multiple bus routes and the Leixlip (Confey) train station. This is facilitated through the provision of a creche and public open space for the future occupants of the development. In addition to this the unit mix will provide a new smaller type of housing in an area which is predominately larger two storey, low density family homes.
Green and Blue Infrastructure <i>Green and Blue Infrastructure (GBI) is a strategically planned network of natural and seminatural areas designed and managed to deliver a wide range of ecosystem services, while also enhancing biodiversity. Ecosystem services include water purification, enhancing air quality, space for recreation and climate mitigation and adaption. In settlements, GBI includes features such as rivers and canals, coastline and coastal habitats, green spaces (including parks), Nature-based Solutions and amenity sites that deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places. National Planning Objective 58 of the NPF requires integrated planning for Green Infrastructure and ecosystem services as part of the preparation of statutory land use plans. Development plans should include (or be informed by) a Green and Blue Infrastructure Strategy and include objectives for the conservation, restoration and enhancement of natural assets and GBI networks. These objectives can be refined further in local statutory plans and guidance documents in response to local circumstances.</i> <i>The following key principles should be applied in the preparation of local plans and in the</i>	Noted. Please see the report by Corrigan Hodnett Consulting Engineers.

<i>preparation and consideration of individual planning applications, (Figure 4.4 also refers):</i> <i>(a) Plan for the protection, restoration and enhancement of natural features, biodiversity and landscapes, and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts.</i> <i>(b) Plan for an integrated network of multifunctional and interlinked urban green spaces. This is addressed further in subsection (iii) Public Open Space below.</i> <i>(c) Promote urban greening and Nature-based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban surface waters in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised. Planning authorities should adopt a nature based approach to urban drainage that uses soft-engineering techniques and native vegetation (including the protection of the riparian zone) to minimise the impact on natural river processes.</i> <i>(d) The use of Nature-based Solutions at ground level may not be possible on certain brownfield sites due to historic land contamination. In such cases, alternative solutions such as green roofs and walls can be considered.</i>	
Public Open Space <i>All statutory development plans should include a strategy for the provision of an integrated hierarchy of public open spaces and corridors across the plan area to meet the needs of the planned population. The availability of accessible and high quality public open spaces within all settlements that are part of a wider GBI network will be important in creating sustainable settlements. This should include a hierarchy of multifunctional public open spaces and corridors that are accessible and provide for the recreational needs of the planned population, while also creating space for nature and ecosystem services.</i>	Please see the Landscape Masterplan. This clearly demonstrates the integration of the proposed landscape with the proposed development, retaining trees and hedgerows where possible. It provides additional planting to create more attractive and diverse area to promote the biodiversity of the area. The proposal will result in the delivery of a new public open space within this area.

The public open space strategy in the development plan should include objectives relating to the provision of:

(a) Regional, district and local level public parks and greenways. These are generally publicly owned and managed parks e.g. by a local authority or public body such as the OPW or Waterways Ireland.

(b) Public open space provided as part of new development proposals. These spaces should be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They should also form an integral part of the overall design. These spaces may be offered for taking in charge by the local authority following the completion of the development.

The objectives of the development plan public open space strategy should be informed by the objectives of the RSEs and any regional GBI strategy. The form, size and distribution of new public open spaces should be plan led and take account of open space provision within the area and broader nature conservation and environmental considerations.

While there is no set standard of open space provision per settlement in Ireland, it is recommended that opportunities to enhance the overall quantum of public open space and to restore and enhance nature and biodiversity within settlements is harnessed where opportunities arise, for example, through regeneration or urban enhancement projects and in new development areas. The level of provision should take account of the needs of the planned population, protected zones, landscape character and statutory obligations to protect certain habitats and biodiversity. Ideally, all residents within a settlement will have access to a multi-functional public open space within walking distance of their home.

