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Senior Administrative Officer,
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20th November 2026

RE: ***Lands located in the townland of "Confey", Leixlip, Co. Kildare.***

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.

Development Address:

Lands located in the townland of "Confey", Leixlip, Co. Kildare.

KCC Reg. Ref:	***26/ 60878***
Date of Request for Further Information:	**23/09/2026**
Final Date to Respond to Request:	**23/11/2026**

Introduction

McGill Planning Limited, 9 Pembroke Street Upper, Dublin 2, D02 KR83, is instructed by the applicant, Leixlip and Newbridge SPV Limited, to submit this further information response to the letter sent by Kildare County Council. This response has been prepared with input from the design team. For convenience, we have listed items requested as they appear in the further information request letter dated the 23rd September 2026.

The revised proposals incorporate a coordinated review of the site layout, residential accommodation, building design, public realm, open space, movement network, parking, servicing and surface water management. The revisions seek to improve the overall coordination of the scheme and its relationship with the surrounding street/road network, adjoining lands and the wider area.

In particular, the red line application boundary has been extended eastwards to incorporate an additional area required to accommodate surface water attenuation infrastructure associated with the future R149 road widening works (lands within the applicants' ownership/control). This amendment facilitates the necessary infrastructure provision and ensures that the application boundary appropriately captures the lands required to support the proposed and safeguarded road improvement works. This is reflected in the revised gross site area.

The overall residential quantum has been reduced from 125 units under the original application to 122 units under the FI submission. The residential character of the development is retained, comprising a mix of houses, apartments and duplex units, together with associated public and communal open space, pedestrian and cycle connections, parking, servicing and infrastructure.

Development Overview and Statistics

The principal development statistics, which have altered as a result of the further information request and as currently set out in the application material, are summarised below.

Development Statistics		
	Original Application	**FI Application**
Site Area	4.260ha (gross) 2.986 ha (net)	4.295ha (gross) 2.868 ha (net)
Floor Area	13,627 m^2	13,395.42 m^2
Density	42 dph net	43.4 dph net
Plot Ratio	0.46	0.45
Total no. of units	125	122
Site Coverage	21.74%	Unchanged
Height	2-5 Storeys	Unchanged
Dual Aspect	Houses - 100% Dual Aspect Apartment/Duplexes - 87% Dual Aspect	Houses - 100% Dual Aspect Apartment/Duplexes - 79% Dual Aspect
Open Space		
Public Open Space	c. 4212 m^2 (14.2% of Net) c. 7423 m^2 (Linear Park)	c. 3816 m^2 (13.5% of Net) c. 8036 m^2 (Linear Park)

	c. 11,835 m^2 or 27.7% (total open space)	c. 11,852 m^2 or c.27.52% (total open space
Communal Open Space	c. 384 sqm	Unchanged
Residential Development		
Dwelling Mix	81 no. residential houses as follows: - 56 no. 3 bed units (c.69%) - 25 no. 4 bed units (c.31%)	Unchanged
Apartment Mix	22 no. residential apartments as follows: - 5 no. 1 bed units (c.23%) - 17 no. 2 bed units (c.77%)	19 no. residential apartments as follows: - 4 no. 1 bed units (c.21%) - 15 no. 2 bed units (c.79%)
Duplex Mix	22 no. residential units as follows: - 11 no. 2 bed units (c.50%) - 11 no. 3 bed units (50%)	Unchanged
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%)	4 no. 1 bed units (c.3%) 26 no. 2 bed units (c.22%) 67 no. 3 bed units (c.55%) 25 no. 4 bed units (c.20%)
Part V	13 no. units (10%)	Unchanged
Parking		
Residential Carparking	175 no. spaces (1.4 ratio)	175 no. spaces (1.43 ratio)
Creche Parking	-	4no. spaces
Cycle parking	384 no. spaces - 362 no. long term spaces - 22 no. short term spaces	402 no. spaces - 368 no. long term spaces - 34 no. short term spaces
Access		
Vehicular Access	R149	Unchanged
Pedestrian/Cycle Access	R149 & Royal Canal Greenway	Unchanged

The main changes incorporated into the FI submission are summarised as follows:

- The gross application site area has marginally increased from 4.260ha to 4.295ha, reflecting an eastward extension of the red line application boundary to accommodate the additional area required for surface water attenuation infrastructure serving the R149 road widening works. The net site area has reduced from 2.986ha to 2.868ha.

- The overall residential unit provision has been reduced from 125 to 122 units, arising from a reduction of three apartments to accommodate the ground floor creche in block A.
- The residential accommodation has been amended, with the apartment provision reduced from 22 to 19 units, comprising four 1-bedroom and 15 2-bedroom apartments.
- The overall public open space provision has been marginally adjusted, with an increase in the Linear Park area and a corresponding reduction in Class 1 Open Space. This reflects the 2.2m northward repositioning of the development to accommodate the Road Reservation, with overall provision remaining broadly consistent with the Original Application.The overall car parking provision has been revised to include 175 residential spaces and four dedicated creche parking spaces.
- Cycle parking provision has increased from 384 to 402 spaces, comprising 368 long-term and 34 short-term spaces.

The FI proposal therefore incorporates a number of amendments arising from further design refinement, technical review and coordination undertaken during the Further Information process.

Item 1: Design and Layout

a) Please note that there are concerns regarding duplex type J-J, which provides for blank gables at either end. It is considered that this is a poor urban design response at visually prominent locations in the proposed scheme. There are also concerns regarding the width of the window openings which are very narrow in some rooms including the bedrooms. It is considered that the narrow window openings add to the severity of the design of the three storey duplex buildings. It is considered that revisions are required to ensure windows are provided in the gable or that revisions are made to reduce the blankness of the gables.

Applicants Response

Noted. In response to the Further Information request, Tego Architects have revised the design of the Type J-J duplex units to address the concerns raised regarding the blank gable elevations and the narrow window openings.

The revised proposals incorporate additional window openings within the gable elevations, together with amendments to the fenestration to improve the overall appearance of the buildings and reduce the perceived blankness of the gables. The revisions provide a more balanced architectural treatment to the duplex units, particularly at visually prominent locations within the development.

Please refer to the revised architectural drawings submitted with this FI.

b) Please submit revised proposals whereby a porch cover is provided for House Type C.

Applicants Response

Noted. The design of House Type C has been revised to incorporate a porch cover, providing shelter to the main entrance and enhancing the architectural appearance of the dwelling.

Please refer to the revised architectural drawings submitted with this FI.

c) Please revise the balcony design for the apartment block whereby the balconies are fully glazed and omit the railing design which offers less privacy and durability.

Applicants Response

Noted. In response to the Further Information request, the balcony designs for the apartment blocks have been revised to incorporate fully glazed balcony enclosures, omitting the previously proposed railing arrangement. Please refer to the revised architectural drawings submitted with this FI.

d) It is considered that a revised colour palette is required throughout the development. It is considered that the apartment block should have one brick type throughout or a softer/lighter brick colour, the darker brick should be omitted from the proposed apartment block. The Applicant is advised to consider a brick finish similar to the lighter brick associated with the housing in Harpurs Lane in Leixlip.

Applicants Response

In response, the material palette for the apartment blocks has been revised to provide a softer and lighter brick finish throughout. The previously proposed darker brick has been omitted from the apartment blocks and replaced with a consistent lighter brick selection, noting reference to Harpur's Lane.



Figure 1: Eastern Elevation to Block A apartments and Creche

Please refer to the revised Materials Schedule and associated architectural drawings submitted with this FI.

e) **The Applicant is requested to clarify where less than 16 metres is provided at back to back housing. Please submit cross sections clearly showing any occurrences where less than 16 metres is being provided and note that the Planning Authority has concerns where the minimum requirements are not being met.**

Applicants Response

The Applicant has reviewed the proposed development to identify all instances where the back-to-back separation distance between opposing houses is less than 16.0m. There are eight such locations throughout the development, each of which is identified by a red dashed box on the accompanying Tegos drawings. The relevant separation distances are also indicated on the drawings and illustrated in the accompanying images and cross-sections.

As set out under Specific Planning Policy Requirement 1 (SPPR 1) of the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)*, a separation distance of 16.0m is generally required between opposing windows serving habitable rooms. The Guidelines also provide for reduced separation distances in circumstances where there are no opposing windows serving habitable rooms and appropriate measures are incorporated to safeguard the privacy and amenity of the occupants.

In this regard, all eight locations where a separation distance of less than 16.0m occurs comprise House Type G1. The design of House Type G1 has been specifically arranged to address the reduced separation distance, with the rear first-floor elevation incorporating two obscure-glazed windows. One of these windows serves as a secondary light source to a bedroom, while the other serves an ensuite. Neither window provides a potential for direct overlooking between opposing properties. Accordingly, the arrangement ensures that the reduced separation distance does not result in overlooking or an unacceptable loss of privacy for future residents.

For comparison, where House Type G is used, the separation distance is greater than 16.0m, allowing for conventional clear-glazed first-floor windows. For example, the separation distance between Units 1 and 19, both of which comprise House Type G1, is 14.77m, whereas the separation distance between Units 2 and 18, comprising House Type G, is 17.5m.

