

## Hannah Cullen

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**From:** Strategichousing <Strategichousing@kildarecoco.ie>  
**Sent:** Monday 11 July 2022 15:51  
**To:** Strategic Housing Unit  
**Subject:** ABP Ref. 313306-22  
**Attachments:** 22313306 CE Report.pdf

Please find attached Chief Executive Report in relation to SHD Stage 3 application – Aston Limited, Great Connell, Newbridge, Co. Kildare. ABP Ref. 313306-22.

Regards,

### Anne Marie Burke

Planning Department

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**KILDARE COUNTY COUNCIL**

**PLANNING DEPARTMENT**



**STRATEGIC HOUSING DEVELOPMENT**

Report pursuant to Section 8 (5) (a) of the  
Planning and Development (Housing) and Residential Tenancies Act 2016

**Prospective Applicant:** Aston Limited

**Development Address:** Great Connell, Newbridge, Co. Kildare

**ABP File Reference:** ABP-313306-22

**Due Date:** 11<sup>th</sup> July 2022

**Description of Prospective Development:**

Demolition of existing site structures (2,622.3 sqm) and the construction of 569 no. residential units, a neighbourhood centre with 11 no. units (gross floor area 2,141 sqm) and a childcare facility (886 sqm), a circa 350 metre section of distributor road, and all ancillary and associated works on a site of 27.64 ha surrounding and including the dwellings of "Greatconnell" and "Valencia Lodge".

## **1 INTRODUCTION**

This Report sets out Kildare County Council's opinion on a proposed Strategic Housing Development for 569 no. residential units and 350m of the Southern Relief Road at a greenfield site including demolition of two dwellings and a farmyard in Great Connell, Newbridge, Co. Kildare. The majority of the site is in the ownership of the Applicant Aston Limited as well as a large area of adjoining property.

The following pages set out the background and context to the site and the application itself. An overview is provided to the site location, planning history and pre-planning consultation undertaken with Kildare County Council. Following that, the report is set out in 6 no. sections in accordance with the requirements of Section 8(5) of the Planning and Development (Housing) and Residential Tenancies Act 2016 and are set out as follows: -

1. Introduction
2. Summary of the points raised in the submissions or observations duly received by An Bord Pleanála in relation to the application
3. Chief Executive's Views on the Effects of the Proposed Development on the Proper Planning and Sustainable Development of the Area and the Environment.
4. Summary Of The Views of the Elected Members of the Newbridge - Kildare Municipal District.
5. Opinion as to whether the proposed strategic housing development would be consistent with the relevant objectives of the Kildare County Development Plan 2017-2023 and the Newbridge Local Area Plan 2013 – 2019 (extended to 2021).
6. Statement as to whether the authority recommends to An Bord Pleanála that permission should be granted or refused, together with reasons for such recommendation.
7. Reason/Conditions.

### **Appendices**

A: Internal Reports of Kildare County Council

B: Recorded views of Elected Members of Naas Municipal District.

### **Competency**

The Planning Authority notes An Bord Pleanála is the competent authority in relation to:

- (i) Screening the prospective development as a Strategic Housing Development (SHD).

- (ii) The consideration of any Environmental Impact Assessment Report and the carrying out of an Environmental Impact Assessment of any SHD application and preparation of EIA Report.
- (iii) The consideration of any Natura Impact Statement and the carrying out of an Appropriate Assessment of any SHD application.
- (iv) The determination of any SHD application.

**Consultation with prospective Applicant -Requirements of S. 5(2)**

Pre-planning meeting held via MS Teams between Applicant and Kildare County Council on the 12<sup>th</sup> July 2021.

Tri-partite pre-planning meeting held via MS Teams between the Applicant, An Bord Pleanála and Kildare County Council on 22<sup>nd</sup> October 2021.

**1.1 SITE LOCATION AND CONTEXT**

The 27.635ha site is located at the east of Newbridge, between the River Liffey and Great Connell local road with access proposed from the existing Great Connell roundabout. The majority of the site comprises agricultural land set out under tillage. There are two detached dwellings and a yard with agricultural and commercial sheds situated adjacent the local road along the western boundary. The yard appears to be in commercial / industrial use.

Wellesley Manor, Baroda Court, Connell Drive and Liffey Drive housing estates cumulatively form much of the northern boundary to the overall plot with a mix of public open spaces and the private open space to the rear of dwellings facing the site. The site itself however only bounds Wellesley Manor with a blockwork wall delineating the two sites. The River Liffey forms the western boundary to the site along the outside of a curved meander in the river. There is a stream or drainage ditch feature situated in approximately the centre of the site which flows in a north and then westly direction and forms a minor tributary to the Liffey. There is some sparse vegetation and trees situated along this stream. Denser vegetation and tree lines are situated along the river bank and at the southern boundary of the site which forms a hedgerow between two fields. The site slopes generally from the Great Connell road at the east down towards the River Liffey in the west. As the proposal incorporates parts of larger field structures, there is currently no physical boundary along much of the northwest of the subject site.

There is an Irish Water foul sewer crossing the site generally from west to northeast with an associated 10m wayleave which was installed c. mid 2019. There are overhead power cables crossing the east of the site on a southwest-northeast axis.

