Response to request for Further Information.

Confey, Leixlip

MURPHY + SHEANON

Project Details.

ADDRESS:	CONFEY, LEIXLIP, CO. KILDARE
CLIENT:	LEIXLIP AND NEWBRIDGE SPV LIMITED
PROJECT NUMBER:	573

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1. INTRODUCTION

A planning application was submitted to Kildare County Council, on behalf of our client, Leixlip and Newbridge SPV Limited, for a residential development at Confey, Leixlip, Co. Kildare. The planning register ref is 26/60878.

Kildare County Council has issued a request seeking additional information concerning this planning application dated 23 September 2026. A number of the further information items relate to the landscape design proposal. This document sets out the landscape design revisions undertaken by Murphy+Sheanon Landscape Architects, in collaboration with the wider design team, in response to the Further Information items.

This report provides responses to the following RFI items:

- RFI Item 1(f)
- RFI Item 4(c)

There have also been some additional changes to the site layout as a result of responses from other members of the multidisciplinary design team. These additional changes have been outlined at the end of this document.

The following drawings have been updated in response to this FI request:

- 573-PD-1.1 - Landscape Masterplan
- 573-PD-1.2 - Landscape Plan
- 573-PD-1.3 - Planting Plan & Schedule
- 573-PD-1.4 - Boundary Plan & Details
- 573-PD-1.5 - Services Overlay
- 573-PD-2.1 - Tow Path Upgrades
- 573-PD-2.2 - Key Area Plan - Western Open Space
- 573-PD-2.3 - Key Area Plan - Linear Park

The landscape design revisions have been developed in conjunction with the multidisciplinary design team. Please also refer to the drawings and responses submitted by the full design team.

2. LANDSCAPE RESPONSES.

[RFI text is in *purple italics*]

RFI Item 1 (f)

Please submit additional landscaping or screening proposals to ensure that the two ESB substations do not create a visual disamenity in the open space areas/public realm.

Landscape Response:

The landscape layout has been revised to provide additional screening around the ESB substations. Evergreen hedging and planting have been used to help soften the visual appearance of the substations. Please refer to the Landscape Plan (drawing # 573-PD-1.2) to see the proposals around the ESB substations.

RFI Item 4 (c)

The Royal Canal to Cope Bridge and Confey Train Station and the current VRU access is substandard. 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. In the detailed solution for permeability, the Applicant is requested to consider the following: hard surfacing, dimensions, public lighting, boundaries, personal security; legibility; quality of the environment, landscaping, maintenance, passive surveillance, final position and permission from Waterways Ireland. The Applicant will be required to construct these road improvements prior to occupation of housing.

Landscape Response:

A detailed drawing of the proposed tow path upgrades and the pedestrian and cycle connection between the development and the Royal Canal Tow Path (drawing #573-PD-2.1, Tow Path Upgrades) was included in the landscape drawing pack submitted with the original planning application. This drawing has been revised and resubmitted as part of this response (Rev. G). It now includes a plan of the proposed tow path upgrades at 1:500, as requested, an indication plan at 1:1500 showing the connection between the development and the tow path, and typical cross sections of the existing and proposed tow path at 1:25. The 1:25 cross sections provide a greater level of detail than requested, to clearly show the proposed construction build-ups. Each of the items listed in RFI Item 4(c) is addressed below.