Public open spaces should be designed to cater for a range of active and passive recreational needs (including play, physical activity, active travel, cultural uses and community gardens and allotments, as appropriate to the context) and to conserve and restore nature and biodiversity. It will be necessary to balance improved access to natural assets with the need to protect the environment as increased levels of tourism, sports and leisure can impact negatively on

<i>nature and biodiversity. In addition, the provision of public open spaces should not result in any direct or indirect adverse effects on the integrity of European Sites.</i> <i>Chapter 5 includes minimum requirements for the provision of open space in new residential developments, based on the net site area</i>	
Responsive Built Form <i>Built form refers to the layout, position and composition of buildings and to how buildings address streets and open spaces. This is a key element in ensuring the creation of attractive and well-designed settlements. The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.5 also refers):</i> <i>(a) New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.</i> <i>(b) New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).</i> <i>(c) The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.</i> <i>(d) Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.</i> <i>(e) New development should embrace good modern architecture and urban design that is innovative and varied and respects and enhances local distinctiveness and heritage.</i> <i>(f) Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.</i>	Noted. The proposed development reflects the established pattern of development and provides a transition from the existing lower density two storey housing (located to the south of the site), to increased density while applying the standards set within these guidelines. The proposed development will open up the site, replacing an existing underutilised field with a new attractive suburban development. This is considered to be an exemplar development showcasing contemporary architecture and the appropriate application of the Compact Guidelines. A varied, high-quality palette is proposed for the development which creates a distinctive attractive development within the area.

The Guidelines outline a number of Specific Planning Policy Requirements (SPPRs) in relation to the design of housing:

SPPR 1 – Separation Distances	EVALUATION OF CONSISTENCY
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<i>When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</i> <i>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.</i>	The proposed development complies with this policy. The proposed housing units have separation distances of 16 metres or more between opposing windows. Please refer to the Site Layout Plan prepared by Tegos for further details.
SPPR 2 – Private Open Spaces for Houses	EVALUATION OF CONSISTENCY
<i>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</i> <i>1 bed house: 20 sq.m</i> <i>2 bed house: 30 sq.m</i> <i>3 bed house: 40 sq.m</i> <i>4 bed + house: 50 sq.m</i> <i>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space (see Table 5.1 below). The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.</i>	The proposed houses all comply with the minimum private open space standards as set out in the HQA. Please refer to the Housing Quality Assessment prepared by Tegos for further details.
SPPR 3 – Car Parking	EVALUATION OF CONSISTENCY

<i>It is a specific planning policy requirement of these Guidelines that:</i> <i>(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, <u>shall be 2 no. spaces per dwelling.</u></i> <i>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. <u>The maximum car parking standards do include provision for visitor parking.</u></i>	In line with this policy, the proposed development includes for 175 no. car parking spaces for houses, apartments and including visitor parking.
SPPR 4 – Cycle Parking and Storage	EVALUATION OF CONSISTENCY
<i>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:</i> <i>(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.</i>	All of the houses can accommodate cycle parking within their curtilage.

(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

Evaluation of Consistency

The proposed development seeks to deliver an appropriate form and scale of residential development in this strategic location, considered an active town in north-east Kildare. The site is serviced by multiple bus routes and is located around 800m from Leixlip (Confey) Train Station which provides efficient and quality links to Dublin. Bus stops (ID 3993, 3996) on Captains Hill within a 12-minute walk are served by a total of 6 no. bus routes, operated by Dublin Bus & Dublin Bus which primarily connect Leixlip to Dublin and towns such as Celbridge and Maynooth.

The most frequent service is the L59 bus route, which operates c.36 buses daily running each way between Leixlip and Celbridge.

The proposed density of 42 dph accords with the Metropolitan Towns and Villages – “Metropolitan Towns (>1,500 population) – Suburban / Urban Extension” designation in Table 3.3 of the Guidelines. In relation to SPPR3 (car parking locations) the site represents a “intermediate location” with respect to public transport frequency and as a result the parking provision proposed reflects same.

Tegos Architects have prepared a Housing Quality Assessment which demonstrates how the proposal is in accordance with the quantitative standards.

Overall, it is considered that the proposed development will provide a high-quality residential scheme that is in line with the Compact Guidelines.

Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025

The Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025, support compact and sustainable urban growth by aligning apartment development with updated national planning policies and housing strategies. They reflect the National Planning Framework and Housing for All, and incorporate the Sustainable Residential Development and Compact Settlement Guidelines 2024. These guidelines replace the Sustainable Urban Housing: Design Standards for New Apartments 2023, and introduce updated design parameters for apartment mix, space standards, amenity provision, and redevelopment of existing buildings. Policies contained within these Guidelines now only include matters relating to:

- Apartment mix;
- Internal space standards for different types of apartments;
- Dual aspect ratios;
- Floor to ceiling heights;
- Apartments to stair/lift core ratios;

- Storage spaces; and
- Amenity spaces including balconies/patios.

The Guidelines outline a number of Specific Planning Policy Requirements (SPPRs) which are design standards that apartment developments nationally are expected to adhere to.

SPPR 1	EVALUATION OF CONSISTENCY												
(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms. (B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.	The proposed scheme provides 44 no. apartment & duplex units. The proposed apartment mix is as follows: <table><tr><th>Unit Type</th><th>No. of Units</th><th>% Mix</th></tr><tr><td>1-bed</td><td>5</td><td>11%</td></tr><tr><td>2-bed</td><td>28</td><td>64%</td></tr><tr><td>3-bed</td><td>11</td><td>25%</td></tr></table> This mix accords with SPPR1.	Unit Type	No. of Units	% Mix	1-bed	5	11%	2-bed	28	64%	3-bed	11	25%
Unit Type	No. of Units	% Mix											
1-bed	5	11%											
2-bed	28	64%											
3-bed	11	25%											
SPPR 2	EVALUATION OF CONSISTENCY												
The following minimum apartment floor areas shall apply, and statutory plans shall not specify minimum floor areas that exceed those set out below: - Studio Apartment (1 person): 32 sq.m - 1-Bedroom Apartment (2 persons): 45 sq.m - 2-Bedroom Apartment (3 persons): 63 sq.m - 2-Bedroom Apartment (4 persons): 73 sq.m - 3-Bedroom Apartment (4 persons): 76 sq.m - 3-Bedroom Apartment (5 persons): 90 sq.m	Each of the proposed dwellings meets or exceeds the minimum standards for residential unit size, therefore in line with SPPR 2.												

These floor area parameters shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing.	
SPPR 3	EVALUATION OF CONSISTENCY
Minimum Number of Dual Aspect Apartments in Apartment Schemes In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply: (i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement. (ii) For building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25 hectares, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above. This is subject to the achievement of overall high design quality in other aspects.	Dual Aspect is 87% in the development, the current proposal exceeds these standards as set out in the Housing Quality Assessment.
SPPR 4	EVALUATION OF CONSISTENCY
Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by case basis, subject to overall design quality.	Ground Floor apartments floor to ceiling height will be a minimum of 2.7m
SPPR 5	EVALUATION OF CONSISTENCY
There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.	The development is therefore compliant with the stated housing mix in the guidelines.
SPPR 6	EVALUATION OF CONSISTENCY
The provision of new Communal, Community and Cultural facilities within apartment	Noted.

schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes.

EVALUATION OF CONSISTENCY

The proposed development is in accordance with the criteria relating to apartment mix, internal space standards, dual aspect ratios, floor to ceiling heights, apartment cores, storage spaces and amenity spaces. Tegos Architects have prepared a Housing Quality Assessment which demonstrates how the proposal is in accordance with the space requirements in Appendix 1.

Overall, it is considered that the proposed development will provide a high-quality apartment scheme that is in line with the Apartment Guidelines.

Housing for All – A New Housing Plan for Ireland

Housing for All is the government's most recent plan for housing in Ireland. It was published in September 2021 with the overall aim that *'everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life'*. It includes four overarching objectives

- Supporting Homeownership and Increasing Affordability;
- Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion;
- Increasing New Housing Supply; and
- Addressing Vacancy and Efficient Use of Existing Stock.

