Corrigan Hodnett Consulting
Civil & Structural Engineers

Unit B4, Omni Park SC, Santry, Dublin 9. T| +00353 (0) 1 8953782 E| info@corriganhodnett.ie W| www.corriganhodnett.ie

A1

General Notes

1. Do not scale from this drawing. Refer to Architects drawings for all works levels and setting out.
2. This drawing is to be read in conjunction with all other Engineer's and Architect's drawings and specifications. Where discrepancies are observed please notify CHC for clarification.
3. Contractor to check all levels (existing and proposed), setting out and dimensions on site prior to commencement of the works and advise the consultants of any discrepancies.
4. All works to be constructed in accordance with current building control legislation, local authority requirements and good building practice.
5. All Insulation, weathering materials (dpc, dpm, flashings etc), radon barriers and sumps and all sub-floor ducting all to Architect's details.
6. Location of all service pop-ups to be confirmed and set out by the Architect.
7. Refer to Architect's drawings and specifications for fire strategy and all fire protection requirements
8. All materials and products specified must carry CE marking and Declarations of Performance as appropriate.
9. Contractor shall note the recommendations of the site investigation report in respect of all excavation depths, ground water levels and identification of required adequate bearing strata. All foundation formation soft spots or disturbed ground not covered in SI report to be recorded and notified to the Engineer.

FOR PLANNING

PROBLEM 6.2
Temporary cycle track tie in to existing road

PROBLEM 6.3
permeability from site to front of site provided

PROBLEM 6.1
Continuous footpaths

PROBLEM 7.1
Cycle facitilies provided to the front of the site

PROBLEM 5.2
Road , footpath and parking spaces dimensioned

PROBLEM 4.1
Made continuous as part of future upgrade works of the R149

PROBLEM 4.3
Internal Visibility splays at junctions

PROBLEM 4.2
Visibility splays exiting the site

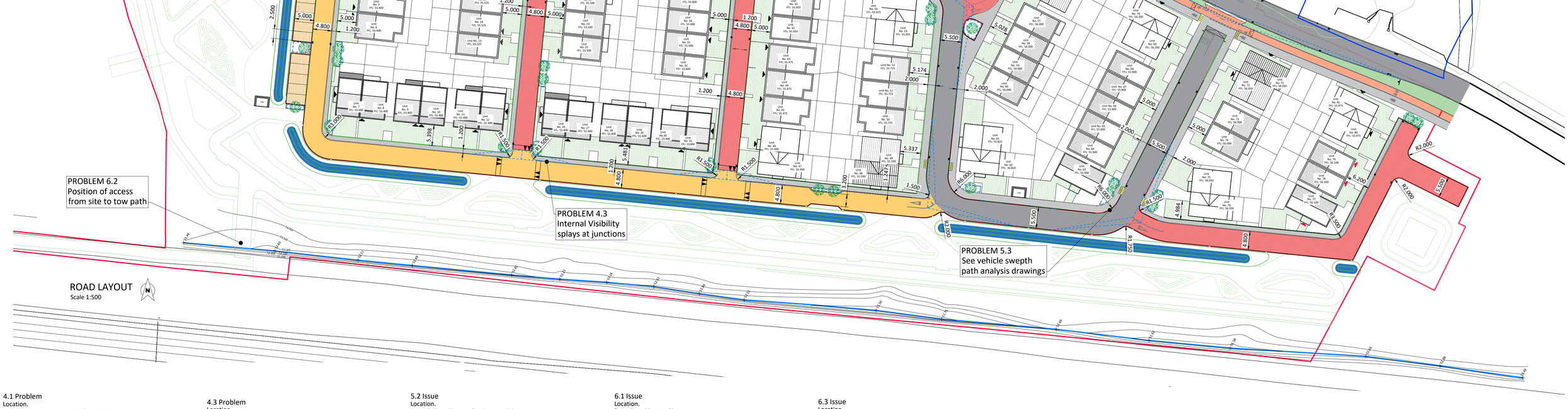
PROBLEM 5.1
Contiouous footpaths

PROBLEM 6.2
Position of access from site to tow path

PROBLEM 4.3
Internal Visibility splays at junctions

PROBLEM 5.3
See vehicle swepth path analysis drawings

ROAD LAYOUT
Scale 1:500



4.1 Problem
Location.
Footpath along R149 to join with the footpath at the G.A.A. grounds
Problem:
It is proposed to provide a footpath along the R149 to the site boundary. There is no footpath to join with at the G.A.A. grounds to allow pedestrians travel onwards to Captain's Hill. This could lead to pedestrians having to travel in the carriageway where they could be struck by passing vehicles.
Solution:
Wider R149 upgraded works when the third party lands to the west of the site are developed. The application includes for upgrade of the canal towpath providing direct VRU access to Captain's Hill as an immediate alternative route.
Recommended measure Accepted: 10.07.2026
These lands are not within the applicants control, however this footpath is to be made continuous as part of the R149 upgrade works.

4.2 Problem
Location.
Visibility for drivers exiting the development
Problem:
It is unclear if the boundary hedging/trees are to be removed as part of the development works. Without adequate clearance, visibility for drivers exiting the development would be limited by that vegetation and could result in side-impact or rear-ends collisions.
Solution:
All roadside hedging/trees along the R149 site boundary are to be removed to facilitate R149 upgrade works. Access sightlines in accordance with DMURS requirements are shown on this drawing.
Recommended measure Accepted: 10.07.2026
visibility splays to be cleared.