- **Hard Surfacing:** Two surface types are proposed. Surface Type A, a compacted quarry dust surface (unbound), is proposed along the majority of the upgraded tow path, in line with Waterways Ireland standard detail WISTD-OP-EXX-G-SCD-ENG-004. Surface Type B, a bitmac/asphalt surface (bound), is proposed on the ramp and approach to Cope Bridge, in line with the Kildare County Council 'Grand Canal Greenway - Preliminary Methodology for Construction' document. For further information on the proposed build-ups, please refer to the typical details on drawing #573-PD-2.1.
- **Dimensions:** The upgraded tow path will be 2.5m wide with a 1% crossfall away from the canal, with a minimum 400mm grass verge on the canal side and a 1m grass verge on the landward side, in line with the Waterways Ireland Greenway Cross Sectional Width Guidance. On the approach to Cope Bridge, the path width reduces to match the existing path because of the slopes on either side. The new connection from the development to the tow path will be a 4m wide shared surface. Further dimensions are provided on drawing #573-PD-2.1.
- **Public Lighting:** Lighting is proposed along the full length of the upgraded tow path, using 4m lighting columns at approximately 25m centres, as shown on the 1:500 plan. A warm colour temperature of 2200K to 2700K is proposed, and cowls will be fitted to minimise light spill onto the canal and surrounding habitats. A full public lighting design has been submitted by Waterman Moylan; please refer to their drawings and report for further details.
- **Boundaries:** Removable bollards are proposed at the top of the slope where the tow path meets the R149, and a removable, openable chicane system is proposed at the bottom of the slope. These will prevent unauthorised vehicle access while allowing pedestrians and cyclists through, and will allow Waterways Ireland maintenance access. Final specifications will be agreed with Waterways Ireland. The existing hedgerow along the tow path is retained.
- **Personal security:** The tow path follows a straight, open route along the canal, giving users clear views along the path in both directions, with no concealed recesses or hiding places. The proposed lighting provides a continuous, well lit route. Vegetation on the verges will be low next to the tow path so sight lines will be maintained. The improved surface and lighting are expected to increase use of the route, which improves the sense of personal security.
- **Legibility:** The tow path forms a clear, continuous route along the Royal Canal, with the canal itself acting as a strong linear landmark. A consistent compacted quarry dust surface is used along the length of the upgrade, changing to a bound bitmac surface on the ramp to Cope Bridge, which clearly marks the arrival at the bridge and the connection to the R149. The 4m wide connection from the development provides a clear, generous entry point onto the tow path. Regularly spaced lighting columns reinforce the line of the route after dark.
- **Quality of the Environment:** The proposals will turn the existing tow path, which is narrow, uneven and unlit, into a comfortable, accessible route in an attractive canal setting. The materials and construction details follow the approach used on other upgraded sections of the canal in Kildare, examples of which are shown on drawing #573-PD-2.1, so the route will be in keeping with the wider canal corridor. The graded slopes on either side of the path will be reinstated and left to regenerate naturally, keeping the semi-natural character of the canal. The low colour temperature lighting and cowls will limit the impact on the canal environment.
- **Landscaping:** The connection from the development to the tow path has been positioned so that no mature trees need to be removed. A small section of existing hedgerow will be removed to form the connection, and the retained hedgerow will be supplements with native whip planting. The graded slopes on either side of the upgraded path will be reinstated and left to regenerate naturally.
- **Maintenance:** The tow path will remain in the ownership of Waterways Ireland and will continue to be maintained by Waterways Ireland. The 4m wide connection from the development has been designed to allow maintenance vehicles onto the tow path if required. The removable bollards and openable chicane at the R149 will also allow Waterways Ireland vehicle access, as agreed with Waterways Ireland.
- **Passive Surveillance:** The upgraded tow path runs alongside the Confey GAA club grounds and the proposed residential development, both of which will provide passive surveillance of the route. This section of the tow path is also overlooked by Cope Bridge and by the active railway

line on the opposite side of the canal. Together with the proposed lighting and the expected increase in use, the proposals will significantly improve passive surveillance compared with the current situation.

- **Final Position:** The extent and alignment of the tow path upgrade, between the development and Cope Bridge, has been agreed with Waterways Ireland. The drawing was revised in July 2026 to reflect Waterways Ireland feedback.
- **Permission from Waterways Ireland:** A letter of consent from Waterways Ireland was included with the original planning application.

Please also refer to the responses and documents submitted by Waterman Moylan and McGill Planning.

3. ADDITIONAL CHANGES.

As well as the changes made in response to the items above, further changes have been made to the landscape proposals to align with responses from other members of the multidisciplinary design team. These are set out below.