The Applicant considers that the proposed arrangements provide an appropriate response to the localised instances where the separation distance is below 16.0m. The use of House Type G1, together with the obscure glazing to the rear first-floor windows, ensures that there are no directly

opposing clear-glazed windows and that the privacy and residential amenity of future occupants are protected.

The accompanying Tegos drawings identify each of the eight locations, with the relevant separation distances and house type arrangements clearly illustrated. Further details of House Types G and G1, including the relevant plans, elevations and sections, are provided on Drawing No. 2410-0550.

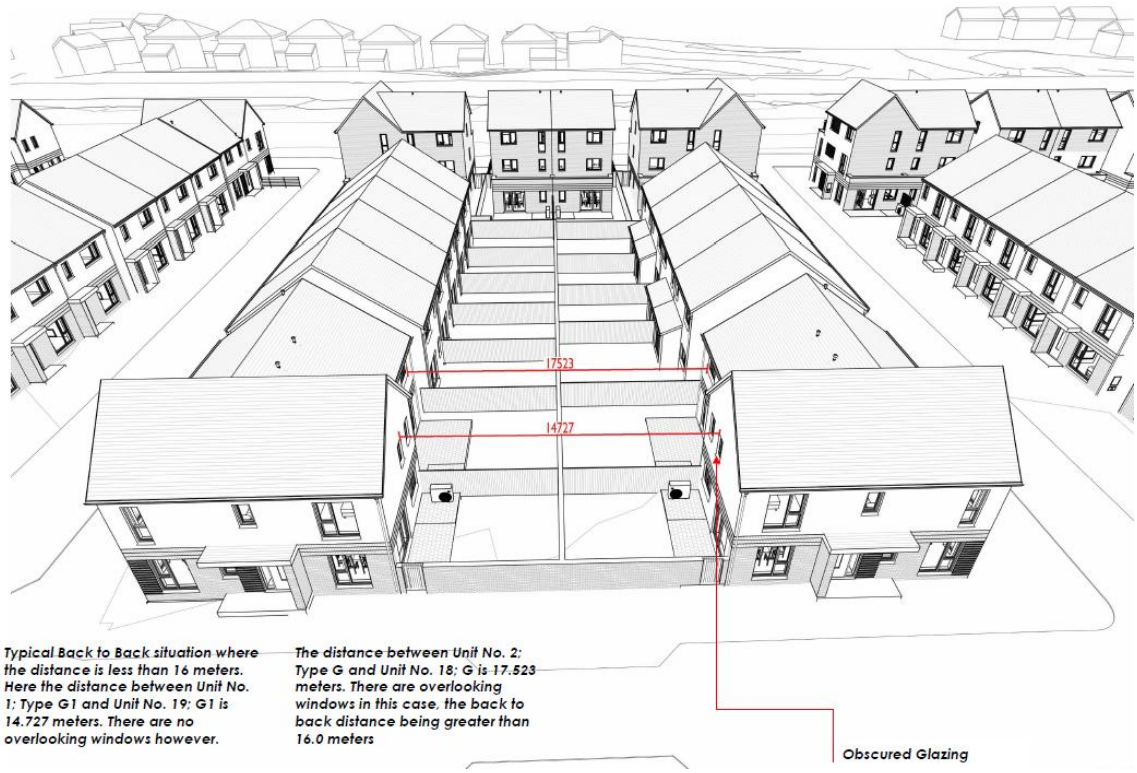


Figure 2:Back-to-Back separation distances

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.

Applicants Response

The landscape proposals have been revised to incorporate additional hedging and supplementary planting around both proposed ESB substations. These measures will provide year-round screening, soften the visual appearance of the structures and ensure their sensitive integration within the surrounding open space areas and public realm.

Please refer to the revised Landscape Plan (Drawing No. 573-PD-1.2) and the accompanying Further Information responses prepared by Tegos Architects and Murphy + Sheanon Horticulture & Landscape Architects for further details.

g) It is noted that the Masterplan for R5 lands within the Confey Masterplan allow for building heights of 2-4 storeys and while the Planning Authority may be willing to consider the proposed 5 storey building, please note that there are concerns that there may be substantial plant required at roof level which will add to the visual impact of the block at this location. The Applicant is requested to clarify what plant is proposed including staircases to the roof and clarify if a grass roof is proposed.

Applicants Response

In response to the Further Information request, the Applicant wishes to clarify the proposed roof-level arrangements for the apartment block and the extent of plant and associated infrastructure proposed.

In relation to building height, it is noted that the Confey Masterplan identifies Character Area R5 as one of the designated higher-density areas. The Masterplan states that building heights within the identified higher-density lands, which expressly include R5, shall generally provide for 2–5 storey buildings, allowing for a range of residential typologies.

While the specific R5 Character Area schedule identifies a building height range of 2–4 storeys, this is to be considered alongside the wider Masterplan provisions, which expressly envisage buildings of up to five storeys within the higher-density character areas, subject to appropriate architectural design and consideration of the overall development context.

The proposed five-storey apartment block is considered consistent with this wider height strategy and the intended higher-density residential character of the western portion of the R5 lands.

With regard to the roof-level arrangements, it is important to clarify that no mechanical plant room or substantial mechanical plant equipment is proposed at roof level. The building's principal plant room is accommodated internally at ground-floor level, thereby avoiding the need for additional plant enclosures or substantial mechanical installations above the building's roofline.

The roof-level provisions are limited to the following ancillary elements:

- Photovoltaic Panels: PV panels are proposed to contribute towards the renewable energy requirements of the development.
- Lift Overrun: A lift overrun is provided to accommodate the lift installation.
- Automatic Opening Vent (AOV): Provided as part of the building's fire safety provisions.
- Roof Maintenance Access: Access for maintenance purposes is provided via a dedicated access ladder.
- Green Roof: A green roof system is proposed, providing ecological benefits and softening the visual appearance of the roof.

These elements do not constitute a substantial rooftop plant installation and have been incorporated into the overall roof design to minimise their visual prominence. The proposed green roof, together with the arrangement of the PV panels, will provide an appropriately treated and integrated roofscape.

Having regard to the provisions of the Confey Masterplan, which expressly identify R5 as a higher-density character area capable of accommodating buildings of up to five storeys, and the fact that

the principal plant infrastructure is contained internally at ground-floor level, the Applicant considers that the proposed building height and roof-level arrangements represent an appropriate design response within the overall Masterplan context.

Please refer to Drawing 2410 - BLD_A - 0565 – Block A Planning GA Plans, including the proposed roof plan and associated materials legend.

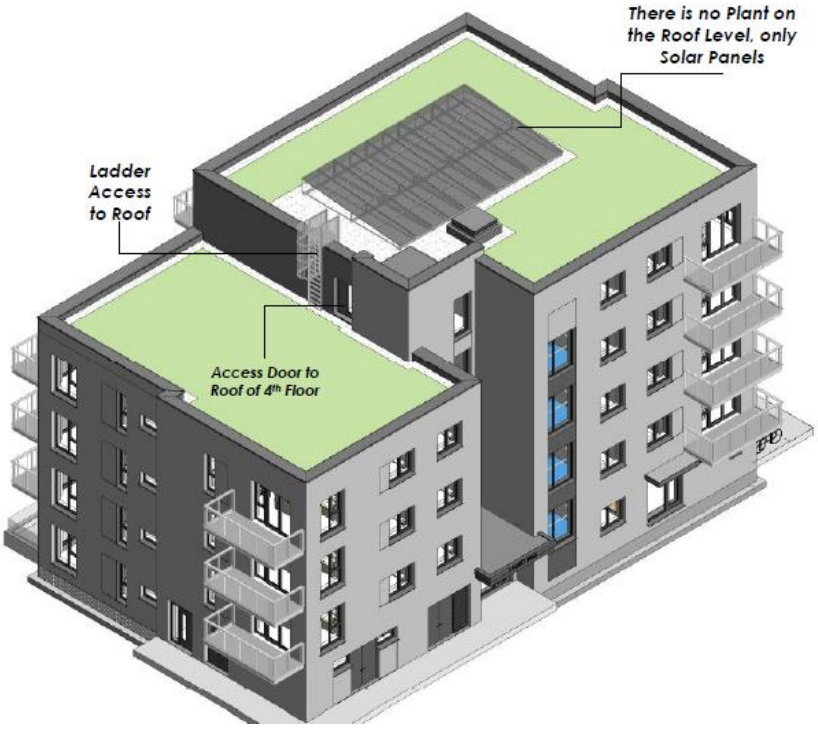


Figure 3: Roof Plan of Apartment Block A

h) Please submit an additional photomontage viewpoint along the R149 to demonstrate the impact of the proposal along the R149.

Applicants Response

In response two additional photomontage viewpoints have been prepared by Digital Dimensions from a location along the R149 to illustrate the visual impact of the proposed development when viewed from this route. Please refer to visuals pack prepared by Digital Dimensions.