This document recognises that Ireland's housing system is not meeting the needs of the population. It identifies that

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

The Plan states that Ireland needs an average of 33,000 homes constructed per annum until 2030 to meet targets set out for additional households and that increased housing output is needed in all sectors – private, affordable and social.

EVALUATION OF CONSISTENCY

The proposed development is consistent with Pathway 3 Increasing Housing Supply. The provision of additional apartment units at this site will help achieve the target of 33,000 homes per annum.

The proposed apartments will improve the quantity and mix of residential stock at a location that is particularly well served in terms of public transport, education, local retail, recreational and associated social infrastructure.

Quality Housing for Sustainable Communities: Best Practice Guidelines for Sustainable Communities, 2007

The Department's policy statement Delivering Homes, Sustaining Communities, Guidance provides the overarching policy framework for an integrated approach to housing and planning. Sustainable neighbourhoods are areas where an efficient use of land, high quality design, and effective integration in the provision of physical and social infrastructure combine to create places people want to live in. The policy statement is accompanied by Best Practice Guidelines that promotes quality sustainable residential development in urban areas having regard to the following:

- *promote high standards in the design and construction and in the provision of residential amenity and services in new housing schemes;*
- *encourage best use of building land and optimal of services and infrastructure in the provision of new housing;*
- *point the way to cost effective options for housing design that go beyond minimum codes and standards;*
- *promote higher standards of environmental performance and durability in housing construction;*
- *seek to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and*
- *provide homes and communities that may be easily managed and maintained.*

The following criteria indicate the 7 no. essential requirements new residential developments should have regard to when carrying out development:

	EVALUATION OF CONSISTENCY
<u>Socially & Environmentally Appropriate</u> <i>"The type of accommodation, support services and amenities provided should be appropriate to the needs of the people to be accommodated. The mix of dwelling type, size and tenure should support sound social, environmental and economic sustainability policy objectives for the area and promote the development of appropriately integrated play and recreation spaces."</i>	The scheme will provide an appropriate mix of 1-, 2- & 3-bedroom apartments/duplexes and 3- & 4-bedroom houses. The proposal seeks to integrate usable open spaces distributed throughout a number of character areas and all interconnected. All open spaces will be overlooked by apartments/houses.

<u>Architecturally Appropriate</u> <i>“The scheme should provide a pleasant living environment, which is aesthetically pleasing and human in scale. The scheme design solution should understand and respond appropriately to its context so that the development will enhance the neighbourhood and respect its cultural heritage.”</i>	The design and layout of the scheme creates a liveable and visually pleasing residential environment. The design is appropriate and mindful of the urban edge context, the site constraints, and architectural character of the adjoining residential areas.
<u>Accessible & Adaptable</u> <i>“There should be ease of access and circulation for all residents, including people with impaired mobility, enabling them to move as freely as possible within and through the development, to gain access to buildings and to use the services and amenities provided. Dwellings should be capable of adaptation to meet changing needs of residents during the course of their lifetime.”</i>	The apartments in this scheme are highly accessible to all due to the provision of lifts within the scheme. The landscaping is clearly laid out and level ensuring people can use it easily. The scheme will provide a variety of accommodation for a diverse range of end users, accommodating people with smaller family sizes and providing a majority of universally accessible units with step-free access, fostering a vibrant community within the scheme. This scheme limits the access of vehicles creating a safe, pedestrian dominated development. Two vehicular accesses and 175no. no. car parking spaces will be provided for residential units. Several pedestrian/cyclist connections area provided and there will be 384 no. bicycle parking spaces.
<u>Safe, Secure & Healthy</u> <i>“The scheme should be a safe and healthy place in which to live. It should be possible for pedestrians and cyclists to move within and through the area with reasonable ease and in safety. Provision for vehicular circulation, including access for service vehicles, should not compromise these objectives.”</i>	The scheme provides good segregation of vehicle and pedestrian/cyclists with portions of the site free from cars. A very safe walking and cycling environment will be provided for residents with a network of paths located around the development, by providing segregated pedestrian/cycle entrance is proposed along Royal Canal Greenway, connecting the site to the existing greenway to the south. Public Open Space shall be overlooked as far as practicable to achieve maximum passive surveillance.
<u>Affordable</u> <i>“The scheme should be capable of being built, managed and maintained at reasonable cost,</i>	The mix of unit types and sizes will increase the variety of housing stock available in the area making