Creche:

A play area has been added to the landscape proposals, in response to the request for a creche within the development. Please refer to the Landscape Plan (drawing # 573-PD-1.2) for details.

Attenuation areas:

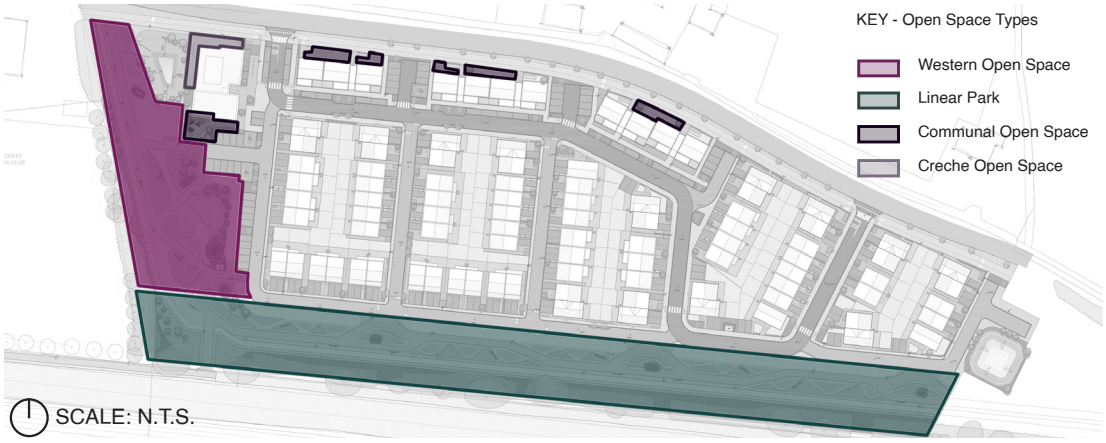
Attenuation basins have been added within the Western Open Space and to the east of the site. Both of these SuDS features are required to facilitate the proposed upgrades to the R149 and do not serve the residential scheme.

The western attenuation basin has been designed as a shallow, gently sloped landscape feature within the Western Open Space, with side slopes of between 1:3 and 1:4. In line with the CIRIA SuDS Manual (C753), the basin has been designed to be safe through its gentle slopes rather than by fencing it off, as slopes of this gradient allow anyone who enters the basin to walk out easily. Fencing would also reduce the amenity value of the open space and make maintenance harder. No fencing is therefore proposed around the western attenuation basin. Landscape sections through the basin are included on drawing # 573-PD-2.2 Key Area Plan - Western Open Space. Please refer to the engineering drawings and report prepared by CHC for full details of the attenuation basin design.

The eastern attenuation basin has a greater depth of water and steeper side slopes due to site restrictions. Therefore, the eastern basin will be enclosed by a 1.8m high bow top railing to prevent public access. Planting is proposed along the railing to soften its appearance and integrate the basin into the surrounding landscape. Please refer to drawing 573-PD-1.4 Boundary Plan & Details for the railing location and details, and to the engineering drawings and report prepared by CHC for full details of the attenuation basin design.

Open Space Quantums:

The public open space calculations have been revised following a review of the net site area. As the attenuation basins are required to facilitate the R149 upgrades rather than serving the residential scheme, these areas have been excluded from the public open space provision. The revised open space quantums are set out below.



	Provided	Required
Communal Open Space (Apartments)	154 sq.m.	144 sq.m.
Communal Open Space (Duplexes)	230 sq.m.	176 sq.m.
Creche Plan Area	126 sq.m.	
Western Open Space	0.3816 Ha	15% of Net Site Area (2.8102 Ha) = 0.4215 Ha
Linear Park	0.8036 Ha	Area as per Confey Master Plan
Total Public Open Space	1.1824 Ha = 27.52% of Site Area (4.2968 Ha)	

For further details open space calculations, please fere to the drawings and reports prepared by TEGOS Architects.