4.3 Problem
Location.
Car parking spaces may obscure visibility at internal junctions
Problem.
Car parking spaces may obscure visibility at internal junctions. This could lead to side-impact or rear-end collisions.
Solution:
Layout adjusted and Visibility splays shown at all junctions. as shown on this drawing
Recommended measure Accepted: 10.07.2026
visibility splays to be cleared.

5.1 Issue
Location.
Continuous footpaths
Problem:
The footpaths do not appear to be continuous on some internal roads. This could lead to pedestrians having to step into the carriageway.
Solution:
The footpath layout has been adjusted to take out the step the footpath leads onto the 1.2m the pedestrian refuge at the shared surface interfaces.
Recommended measure Accepted: 10.07.2026
This is a 1.2m wide step in space on a shared street.

5.2 Issue
Location.
Perpendicular parking space/ carriageway widths
Problem:
It is unclear if the carriageway/parking space lengths are sufficient to allow vehicles easily enter/exit perpendicular parking spaces. A lack of space could lead to inaccessibility.
Solution:
Parking spaces carriageway has been reviewed and adjusted as necessary. the width of some spaces have been increase to accommodate turning head. Refer to CHC drawings CHC-00-GR-DR-C-00101-VSPA-Cars. Refer updated drawing CHC-00-GR-DR-C-00102 which includes all car parking space dimensions are requested under further information item no.6.
Recommended measure Accepted: 10.07.2026
Spaces are 5m deep and aisle is 6m wide.

5.3 Issue0
Location.
Accessibility for refuse and emergency vehicles.
Problem:
There are a number of tight radius bends and traffic calming build outs throughout the scheme. There is a risk that refuse vehicles or emergency vehicles may not be able to undertake some manoeuvres without mounting the footpaths and putting pedestrians at risk.
Solution:
Swept path analysis has been carried out and radii have been adjusted. Refer to CHC drawings
CHC-00-GR-DR-C-00101-VSPA-Fire Tender
CHC-00-GR-DR-C-00103-VSPA-Refuce Vehicle
CHC-00-GR-DR-C-00104-VSPA-Cars
Recommended measure Accepted: 10.07.2026
Swept path analysis will be carried out and any amendments required implemented.

6.1 Issue
Location.
Footpath provision at parking areas
Problem:
There appears to be a lack of footpath provision between the parking spaces and the front doors of the adjacent residential units. Pedestrians will have to share space with vehicles. If this area is intended to be a shared use space no pedestrian refuge is shown and the area is not shown to be raised or to have a color contrast with non-shared spaces.
Solution:
Continuous segregated footpaths have been provided for residents from the car parking areas to the adjacent units
Recommended measure Accepted: 10.07.2026
Areas to be adjusted to suit.

6.2 Issue
Location.
Access the towpath and future greenway from the development.
Problem:
It is unclear if the site extends to the towpath of the Royal Canal. There will be a desire line to access the towpath and future greenway from the development. Without a formal link, informal links may develop over time that may not be accessible for all and may not have sufficient hard standing.
Solution:
Permeability links have been provided to the canal towpath/future Greenway. Refer to Landscape architects layouts and details
Recommended measure Accepted: 10.07.2026
Will be reviewed at detailed design stage.

6.3 Issue
Location.
Footpath along the site frontage
Problem:
It is proposed to provide a footpath along the site frontage . Notwithstanding the problem raised in Section 4.1 above there will be desire lines to access this footpath from multiple locations throughout the site. The lack of a formal connections could lead to slips and falls in landscaped areas or breaks in boundary fencing/walls.
Solution:
Permeability links have been provided for vulnerable road user's between the R149 path and the internal footpath network.
Recommended measure Accepted: 10.07.2026
Footpath links will be provided where levels are acceptable.

7.1 Issue
Location.
Cycle facilities along the R149
Problem:
There are no dedicated cycle facilities along the R149. It is unclear if the proposed path is to be a footpath only or a shared use facility and the Royal Canal greenway is not yet constructed to the rear of this development. The current R149 is not a suitable environment for most cyclists however the proximity of the train station would be ideal for cycling being part of a commute.
Solution:
Footpath/ cycleway to be provided along the front of the site and the canal towpath to Captain's Hill. As part of the wider R149 upgrade works when the third party lands to the west of the site are developed a connected cyclepath will lead along the R149 to Captain's Hill.
Recommended measure Accepted: 10.07.2026
Cycle facilities will be provided as part of the R149 upgrade works.

THIS DRAWING SHOULD BE READ ON CONJUNCTION WITH THE STAGE 1 ROAD SAFETY AUDIT AND QUALITY AUDIT PREPARED BY BRUTON CONSULTING ENGINEERS LTD. DOC. REF. 3139R01.

Further Information – Kildare County Council PA Reg. Ref. 26/60878

Issue	Suitability	Date	Description	Designed	Drawn	Approved
P01	S4	13.11.2026	Issued for further information	P.C.	N.N.	P.C.
P01	S2	16.10.2026	Issued for information.	M.H.	N.N.	M.H.

Suitability: S1=Coordination, S2=Information, S4=Planning, D2=Tender, D3=Compliance, A1=Construction, CR=As Constructed

Project
Confey Lands LRD, Leixlip

Drawing Title
Measures to address Quality Audit Problems

CHC Corrigan Hodnett Consulting

Client
Leixlip and Newbridge SPV Limited

Originator. Area. Level. Type. Role. Number.
CHC – 00 – GR – DR – C – 00105

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