Item 2: Childcare Facility

Please note that there are concerns that a childcare facility is not being proposed as part of the proposed development. While the details contained within the SIA and childcare assessment are noted, there are concerns that there is a reliance on facilities that have not yet been constructed

and or/permitted. While the larger crèche currently proposed on the site at Reg. Ref. 26/60746 is noted, this does not yet have the benefit of planning permission. It is considered that a creche should be provided or designed into the proposed scheme should these other facilities not be developed in tandem with the current proposal for 125 no. units. If a childcare facility is not required at a later date, it is considered that there is potential for the building to be used as a community facility. The Applicant is requested to submit revised proposals to address this concern

Applicants Response

Noted. As detailed in the submitted Social Infrastructure Audit and Childcare Assessment, the initial assessment concluded that the proposed development would not, in isolation, generate sufficient demand to necessitate a dedicated on-site childcare facility. Notwithstanding this assessment, and having regard to the Planning Authority's concerns regarding reliance on childcare facilities that have not yet been constructed or secured through the planning process, the Applicant has revised the development proposals to incorporate a dedicated creche facility within the scheme.

The revised scheme now provides a purpose-designed creche facility at ground floor level within Apartment Block A, extending to approximately 218 sq.m. and providing capacity for 34 childcare places. The facility is positioned with frontage onto the principal access route through the development and benefits from a dedicated, secure external play area extending to approximately 126 sq.m.

The creche has been integrated into the overall development layout, with good pedestrian connectivity to the adjoining open space to the west and the proposed public open space. Appropriate parking and set-down provision is also accommodated within the development to facilitate access to the facility and cater for its operational requirements.

Importantly, the incorporation of the creche facility within the existing footprint of Apartment Block A has necessitated a reconfiguration of the internal layout, resulting in the removal of three apartments from the original scheme. Accordingly, the overall residential provision has been reduced from 125 to 122 units to accommodate the creche, together with its associated external play space and access arrangements.

The Applicant considers that the revised proposals satisfactorily address the matters raised by the Planning Authority, providing a dedicated and appropriately located childcare facility, together with associated external play space and parking provision. The accommodation also provides potential flexibility for an alternative community-related use in the future, should the demand for childcare provision not materialise, subject to the necessary planning requirements.

Please refer to the following revised drawings for further details:

- Drawing No. 2410-0565 – Block A GA Plans.
- Drawing No. 2410-0566 – Block A GA Sections & Elevations.

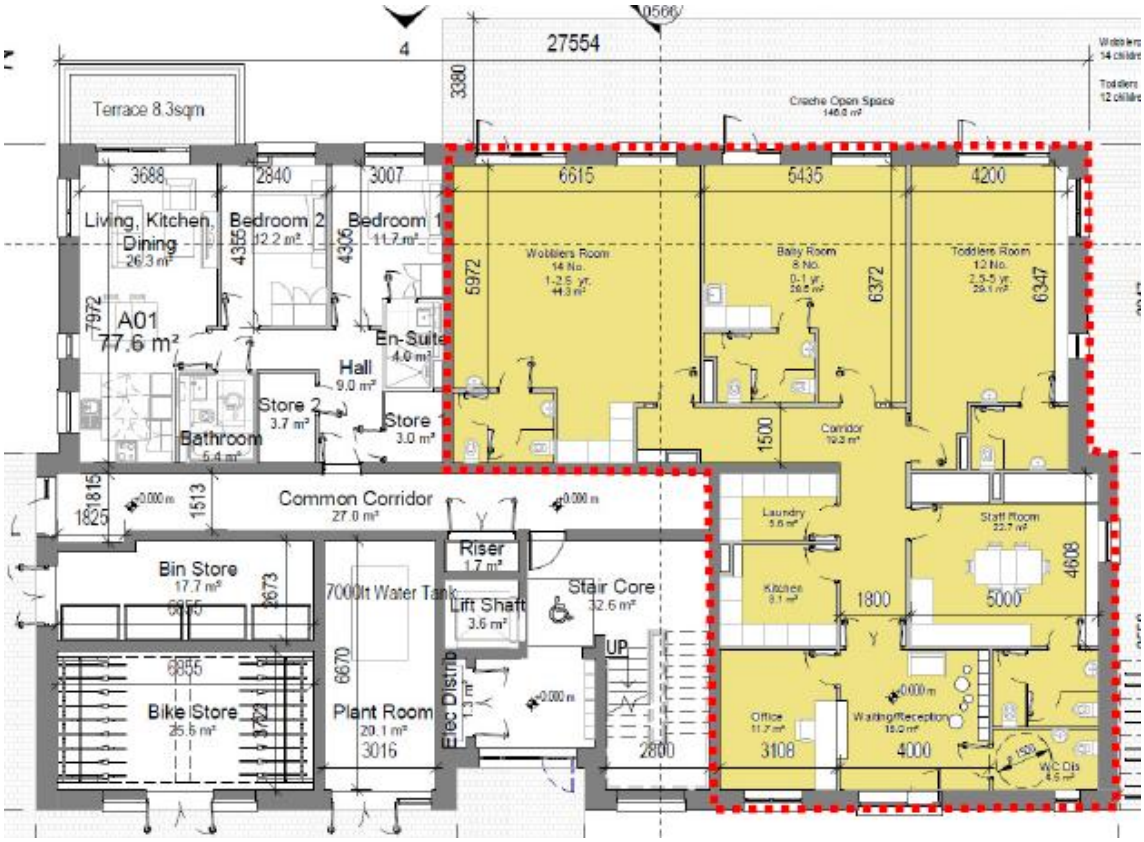


Figure 4: Proposed Creche Facility

Item 3: Tow Path

The proposed upgrade of the canal towpath from Cope Bridge to the boundary of the site is noted. Please clarify if it is intended to upgrade the portion of the towpath to the immediate south of the remainder of the red line boundary and clarify if Waterways Ireland will give consent for this portion of the Royal Canal Greenway to the developed/finished by the Applicant.

Applicants Response

Noted. Applicant wishes to clarify that the proposed towpath improvement works are strictly confined to the section of the existing Royal Canal Greenway located within the red line boundary of the subject application. No works are proposed to the section of towpath immediately south of, or beyond, the application site.

The proposed works will upgrade the existing towpath within the application boundary, providing future residents with a direct and improved pedestrian and cyclist connection to the Royal Canal Greenway and, in turn, Confey Train Station. This will provide future residents with a convenient and direct route between the development, the Royal Canal Greenway and Confey Train Station.

The works comprise the upgrade of the existing towpath to provide a 2.5m-wide path, generally finished in compacted quarry dust, together with a 4m-wide shared surface connection, public lighting, appropriate boundary treatments and supplementary landscaping.

A Letter of Consent from Waterways Ireland was submitted as part of the original planning application, with the detailed proposals also having regard to comments received from Waterways Ireland, particularly in relation to path surfacing and maintenance access.

The Applicant considers that the proposed improvements will provide a meaningful enhancement to the development, ensuring convenient access for future residents to the Royal Canal Greenway and Confey Train Station, while limiting the extent of works to lands within the application boundary.

Please refer to Drawing No. 573-PD-2.1 and the revised Landscape Submission prepared by Murphy + Sheanon Horticulture & Landscape Architects for further details.

Item 4: Traffic and Transportation

a) Please note that there are concerns about the operational capacity of Cope Bridge, Captains Hill, the R149 and the L1015. The proposed improvements and upgrades to the infrastructure required by the Confey Masterplan Phase 1a have not been provided in this application or by outside parties. The Applicant is requested to comment on these concerns.

Applicants Response

The Applicant acknowledges the Planning Authority's concerns regarding the operational capacity of Cope Bridge, Captain's Hill, the R149 and the L1015, and the delivery of the associated infrastructure improvements identified under Phase 1A of the Confey Masterplan.

In response, the Applicant refers to the enclosed Transport Further Information Response prepared by NRB Consulting Engineers, which should be read in conjunction with the Traffic and Transport Assessment (TTA) submitted with the Stage 3 LRD application. This provides further detail on the assessment of the existing road network and the status and delivery arrangements for the relevant Phase 1A infrastructure.

For clarity, the relevant infrastructure measures and their current delivery status are summarised below. This should also be read in conjunction with the infrastructure delivery information provided under Item 4&5 of this Further Information Response.

Element	Requirement under Phase 1A	Delivery Mechanism / Status
Cope Bridge	Replacement and upgrade of Cope Bridge, providing footpaths and cycle lanes in both directions.	The proposed replacement and widening of Cope Bridge forms part of the DART+ West Railway Order, which was approved in July 2024. Construction of the wider DART+ West project is expected to commence in 2027, with overall completion anticipated around 2031, subject to the project programme. In addition, the Applicant understands that another developer in the surrounding area is also engaging with Kildare

		County Council and Irish Rail in relation to the progression of enhanced improvements to Cope Bridge confirmed in recent FI Response (Reg. Ref. 26/60746).
Captain's Hill / R149 Corridor	Improved pedestrian and cycle facilities along the corridor.	Kildare County Council is progressing the Captain's Hill Active Travel Scheme under the Part 8 process (Planning Ref. P8/2026/06). The scheme extends from Main Street, Leixlip northwards along Captain's Hill to Cope Bridge and includes segregated cycle tracks, upgraded footpaths, shared pedestrian and cycle facilities in constrained sections, junction improvements and enhanced pedestrian crossings. The scheme was approved at the Celbridge-Leixlip Municipal District meeting on 16 October 2026 and has received approval for funding under the Housing Infrastructure Investment Fund. It is now progressing to detailed design.
R149 – Cope Bridge to L1015	Footpaths and cycle facilities connecting to the Greenway and upgraded Cope Bridge.	The subject application provides for interim road improvement works along the R149 site frontage, comprising a 6.5m wide carriageway, 1.5m grass verge, 2m wide cycle track and 2m wide footpath, together with associated drainage, signage, road markings and public lighting. The detailed design is set out in the accompanying engineering drawings. A setback development line is also provided to safeguard the corridor required for the future comprehensive upgrading of the R149. Further active-travel improvements along the R149 and L1015 are also proposed under the separate LRD application to Kildare County Council (Reg. Ref. 26/60746), which is currently at Further Information stage. The wider upgrading of the R149 corridor beyond the subject site frontage will require coordination with Kildare County Council and adjoining landowners. The proposed development therefore delivers improvements along its own frontage while safeguarding the potential for the future delivery of the wider corridor improvements.