<i>having regard to the nature of the development.”</i>	the scheme affordable to future homeowners and to the developer. A management company will be established to maintain and manage the areas of communal open space, parking and bin storage associated with the apartments.
<u>Durable</u> <i>“The best available construction techniques should be used, and key elements of construction should have a service life in the order of sixty years without the need for abnormal repair or replacement works.</i>	The scheme endeavours to use the best available materials and construction techniques to minimise the level of refurbishment over the lifetime of the scheme.
<u>Resource Efficient</u> <i>“Efficient use should be made of land, infrastructure and energy. The location should be convenient to transport, services and amenities. Design and orientation of dwellings should take account of site topography so as to control negative wind effects and minimise the benefits of sunlight, daylight and solar gain; optimum use should be made of renewable sources of energy, the use of scarce natural resources in the construction, maintenance and management of the dwellings should be minimised.”</i>	The scheme is considered to accord with the sustainable development principles. The development will be constructed with a high standard of insulation & air tightness which aims to exceed the requirements of Part L Building Regulations. Energy demand minimization will be achieved by best practise in high efficiency renewable energy heating systems and energy efficient building design.

EVALUATION OF CONSISTENCY

It is considered that the proposed development is in accordance with the above policies and criteria.

The proposal will provide an aesthetically pleasing scheme in close proximity to existing services, facilities, and public transport, and will be an attractive and safe place to live. In addition, the apartments & houses, public park and communal spaces are all universally accessible and the apartments can be adapted to meet the changing needs of residents.

Design Manual for Urban Roads & Streets (DMURS), 2019

The Design Manual for Urban Roads and Streets (DMURS) was first published in 2013 and has since been updated in May 2019. This document sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

EVALUATION OF CONSISTENCY

The proposed design approach successfully achieves the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The implementation of a low parking and shared car provision actively promotes a modal shift to alternative forms of transport while also creating high quality open spaces in the area. This scheme prioritises pedestrians and cyclists through the development.

A DMURS Statement prepared by NRB Consulting Engineers accompanies this LRD application.

Guidelines For Planning Authorities on Childcare Facilities, 2001

These guidelines state that Development Plans should facilitate the provision of childcare facilities in larger new housing estates with the standard minimum provision of one childcare facility with 20 places for each 75 dwellings.

Section 4.7 of the *Sustainable Urban Housing: Design Standards for New Apartments*, 2022 states the following:

*“Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. **One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.**”*

EVALUATION OF CONSISTENCY

A Social Infrastructure Audit and Childcare Assessment accompanies this application and demonstrates that adequate childcare provision exists to serve the proposed development, in accordance with Section 15.5.2 of the Kildare County Development Plan. The assessment considers the requirements of the Childcare Facilities Guidelines for Planning Authorities (2001), which indicate a theoretical requirement of 34 childcare places for a 125-unit development. However, applying the methodology set out in the 2025 Apartment Guidelines, together with 2022 CSO population data and local childcare participation rates, the assessment concludes that the proposed development is likely to generate demand for between 6 and 11 childcare places.

The Social Infrastructure Audit identifies existing childcare facilities within the catchment, mapping their locations relative to the site and detailing the number of childcare spaces available, the types of childcare services provided and remaining capacity. This information has been verified by the childcare providers and confirmed by the Kildare County Childcare Committee.

In addition, the childcare needs of the development will be met through the planned purpose-built crèche within Character Area MU1 of the Confey Masterplan, located approximately 400m west of the subject site. The crèche, which is the subject of a live planning application (KCC Reg. Ref. 2660746), will provide up to 125 childcare places and is required under the Confey Masterplan to

be delivered during Phase 1a in tandem with the development of the R5 lands, ensuring childcare provision is available prior to or alongside the occupation of the proposed residential units.