In respect of Cope Bridge, the updated TTA prepared by NRB Consulting Engineers confirms that the proposed development can be accommodated on the existing road network, including the existing signal-controlled one-way arrangement at the bridge. Accordingly, the assessment does not rely on the proposed bridge upgrade or any assumed increase in capacity arising from its future delivery.

Notwithstanding this, wider infrastructure proposals for Cope Bridge are being progressed separately, including works associated with the DART+ West project and a separate enhanced bridge proposal being considered in coordination with Kildare County Council and Irish Rail.

In relation to Captain's Hill, Kildare County Council's Part 8 Active Travel Scheme will provide improved pedestrian and cyclist infrastructure between Main Street, Leixlip and Cope Bridge, including connections to Confey Railway Station. The scheme is progressing through Kildare County Council, as outlined in the above table.

With regard to the R149, the subject application includes interim road improvement works along the site frontage, as detailed above. The submitted design accommodates pedestrian and cycle infrastructure within the site frontage, while the setback development line safeguards the corridor for the future upgrading of the wider R149. The comprehensive upgrading of this wider corridor will require coordination with Kildare County Council and adjoining landowners, as it extends beyond the ownership and control of the Applicant.

The wider improvements to the R149 and L1015, identified as part of the Phase 1A infrastructure strategy under the Confey Masterplan, are proposed under the separate LRD application to Kildare County Council (Reg. Ref. 26/60746), which is currently at Further Information stage. These proposals are distinct from the R149 frontage works included in the subject application.

For the avoidance of doubt, the TTA assesses the proposed development having regard to the existing road network and does not rely on the completion of outstanding external infrastructure or assumed future improvements to network capacity. Further detail of the traffic assessment is provided in the accompanying NRB Further Information Response.

It is important to note that the proposed development forms part of the first phase of residential development within the Confey Masterplan, comprising development on the R5 lands. As set out in the Planning Report submitted with the original application, the scheme has been prepared having regard to the wider Phase 1A infrastructure requirements and delivery strategy. The subject application provides for public open space and as now incorporated in response to the Planning Authority's Further Information request, an on-site creche facility.

In this regard, reference is also made to Page 123 of the Planning Report, under the section titled 'Confey Masterplan Phasing Table'. This sets out the anticipated phasing of development across the Confey Masterplan lands and identifies the associated infrastructure requirements and delivery arrangements. As outlined in Section 4.1 of the Confey Masterplan, the lands are intended to be delivered in phases, with infrastructure requirements to be addressed through the relevant planning applications and development management process. While the phasing requirements are indicative and may be amended subject to agreement with the Planning Authority and appropriate justification, all proposals are required to have regard to the relevant Traffic and Transport Assessments and the strategic location of the lands.

Other Phase 1A infrastructure elements are proposed to be progressed through separate projects, including the adjoining LRD application (Reg. Ref. 26/60746) and Kildare County Council's infrastructure programme. Their delivery and timing will be addressed in accordance with the overall infrastructure strategy for the Confey Masterplan and the requirements of the relevant development phases.

Having regard to the traffic assessment undertaken by NRB Consulting Engineers, the Applicant considers that the proposed development can be accommodated on the existing road network. The subject application provides for the R149 frontage improvements and safeguards the potential for future upgrading of the wider corridor. The development has therefore been designed having regard to the wider Phase 1A infrastructure strategy without relying on the completion of outstanding external infrastructure.

b) The Applicant is requested 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. Proposed design to R149 to include drainage, signing and lining and public lighting.

Applicants Response

In response to the Further Information request, Corrigan Hodnett Consulting Engineers have prepared an interim road improvement design for the R149 along the frontage of the subject site. The proposed arrangement provides for a 6.5m wide carriageway, 1.5m grass verge, 2m wide cycle track and 2m wide footpath, together with associated drainage, signage, road markings and public lighting. Refer to the accompanying engineering drawings and Further Information Response.

The Applicant acknowledges the objectives of the Confey Masterplan, particularly Sections 5.3 and 5.4 of the Strategic Transport and Mobility Report, which identify the R149 as a high street incorporating high-quality pedestrian and active-travel facilities. The Masterplan also recognises that the detailed planning and delivery of the active-travel network and associated road infrastructure will be progressed through subsequent planning applications and the coordinated development of the wider Masterplan lands.

The submitted design demonstrates how the required pedestrian and cycle infrastructure can be accommodated along the subject site's frontage. The proposed arrangement transitions back to the existing narrower road cross-section at either end of the site, reflecting the existing road geometry and constraints associated with adjoining lands outside the Applicant's ownership and control. Accordingly, the proposed works represent an appropriate frontage improvement, while recognising that the comprehensive upgrading of the wider R149 corridor requires a coordinated approach.

The Applicant notes that the ultimate upgrading of the R149 between Cope Bridge and the L1015 represents a wider strategic infrastructure objective involving multiple landholdings and sections of the existing public road network. Its delivery will therefore require coordination with Kildare County Council and relevant adjoining landowners, potentially through a Council-led scheme. This is consistent with the wider infrastructure delivery strategy established under the Confey Masterplan.

In considering the appropriate extent of the proposed road improvements, the Applicant also has regard to Section 34(4) of the Planning and Development Act 2000, as amended. In particular, Section 34(4)(b) provides for conditions requiring works considered necessary for the purposes of the development, while Section 34(4)(m) provides for the delivery of roads and other public infrastructure in excess of the immediate needs of a development, subject to the local authority

meeting the cost of the additional works and taking them in charge, or otherwise entering into an agreement with the Applicant.

The Applicant considers that the proposed frontage improvements appropriately address the infrastructure requirements arising from the subject development, while the comprehensive upgrading of the wider R149 corridor represents a broader strategic objective more appropriately progressed through a coordinated approach involving Kildare County Council and adjoining landowners.

Notwithstanding the above, the Applicant has sought to facilitate the future delivery of the wider R149 improvements through the provision of a setback development line along the site frontage. This safeguards the corridor required to accommodate the future carriageway, footpath, cycle track and verge, ensuring that the proposed development does not prejudice or constrain the ultimate upgrade. This arrangement is illustrated on Drawing *CHC-00-GR-DR-C-00102 – Future R149 Road Improvements*.

The Applicant considers that the proposed frontage improvements, together with the safeguarding of the future road corridor, represent an appropriate and proportionate response to the Masterplan objectives and the Further Information request. The works will deliver meaningful improvements to pedestrian, cyclist and vehicular infrastructure along the subject site's frontage, while facilitating the future comprehensive upgrading of the wider R149 corridor.

Having regard to the strategic nature of the wider upgrade, and the fact that its delivery extends beyond the ownership and control of the Applicant, the Applicant respectfully submits that the comprehensive upgrading of the entire corridor should be addressed through the wider Masterplan infrastructure strategy, rather than being a requirement to be completed prior to occupation of the subject development .The Applicant remains committed to coordinating the detailed design and delivery of the frontage improvements with Kildare County Council's Roads and Transportation Department.

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.

Applicants Response

The Applicant respectfully notes that the proposed pedestrian and cycle linkage between the development and the Royal Canal, including the associated towpath upgrade works, was included within the original planning submission. The relevant details are provided on Drawing 573-PD-2.1 – Tow Path Upgrades, prepared by Murphy + Sheanon Horticulture & Landscape Architecture.

The drawing is prepared at a scale of 1:500 and identifies the proposed connection between the development site and the existing canal towpath, together with the extent and nature of the proposed upgrade works. It also includes typical cross-sections illustrating the proposed path construction, dimensions and surfacing arrangements. The proposals provide for a 2.5m-wide towpath, with compacted quarry dust surfacing along the existing path and a bitmac/asphalt surface on the ramp and approach to Cope Bridge, together with the associated sub-base construction and crossfalls.

The drawing also addresses the wider permeability and environmental considerations raised by the Planning Authority, including the proposed 4m-wide shared-surface connection to facilitate maintenance vehicle access, lighting columns at approximately 25m centres, boundary treatments incorporating removable bollards and a removable chicane system, and the retention and supplementation of existing hedgerow planting with native species. The proposed lighting specification includes a warm colour temperature of 2200K–2700K and cowls to minimise light spill. Further details of the proposed landscape treatment and integration with the surrounding environment are provided in the accompanying Landscape submission.

The proposals were developed in consultation with Waterways Ireland, with the design amended to address its comments in relation to the proposed surfacing and provision of maintenance access. The revised proposals were subsequently reviewed by Waterways Ireland, which issued a Letter of Consent in respect of the proposed towpath upgrade works. This Letter of Consent was submitted as part of the original planning application.

Please refer to *Drawing 573-PD-2.1 – Towpath Upgrades*, together with the accompanying Landscape Submission prepared by Murphy + Sheanon Horticulture & Landscape Architecture and the Public Lighting Plans prepared by Sabre Consulting Engineers.

Item 5: Traffic and Transport Assessment (TTA)

a) Traffic surveys to be undertaken in normal school term, not June,
b) TTA to include Cope Bridge, Captains Hill and Leixlip junctions in assessment,
c) TTA to include the cumulative effect of the 26/60746 and this application,
d) TTA to omit external infrastructure not constructed yet i.e. Cope Bridge upgrade, Part 8 Captains Hill and northern link road,
e) TTA to include a revised modal shift of 42% car share not 32%.

Applicants Response

An updated Traffic and Transport Assessment (TTA) has been prepared by NRB Consulting Engineers in response to the Further Information request. The revised assessment addresses each of the matters raised by the Planning Authority, as follows:

a) Traffic Surveys: Additional traffic surveys were undertaken in October 2026 during normal school term, providing an appropriate and representative basis for the revised traffic assessment.

b) Junction Assessment: The revised TTA includes Cope Bridge, Captains Hill and the relevant Leixlip junctions within the assessment area, with the performance of these junctions assessed as part of the revised analysis.

c) Cumulative Impact: The revised TTA assesses the cumulative traffic impact of the proposed development alongside the permitted/proposed development under Reg. Ref. 26/60746, having regard to the combined traffic generation and impact on the surrounding road network.

d) External Infrastructure: The revised TTA acknowledges the existence of committed infrastructure projects which have not yet been constructed, including the Cope Bridge upgrade, Captains Hill Part 8 works and the Northern Link Road. However, these projects have not been relied upon in undertaking the assessment of the proposed development. The traffic and transport analysis has been undertaken on the basis of the existing road and transport network, with no assumed improvements to network capacity, accessibility or modal share arising from the delivery of these future infrastructure projects. Accordingly, the assessment provides a robust appraisal of the proposed development without reliance on infrastructure that has yet to be delivered.

e) Modal Share: Noted. As outlined in NRB's TTA, the assessment makes no allowance for modal shift and relies entirely on standard TRICS trip generation rates, with no reduction applied. Accordingly, the reference to a revised 42% car modal share is considered to be in error.

The revised TTA and associated technical analysis prepared by NRB Consulting Engineers are submitted herewith and should be read in conjunction with this response.

Item 6

The Applicant is requested to resubmit CHC-00-GR-DR-C-00102 dated 15.07.2026 drawing showing all footpath and car parking dimensions.

Applicants Response

Noted. Drawing *CHC-00-GR-DR-C-00102 (Revision P04)* has been revised to clearly identify the dimensions of all proposed footpaths and car parking spaces within the development.

Please refer to the revised drawing for further details

Item 7

The Applicant is requested to clarify the tabletop arrangement of R4 and R2 where indent is located within the proposed tabletop.

Applicants Response

The indents at the R4 and R2 junctions were originally proposed as a horizontal deflection measure to assist in reducing vehicle speeds. However, given that both junctions incorporate vertical deflection measures in the form of raised tabletop arrangements, the indents have been removed from the revised proposals.

This amendment has been reviewed and confirmed by Corrigan Hodnett Consulting Engineers. The revised drawings have been updated accordingly to reflect the removal of the indents.

Item 8

The Applicant is requested to submit a drawing showing that the RSA recommendations including:

RSA

4.1: No footpath provided on R149

4.2: Limited visibility splays onto R149

4.3: Limited internal visibility splays on internal roads

QA

5.1: Accessibility: lack of continuous footpaths

5.2: Lack of dimension for car parking spaces

6.1: Walking: Footpaths

6.2: Lack of permeability links to canal towpath/future greenway

6.3: Lack of footpaths to R149

7.0: Cycling: No provision of cycling to train station

Applicants Response

The recommendations raised within the Road Safety Audit and Quality Audit have been reviewed and addressed through amendments to the proposed site layout.

The revised drawing, ref. *CHC-00-GR-DR-C-00105*, titled 'Measures to Address Quality Audit Problems', identifies the location of each item raised and illustrates the corresponding proposed mitigation measures. These include improved footpath provision and pedestrian connections, visibility splays at site accesses and internal junctions, revised parking arrangements, permeability links to the Royal Canal towpath/future Greenway and provision for future cycle infrastructure.

The proposed measures have been developed in accordance with the Audit Feedback Form and reviewed by the Road Safety Audit Team, Bruton Consulting Engineers, who have confirmed that the proposals are acceptable.

Refer to the revised accompanying engineering drawing for further details.

Item 9: Water Services/Flood Risk

a) The Applicant is requested to submit a hydraulic analysis inclusive of longitudinal and Cross sections of the proposed outfall route through Confey GAA grounds to the River Liffey. The Applicant shall demonstrate that flood risk is not increased for peak rainfall events for land

and properties downstream of the discharge point. A CCTV survey and report is also required for any piped or culverted sections of the surface water discharge route.

Applicants Response

JBA Consulting, in preparing the supplementary Hydraulic Assessment of the Receiving Watercourse and Downstream Flood Risk, has reviewed the proposed surface water drainage arrangement and undertaken a hydraulic assessment of the receiving watercourse and downstream flood risk.

The assessment confirms that the proposed surface water drainage route does not pass through Confey GAA grounds or connect to the existing GAA culvert. Instead, surface water runoff from the development will be restricted to a maximum discharge rate of 3.7 l/s and conveyed via five outfalls to the existing open drainage channel along the southern boundary of the site. This channel discharges to the Oranstown/Silleacháin Stream, which flows southwards and ultimately joins the River Liffey approximately 1.3 km downstream.

JBA's assessment confirms that the GAA culvert is located on the opposite bank of the Oranstown/Silleacháin Stream and has no connection to the proposed development drainage network. The existing open drainage channel receiving the proposed discharge contains no culverted sections. A CCTV survey of the separate GAA culvert was previously undertaken under planning reference 26/60746 and is included in the corresponding Further Information Response for completeness.

To assess the potential impact of the proposed discharge, JBA developed and applied a hydraulic model incorporating the Oranstown/Silleacháin Stream and the wider receiving watercourse system. The assessment considered both existing and proposed conditions, including the 1% AEP flood event and the High-End Future Scenario, incorporating a 30% increase in flow. JBA's findings confirm that the proposed restricted discharge will not result in an increase in downstream flood levels.

The supplementary Hydraulic Assessment includes the relevant hydraulic cross-sections and structure long sections, illustrating the receiving watercourse, existing drainage infrastructure and proposed outfall arrangements. These drawings, together with the hydraulic assessment, demonstrate the proposed drainage route and provide the supporting technical information requested by the Planning Authority.

The Applicant therefore clarifies that the outfall route described in the Planning Authority's request, through Confey GAA grounds and its associated culvert, does not form part of the proposed drainage arrangement. The relevant drainage route and receiving watercourse are detailed in the submitted drainage drawings and supplementary Hydraulic Assessment.

b) Written Consent is required from Waterways Ireland/Inland Fisheries for the proposed surface Water discharge from the development to the Silleachain stream.

Applicants Response

In response to the above, reference is made to the original Flood Risk Assessment and the supplementary Hydraulic Assessment of the Receiving Watercourse and Downstream Flood Risk, together with the associated Engineering Documentation prepared by JBA Consulting. These

documents should be read in conjunction with the submitted Infrastructure Design Report and proposed surface water drainage drawings.

At the outset, it is noted that the proposed surface water drainage arrangement does not involve a direct discharge to the Royal Canal or require a new connection to the Canal. In this arrangement, surface water from the proposed development will be restricted to a maximum discharge rate of 3.7 l/s and conveyed via five outfalls to the existing open drainage channel along the southern boundary of the site, which runs parallel to the Royal Canal. This existing drainage channel discharges to the Oranstown/Silleacháin Stream, which flows southwards and ultimately joins the River Liffey approximately 1.3 km downstream.

Accordingly, the proposed development will utilise the existing drainage route and receiving watercourse, with no new connection to, or discharge directly into, the Royal Canal proposed. It is important to distinguish between the discharge to the existing open drainage channel and the Royal Canal itself, as these are separate drainage features.

As detailed in the supplementary Hydraulic Assessment prepared by JBA Consulting, the proposed discharge will be restricted to 3.7 l/s. The accompanying hydraulic assessment has considered the impact of the proposed discharge on the receiving watercourse and downstream flood risk, concluding that the proposed arrangement will not result in an increase in downstream flood levels.