Having regard to the findings of the Childcare Assessment, the available existing and planned childcare capacity, and the strategic delivery of the MU1 childcare facility, it is demonstrated that the proposed development can be adequately served without the need for an on-site crèche. The proposal therefore complies with the requirements of Section 15.5.2 of the Kildare County Development Plan.

Guidelines For Planning Authorities on The Planning System and Flood Risk Management, 2009

These guidelines require the planning system to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.

The Guidelines adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

EVALUATION OF CONSISTENCY

Corrigan Hodnett Consulting Civil & Structural Engineers has carried out a Flood Risk Assessment for a Residential Development at Confey, Leixlip. The flood risk assessment has been carried out in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities', Nov 2009 and the Kildare County Development Plan 2023-2029. The following is the summary of the risk assessment:

"The OPW Eastern CFRAM Study fluvial flood extent mapping confirms that none of the proposed buildings are within the identified fluvial extents flooding for the low probability 0.1% AEP Fluvial event (1in1000year fluvial event) and in the limited area of Flood Zone B there are no changes proposed to the ground levels in this area.

The Eastern CFRAMS mapping does not extend to the site for Coastal Flooding. The fact that the distance of the site from the Irish Sea is in excess of 19km and the fact that the levels within the site are in excess of 50metres above Ordnance Datum confirms that the site is not subject to Coastal Flooding.

The Confey Masterplan flood extents mapping confirms that all of the buildings within the site fall within Flood Zone C for fluvial and pluvial flooding".

Concluding:

"The proposed development is classified as 'Highly Vulnerable' and is located within Flood Zone C. Based on the Guidelines, the proposed development is deemed 'Appropriate' and no justification test is required".

Conclusion

The proposed development represents an appropriate and high-quality residential development on lands zoned 'C – New Residential' under the Leixlip Local Area Plan 2020–2023 (as extended) and has been designed in accordance with the adopted Confey Masterplan and Design Code.

The proposal will deliver 125 residential units at a net density of approximately 42 dwellings per hectare, which is fully consistent with the target density of 35–50 dwellings per hectare prescribed for the R5 Character Area under the Confey Masterplan. The proposed density also aligns with the Core Strategy of the Kildare County Development Plan 2023–2029, which identifies Leixlip as a Self-Sustaining Growth Town capable of accommodating compact, well-serviced residential development.

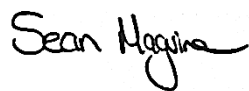
The layout has been carefully informed by the principles of the Confey Masterplan, providing a highly connected and permeable neighbourhood with strong pedestrian and cycle links to the Royal Canal Greenway, the R149, adjoining development lands and future phases of the wider Confey development area. The proposal forms part of the planned phased delivery of the Confey lands and contributes to the creation of a sustainable, integrated and well-connected new neighbourhood.

The proposed development has been demonstrated throughout this report to comply with the relevant provisions of the National Planning Framework, the Regional Spatial and Economic Strategy, the Kildare County Development Plan 2023–2029, the Leixlip Local Area Plan and the adopted Confey Masterplan and Design Code. It makes efficient use of serviced, zoned lands and supports the objectives of compact growth, sustainable mobility, high-quality urban design, climate resilience and the delivery of much-needed housing.

Having regard to the zoning of the lands, the adopted statutory planning framework, the comprehensive package of supporting documentation submitted with the application and the quality of the proposed design, it is considered that the proposed development represents an appropriate and sustainable form of development. The proposal is consistent with the proper planning and sustainable development of the area and will make a positive contribution to the delivery of the Confey Masterplan and the continued sustainable growth of Leixlip.

It is respectfully submitted that the proposed development as set out is consistent with the proper planning and sustainable development of the area. We look forward to discussing it further with you in the near future.

Yours faithfully,



Sean Maguire
Senior Planner
McGill Planning Ltd.