Having regard to the above, the Applicant considers that the proposed drainage arrangement has been appropriately assessed and that, given the use of the existing drainage route and the absence of any direct discharge to, or new connection with, the Royal Canal, separate written consent is not considered necessary in this instance.

Furthermore, and notwithstanding the above, reference is made to Section 34(13) of the Planning and Development Act 2000, as amended, which remains applicable to the subject application having regard to the transitional arrangements under the Planning and Development Act 2024. Section 34(13) provides that:

"34.— (13) A person shall not be entitled solely by reason of a permission under this section to carry out any development."

The equivalent provision is also retained under Section 83(3) of the Planning and Development Act 2024. These provisions clarify that the grant of planning permission does not, in itself, confer an entitlement to carry out development where separate statutory or third-party consents may be required.

On this basis, the Applicant considers that the proposed drainage arrangement is appropriately addressed through the submitted engineering documentation and that no separate written consent is required in respect of the proposed development.

Item 10: Archaeology

Please note that a submission has been received from the Department of Housing, Local Government and Heritage, in which it is indicated that the Department reviewed the documentation and recommends Further Information as follows:

a) The Applicant is required to engage a suitably qualified Archaeologist to carry out a programme of Archaeological Geophysical Survey and Archaeological Test Excavation. No sub-surface work, including site investigations or other enabling/preparatory groundworks, shall be undertaken in the absence of the Archaeologist without his/her express consent.

Applicants Response

The planning application was accompanied by an Archaeological Desktop Assessment prepared by Shanarc Archaeology Ltd. The assessment considered the known archaeological, built heritage and cultural heritage resource within and in the vicinity of the application site, assessed the potential impacts arising from the proposed development and considered the potential for sub-surface archaeological remains.

In response to the Department's Further Information request, the Applicant confirms that Shanarc Archaeology Ltd. has been retained to undertake the required archaeological investigations in connection with the proposed development, including the archaeological geophysical survey and subsequent archaeological test excavation.

The Applicant further confirms that no sub-surface works, including site investigations or other enabling/preparatory groundworks, will be undertaken in the absence of the appointed Archaeologist or without his/her prior express consent.

b) The Archaeological Geophysical Survey and Test Excavation must be carried out under consent/licence from the Department and in accordance with an approved method statement/s; note a period of 4-5 weeks should be allowed to facilitate processing and approval of the licence application and method statement.

Applicants Response

The archaeological geophysical survey licence application and associated method statement were submitted to the National Monuments Service on 20th October 2026.

As confirmed by Shanarc Archaeology Ltd., the geophysical survey fieldwork cannot commence until the relevant licence has been granted and the National Monuments Service has been notified of the proposed commencement of the works.

Upon receipt of the necessary licence, the geophysical survey will be undertaken as a priority, with the resulting findings compiled into an archaeological report and submitted to the Department. The application for the subsequent archaeological test excavation licence will then be progressed following completion of the geophysical survey and submission of the associated report, in accordance with the requirements of the National Monuments Service.

c) ***Test trenches shall be excavated at locations chosen by the Archaeologist, having consulted the site drawings and results of the geophysical survey. Where archaeological material is shown to be present, the Archaeologist shall suspend works in the area of archaeological interest pending further advice from the Planning Authority, in consultation with the***

Department. Please note that all features/archaeological surfaces within the test trenches are to be hand-cleaned and clearly visible for photographic purposes.

Applicants Response

The location and extent of the archaeological test trenches will be determined by Shanarc Archaeology Ltd., having regard to the proposed development drawings and the findings of the archaeological geophysical survey.

Any archaeological features, deposits or surfaces identified within the test trenches will be appropriately hand-cleaned to ensure that they are clearly visible for recording and photographic purposes. All archaeological findings will be appropriately recorded and photographed.

Where archaeological material is encountered, works within the relevant area will be suspended pending further advice from the Planning Authority, in consultation with the Department.

d) Having completed the work, the Archaeologist shall submit a written report to the Department and the Planning Authority describing the findings, including the results of the geophysical survey and test excavation. The report must contain a comprehensive impact statement and shall comment on the degree to which the extent, location and levels of all proposed works required for the development will affect the archaeological remains. This should be illustrated with appropriate plans, sections, etc.

Applicants Response

Upon completion of the archaeological investigations, Shanarc Archaeology Ltd. will prepare and submit the required archaeological reports to the Department and the Planning Authority.

The reports will document the findings of the geophysical survey and subsequent archaeological test excavations and will include a comprehensive archaeological impact assessment addressing the extent, location and levels of the proposed development works and their potential impact on any identified archaeological remains.

The reports will also be supported by appropriate drawings, plans and sections, as necessary, to clearly illustrate the findings and assess the relationship between any identified archaeological remains and the proposed development.

e) Where archaeological material is shown to be present, further mitigation measures will be required; these may include refusal, redesign to allow for preservation in situ, excavation and/or monitoring as deemed appropriate. The Department will advise the Planning Authority with regard to these matters.

The Applicant is requested to comment on the submission and submit revised proposals where appropriate.

Applicants Response

The Applicant acknowledges that further archaeological mitigation may be required depending on the findings of the archaeological investigations.

Any such measures, including preservation in situ, redesign of the proposed development, archaeological excavation and/or archaeological monitoring, will be considered in consultation with the Department and the Planning Authority and progressed in accordance with their requirements.

The Applicant confirms its commitment to implementing any further archaeological mitigation measures deemed necessary by the relevant authorities following completion of the investigations and consideration of the associated archaeological reports.

Archaeological Programme, Statutory LRD Timeframes and Request for Planning Condition

The Applicant has appointed Shanarc Archaeology Ltd. and submitted an application for an archaeological geophysical survey licence to the National Monuments Service on 20th October 2026.

As confirmed by Shanarc Archaeology Ltd. in correspondence dated 12th November 2026, the geophysical survey cannot commence until the relevant licence is granted. Following completion and reporting of the survey, the subsequent archaeological test excavation licence will be progressed. Current processing times for archaeological excavation licences are exceeding 10 weeks, compared with the usual 5–6 weeks.

Under Article 33(3A) of the Planning and Development Regulations 2001, as amended, the applicable timeframe for responding to a Further Information request is two months, with an extension of up to six months only where the request relates to Environmental Impact Assessment (EIA) or Appropriate Assessment (AA). The proposed development was screened out of both EIA and AA and, accordingly, neither an Environmental Impact Assessment Report (EIAR) nor a Natura Impact Statement (NIS) was required.

Importantly, the archaeological requirements raised under Item 10 are separate from, and do not relate to, the preparation of an EIAR or NIS, nor do they constitute outstanding information required to complete an EIA or AA. They comprise a separate programme of archaeological investigations requiring statutory licences, fieldwork and subsequent reporting. Accordingly, the Applicant submits that the extended six-month period under Article 33(3A) does not apply.

Given the current licensing delays, completion of the full archaeological investigation programme within the applicable two-month Further Information period is impracticable, notwithstanding the steps already taken by the Applicant to progress the works.

The Applicant remains committed to completing the required investigations and respectfully requests that the outstanding archaeological works, including geophysical survey, test excavations, any necessary mitigation and associated reporting, be secured by an appropriate condition of planning permission.

Such a condition would require the investigations and any resulting mitigation measures to be completed to the satisfaction of the relevant authorities prior to commencement of development.

This represents a reasonable and proportionate approach, ensuring that the Department's archaeological requirements are fully addressed while recognising the statutory licensing procedures and applicable LRD Further Information timeframe.

Please refer to the accompanying correspondence from Shanarc Archaeology Ltd. dated 12th November 2026.

Item 11: Taking in Charge

It is noted that a portion of the surface water network (SA5 to SA7) traverses' areas of the proposed development which are not intended to be Taken in Charge. The Applicant is asked to review and revise the proposed surface water network design to ensure that the surface water network is positioned within areas intended to be Taken in Charge.

Applicants Response

The Applicant confirms that the proposed surface water network has been reviewed and amended to address this matter. The network has been revised to ensure that all surface water infrastructure, including the section previously identified between SA5 and SA7, is located within areas proposed to be Taken in Charge.

Please refer to the updated Engineering Drawing, ref. CHC-00-GR-DR-C-00200 (Revision S4-P04), titled *'Drainage Layout'*, prepared by Corrigan Hodnett Consulting Civil & Structural Engineers, and the updated Taking in Charge Plan prepared by Tegos, for further details.

Item 12:

Please note that 12 no. third party submissions were received in relation to the proposed development. The Applicant is advised to review the content of the third-party submissions and to submit responses to the issues raised.

Applicants Response

Having reviewed the matters raised in the 12 no. third-party submissions, the Applicant and Design Team confirm that the issues raised have been considered and addressed, as appropriate, in the accompanying Further Information Response. A detailed response to the matters raised in the third-party submissions is provided in Appendix A of this submission.

Having regard to the responses provided in Appendix A, together with the supporting planning, environmental and technical documentation submitted as part of this Further Information Response, the Applicant and Design Team are satisfied that the proposed development remains consistent with the relevant national, regional and local planning policy framework and continues to represent an acceptable form of development for the site.

Conclusion

This Further Information Response has been prepared by the Applicant's Design Team, comprising TEGOS Architects, Murphy + Sheanon Horticulture & Landscape Architecture, Corrigan Hodnett Consulting Civil & Structural Engineers, Charles McCorkell Arboricultural Consultancy, NRB Consulting Engineers, Shanarc Archaeology, Digital Dimensions, JBA Consulting Engineers and Sabre.

The submission provides a coordinated response to the matters raised by Kildare County Council, incorporating amendments to the proposed development and additional supporting technical information.

The principal revisions include a reduction in residential provision from 125 to 122 units, amendments to the apartment layout and creche provision, refinements to the public realm and open space, and further detail in relation to transportation, drainage, infrastructure and archaeology. The application boundary has also been extended eastwards to accommodate the surface water attenuation area required to serve the R149 road widening works.

The Applicant and Design Team have carefully considered and addressed the matters raised through the Further Information process and respectfully request that Kildare County Council grant planning permission for the revised development, subject to appropriate conditions.

Yours faithfully,

Sean Maguire

Senior Planner

Appendix A – Response to Third Party Submissions

Submission Theme	Main issues	Applicants Response
Traffic and road capacity	Existing congestion on the R149, Captain's Hill and through Leixlip Village, particularly at peak and school times. Concerns also relate to N3–N4 through traffic and the suitability of rural roads, including the L1014 and L1015, for increased traffic.	The original Traffic and Transport Assessment (TTA) considered the capacity and operation of the surrounding road network, including the R149 and relevant junctions within Leixlip. In response to concerns raised, the updated TTA, prepared by NRB Consulting Engineers, incorporates additional traffic surveys undertaken in October 2026 during the normal school term. It assesses Cope Bridge, Captain's Hill and relevant Leixlip junctions, and considers the cumulative traffic impact of the subject development alongside KCC Reg. Ref. 26/60746. The assessment is based on the existing road network and does not rely on the delivery of the Cope Bridge upgrade, Captain's Hill Part 8 works or Northern Link Road. The Applicant considers that the development can be accommodated on the existing network, while acknowledging the wider strategic infrastructure requirements identified in the Confey Masterplan.
Cope Bridge	The bridge's one-way signalised operation, 3.5-tonne weight limit, damaged kerbing and signal boxes are raised as existing constraints. Concerns are expressed that the required upgrade is unfunded or delayed, including in connection with DART+ West.	Concerns regarding the existing one-way signal-controlled operation, capacity and physical condition of Cope Bridge are acknowledged. The updated TTA assesses the proposed development using the existing bridge arrangement and does not rely on any assumed increase in capacity arising from future bridge works. The proposed replacement and widening of Cope Bridge forms part of the DART+ West Railway Order, approved in July 2024, with construction of the wider project expected to commence in 2027 and completion anticipated around 2031, subject to the project programme. In addition, the Applicant understands that other developers in the surrounding area are also engaging with Kildare County Council and Irish Rail in relation to the progression of enhanced improvements to Cope Bridge.
Construction access and weight limits	Weight and width restrictions at Cope Bridge, Kellystown Bridge on the L1014 and the L3005 are said to leave no suitable legal route for construction HGVs. A legally compliant construction access plan is sought.	The proposed primary construction access will be from the R149, with on-site turning facilities to allow construction HGVs to enter and exit the site in forward gear. The appointed Contractor will be responsible for managing and scheduling deliveries to minimise disruption to the surrounding road network. A detailed Construction Traffic Management Plan (CTMP) will be agreed with Kildare County Council prior to commencement of development. This will address final HGV routing, applicable road and bridge restrictions, delivery management, traffic control, wheel washing and road cleaning. The final construction arrangements will therefore be subject to agreement with the Planning Authority rather than being treated as already approved.
Road safety and site access junctions	Concerns include 51 recorded collisions between 2016 and 2024, the safety of site accesses onto the 60 km/h R149 and the proximity of an access to the L5052 junction, where a fatal	Concerns regarding road safety along the R149, the proposed site accesses, visibility and the historical collision record are acknowledged. The FI submission includes revised engineering drawing CHC-00-GR-DR-C-00105, Measures to Address Quality Audit Problems, which identifies the audit issues and the corresponding design measures. These include improved footpaths and pedestrian connections, visibility splays at the site accesses and internal junctions, revised parking arrangements, permeability links to the Royal Canal towpath/future Greenway and provision for future cycle infrastructure. The revised proposals were reviewed by the Road Safety Audit Team, Bruton Consulting Engineers, who confirmed that the measures are acceptable. The

	collision occurred in 2008. A Safe System approach is sought.	updated TTA also assesses Cope Bridge, Captain's Hill and relevant Leixlip junctions as part of the wider transport assessment.
Infrastructure Timing/Delivery	The Western Road Bypass Option 4, northern link road and Cope Bridge upgrade are considered insufficiently secured. Observers argue that development and occupation should not proceed ahead of the necessary transport infrastructure and network capacity.	The Applicant acknowledges concerns that development should not proceed in advance of strategic infrastructure, including the Cope Bridge upgrade, Captain's Hill improvements, Northern Link Road and wider R149 works. A number of these projects are being progressed separately under the wider Confey Masterplan. Kildare County Council's Captain's Hill Active Travel Scheme, Part 8 Ref. P8/2026/06, was approved on 16 October 2026, has received funding approval under the Housing Infrastructure Investment Fund and is progressing to detailed design. The Cope Bridge replacement and widening is included in the DART+ West Railway Order, while a separate enhanced bridge proposal is also being progressed by the Applicant with Kildare County Council and Irish Rail. The subject application provides interim R149 frontage improvements and safeguards a corridor for future upgrading. The updated TTA assesses the development on the existing road network and does not rely on the completion of these outstanding external projects.
TTA methodology, modal shift and parking	Concerns relate to the timing of the June traffic survey outside the school term, the PM peak hour selected, the 5% screening threshold and the assumed 32% car mode share. Travel Plan targets are described as incomplete, and the adequacy of 175 parking spaces is questioned.	Concerns regarding the timing of the original traffic surveys, junction coverage, cumulative traffic, modal share assumptions and parking provision are acknowledged. The updated TTA includes additional surveys undertaken in October 2026 during the normal school term and assesses Cope Bridge, Captain's Hill and relevant Leixlip junctions, including the cumulative impact of KCC Reg. Ref. 26/60746. NRB confirms that no modal-shift reduction has been applied to the standard TRICS trip-generation rates and that the reference to a revised 42% car modal share is in error. The assessment therefore does not rely on assumed reductions in car use to demonstrate network capacity. The revised scheme provides 175 residential car parking spaces, four dedicated creche spaces and 402 cycle parking spaces, comprising 368 long-term and 34 short-term spaces. The residential provision has also been reduced from 125 to 122 units through the incorporation of the creche.
Cumulative impact	Submitters identify potential cumulative effects with LRD 2660746, the R2 and R5 lands, DART+ West works and the wider Confey Masterplan, including its anticipated 1,700-plus units. Concerns also include inconsistent traffic assessments and shared discharge to the Silleachain Stream.	The updated TTA expressly assesses the cumulative traffic impact of the subject development alongside the adjoining development under KCC Reg. Ref. 26/60746. This includes assessment of Cope Bridge, Captain's Hill and relevant Leixlip junctions, using the existing road network and without relying on infrastructure that has not yet been delivered. The FI also identifies the status of wider infrastructure projects associated with the Confey Masterplan, including DART+ West and the Captain's Hill Active Travel Scheme. The TTA 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. In relation to drainage, a supplementary JBA hydraulic assessment considers the proposed development's discharge and downstream flood risk. JBA's findings confirm that the proposed restricted discharge will not result in an increase in downstream flood levels.
Public transport	Concerns include overcrowding on the Maynooth railway line,	The original Public Transport Capacity Assessment, included as Appendix L of the TTA and based on the original 125-unit scheme, estimated additional weekday AM peak demand of approximately six bus passengers and

	delays to DART+ West, buses being affected by the same road congestion, the loss of the 66A service and the reliance on nominal rather than observed public transport capacity.	six rail passengers. This was assessed as representing approximately 0.7% of available bus capacity and 0.11% of available rail capacity. Concerns regarding existing overcrowding on the Maynooth railway line, bus capacity and reliability, road congestion affecting bus services, the loss of the 66A and the timing of DART+ West are acknowledged. The assessment indicates that the additional demand generated by the development would have a limited impact on the existing public transport network. The provision and operation of rail and bus services, including future service capacity, remain matters for the relevant transport operators and statutory authorities. The revised scheme also provides 402 cycle spaces and connections to the Royal Canal Greenway to support sustainable travel.
Active travel and canal towpath	The narrow and potentially unsafe towpath beneath Cope Bridge is identified as a concern where it is relied upon for permeability. The Captain's Hill Part 8 Active Travel Scheme is considered incomplete or untested against the development, and a connection to the new 139 bus stop is sought.	The original application included proposals to upgrade the Royal Canal towpath, with a Letter of Consent from Waterways Ireland submitted as part of the application. The FI provides further design detail through Drawing 573-PD-2.1, including a 2.5m-wide towpath, generally finished in compacted quarry dust, with bitmac/asphalt surfacing to the ramp and Cope Bridge approach. A 4m-wide shared-surface connection is provided for maintenance access. Other measures include lighting columns at approximately 25m centres, warm-colour lighting with cowls to minimise light spill, removable bollards and a removable chicane system. Existing native hedgerows are to be retained and supplemented with additional planting. The FI also identifies the Captain's Hill Active Travel Scheme and the proposed pedestrian and cycle improvements along the R149 frontage as complementary measures. These proposals improve the planned connections to the canal and wider active-travel network, although delivery of external schemes remains subject to their own programmes.
Schools, childcare, GPs and community facilities	Concerns are raised about the absence of a crèche and indoor community building, the assessment of school capacity and catchments, existing school waiting lists and the reported lack of GPs accepting new patients.	Concerns regarding the capacity of local schools, childcare facilities, healthcare services and community infrastructure are acknowledged. These matters are addressed in further detail in the Social and Community Infrastructure Audit accompanying the LRD application, which considers the availability and capacity of existing facilities and services within the surrounding area. In response to the Planning Authority's concerns regarding childcare provision, the revised scheme now incorporates a purpose-designed crèche of approximately 218 sq.m at ground-floor level within Apartment Block A, providing 34 childcare places, a secure external play area of approximately 126 sq.m and four dedicated parking spaces. Its inclusion required the removal of three apartments, reducing the residential provision from 125 to 122 units. The FI response provides further details of the revised childcare provision.
Water, wastewater and electricity	Submitters refer to repeated water supply interruptions, including more than 65 interruptions over three years, electricity outages and sewage odours.	The original application includes an Infrastructure Design Report and proposals for connection to the Uisce Éireann water supply and wastewater networks, together with the relevant utility information. The FI retains these servicing arrangements and provides additional information on the surface-water drainage strategy, addressed separately under Item 9. The Applicant's position is that the development will be served through the proposed utility connections and associated infrastructure. Furthermore, an up-to-date Uisce Éireann Confirmation of Feasibility (COF), under reference CDS26003112, was issued on 29th May 2026, followed by

		a Statement of Design Acceptance (SoDA) for the internal wastewater design, layout and network connection in July 2026. Copies of both documents are included in Appendices B.1 and B.2, respectively, of the Infrastructure Design Report and appended to the LRD Form 19.
Surface water and flood risk	Concerns relate to the history of overtopping of the Silleachain Stream, the absence of cumulative flow modelling and potential cross-boundary flooding affecting Allenswood in Fingal, including reported flooding in 2000 and 2002. Groundwater and springs are also raised.	The FI includes a supplementary Hydraulic Assessment of the Receiving Watercourse and Downstream Flood Risk prepared by JBA Consulting. The assessment reviews the proposed surface water drainage arrangement and clarifies that surface water runoff from the development will be restricted to a maximum discharge rate of 3.7 l/s and conveyed via five outfalls to the existing open drainage channel along the southern boundary of the site. This channel discharges to the Oranstown/Silleacháin Stream, which flows southwards and ultimately joins the River Liffey approximately 1.3 km downstream. The assessment specifically confirms that the proposed drainage route does not pass through Confey GAA grounds or connect to the existing GAA culvert, which is located on the opposite bank of the stream. JBA has developed and applied a hydraulic model of the receiving watercourse system, assessing existing and proposed conditions, including the 1% AEP flood event and the High-End Future Scenario incorporating a 30% increase in flow. The assessment concludes that the proposed restricted discharge will not result in an increase in downstream flood levels. Relevant hydraulic cross-sections and structure long sections are also provided to illustrate the receiving watercourse, existing drainage infrastructure and proposed outfall arrangements. The Applicant therefore clarifies that the drainage route identified in the Planning Authority's request, through the GAA grounds and associated culvert, does not form part of the proposed development drainage arrangement. No direct discharge to, or new connection with, the Royal Canal is proposed.
Ecology and biodiversity	Issues include the absence of a breeding-bird survey, loss of hedgerows and scrub, concerns that replacement planting would not provide equivalent habitat, and reliance on neighbouring fields that are themselves due for development.	The original application was accompanied by an Ecological Impact Assessment (EcIA) prepared by Altemar Ltd., informed by desk studies, habitat mapping and botanical, mammal, bat and wintering bird surveys undertaken between 2024 and 2026. Wintering bird surveys over two consecutive seasons recorded 28 species, including one red-listed and nine amber-listed Birds of Conservation Concern, but concluded that the site is not of significance for wintering bird populations. The EcIA identifies boundary hedgerows, treelines, drainage ditches and the adjacent Royal Canal corridor as the principal ecological features and provides for their protection and enhancement through mitigation measures, including vegetation retention, a 20m exclusion zone adjacent to watercourses, sensitive lighting, pollution prevention and biodiversity enhancement planting. The EcIA concludes that, subject to implementation of the proposed mitigation, significant adverse ecological effects are not anticipated. In addition, the FI landscape revisions (Drawing 573-PD-1.2) provide for supplementary native hedgerow planting along the canal towpath and additional hedging and planting around both ESB substations, further strengthening habitat provision and biodiversity enhancement.
Royal Canal, landscape and open space	Concerns include potential vibration effects on the protected	The development incorporates a comprehensive landscape strategy, providing a connected network of public and communal open spaces, pedestrian and cycle routes and green infrastructure, in accordance with the

	canal structure, changes to the open canal-edge character and views, and the canal's importance as an accessible green space. The absence of a central equipped playground is also raised.	Confey Masterplan and Design Code. The strategy retains the Linear Park along the Royal Canal, providing an east-west green corridor that connects residential areas, the Royal Canal Greenway and future adjoining development. The Western Open Space provides for recreation, natural play, seating and biodiversity enhancement, while the Linear Park incorporates informal recreation, native planting and active travel connections. Existing mature trees, hedgerows and the canal corridor are retained wherever practicable, with native replacement planting proposed where removal is necessary. The scheme also provides permanent and safeguarded future connections to the Royal Canal towpath and includes upgrading of the adjoining Greenway, supported by a Letter of Consent from Waterways Ireland submitted with the original application. The FI further refines the landscape proposals, including supplementary native hedgerow planting along the canal towpath and additional planting around the ESB substations. The overall strategy provides approximately 1.18 ha of public open space and 384 sq.m of communal open space. Construction-related matters and the protection of the surrounding environment are further addressed in the Construction Environmental Management Plan (CEMP) submitted with the application.
Height, density and design	The proposed five-storey apartment block is considered out of character with Confey. Submitters also raise concerns about overdevelopment, while some distinguish their support for houses and duplexes from their objection to the apartment element.	The FI reduces the residential provision from 125 to 122 units through the removal of three apartments to accommodate the crèche. The revised scheme comprises 81 houses, 22 duplexes and 19 apartments, with a net site area of 2.868 hectares and a density of 43.4 dwellings per hectare. Building heights remain unchanged, ranging from two to five storeys. In response to concerns regarding the five-storey apartment building, the Applicant refers to the Confey Masterplan, which identifies R5 as a higher-density character area where buildings of up to five storeys are envisaged, subject to appropriate design and context. The FI also specifically clarifies the roof-level arrangements, confirming that no substantial mechanical plant room or equipment is proposed at roof level, with the principal plant room accommodated internally at ground-floor level. Ancillary roof elements comprise photovoltaic panels, a lift overrun, an automatic opening vent and maintenance access, together with a proposed green roof to provide ecological benefits and soften the roofscape. The FI also confirms architectural refinements, including additional gable windows and revised fenestration to the Type J-J duplex units, a porch cover to House Type C, fully glazed apartment balconies and a softer, lighter and more consistent brick finish. These amendments refine the appearance of the scheme while retaining its overall height parameters.
Emergency access and single-access estates	Concerns relate to the reliance of existing estates, including Glendale, River Forest and St Mary's Park, on single access points, alongside emergency planning considerations	The proposed development retains two vehicular access points from the R149, providing access and egress to the site. The revised transport and engineering drawings address matters raised through the Road Safety and Quality Audits, including improved visibility splays at site accesses and internal junctions, footpath connections and revised parking arrangements. The updated TTA also assesses the surrounding road network based on existing conditions.

	associated with Intel and the part-time Leixlip Fire Station.	
Other matters	Other issues raised include privacy and potential nuisance associated with a proposed footbridge in the vicinity of Glendale Meadows, consultation with Fingal County Council in relation to cross-boundary flood risk, inaccuracies in the retail audit (including reference to the former Tuthill's premises), construction management and concerns regarding the future delivery of the wider Confey Masterplan beyond Phase 1A.	The Applicant notes the observations made in relation to these matters. No retail development is proposed as part of the current application and a retail audit does not form part of the application documentation. Flood risk is addressed through the supplementary hydraulic assessment prepared by JBA Consulting, while construction-related matters are addressed in the submitted Construction Environmental Management Plan (CEMP). In relation to the wider Confey Masterplan, the phasing strategy has been reviewed and refined as part of the current application, having regard to the infrastructure requirements, delivery arrangements and sequencing of development across the lands. The revised approach is set out in the Planning Report and accompanying Further Information Response, and provides further clarity on the relationship between the subject development, the wider Phase 1A infrastructure requirements and subsequent development phases.