Aston Limited – Great Connell, Newbridge, Co. Kildare

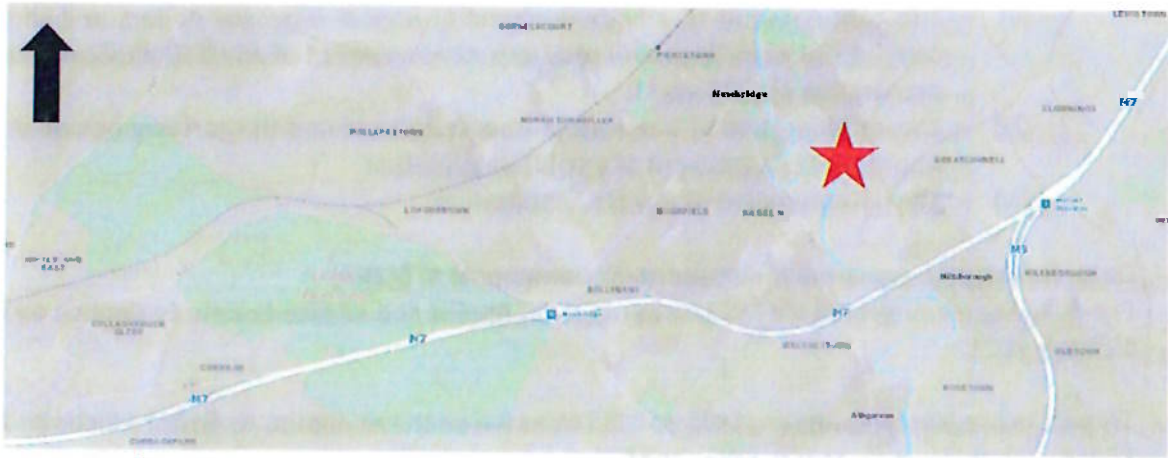


Fig. 1: Site Location



Fig 2 Site location



Fig. 3: Aerial image



Fig. 4: Aerial image

## 1.2 RELEVANT PLANNING HISTORY

05/1564 / ABP ref. 218894: Planning permission refused to Aston Limited for proposed new 2 storey commercial / community centre consisting of the following (a) basement car park and services rooms (b) ground floor: (1) 4 no. 100m<sup>2</sup> shop units plus store areas and facilities, (2) pharmacy unit consisting of store etc. Permission was refused by the Planning Authority for one reason stating the development was premature pending determination of a final road layout and design for the Newbridge Outer Relief Road. The decision was appealed by the Applicant and the Board upheld the decision.

VS-012 (ABP ref. VV09.303065): Kildare County Council indicated an intention to enter the lands on the Vacant Sites Register. The Applicant appealed this decision and the Board determined the site was not a vacant site within the meaning of the Act for the period concerned.

Aston Limited – Great Connell, Newbridge, Co. Kildare

VS-013 (ABP ref. VV09.303069): Kildare County Council indicated an intention to enter the lands on the Vacant Sites Register. The Applicant appealed this decision and the Board determined the site was not a vacant site within the meaning of the Act for the period concerned.

Lands immediately west:

18/302141: Strategic Housing Development. Planning permission granted by An Bord Pleanála to Ardstone Homes Ltd for 343 no. residential units comprising 283 no. terraced and semi-detached houses (56 no. two bed two storey; 169 no. three bed two storey; 20 no. four bed two storey, and 36 no. four bed three storey units); 48 no. apartments in 2 no. three storey blocks (16 no. one bed; 32 no. two bed), and 12 no. one bed apartments accommodated in three pairs of two storey semi-detached houses (maisonettes). Existing agricultural buildings on site will be demolished. The existing Kilbelin House will be renovated and extended to provide a 545sqm childcare facility with associated external play area and parking facilities.

Lands immediately to south:

05/2162: Planning permission refused to Pat McGinn & Bernard Ross for 3 phase residential development for 269 no. of dwellings consisting of: Phase 1 (126 no. units) comprising of: 64 no. own hall door duplex dwellings in 4 no. three storey blocks (type D1) comprising of 32 no. two bedroom own hall door dwellings etc. A notification of decision to grant permission was issued by Kildare County Council however this was appealed by a third party and the Board overturned the decision and refused permission for the development. Permission was refused as the development was deemed premature due to deficiencies in the wastewater infrastructure.

Lands to east:

While noting a number of permissions granted on the closest lands east of the site for industrial development, there was a recent planning application on a site approximately 150m east of the subject site, immediately east of the industrial site for a large national distribution centre as follows:

21/1248: Planning application by Barola Capital DAC for a Distribution Warehouse, Ancillary Office Accommodation and Ancillary Buildings with a cumulative gross floor area (GFA) of c.64,550sqm at a 15.42ha site to the south of the Newbridge South Orbital Relief Road (NSORR) in the townland of Great Connell, Newbridge, Co. Kildare. Permission was granted on 22/10/2021. Please refer to the application documents for a more detailed development description.

Other relevant planning history

SHD 311040 Permission granted on 23/11/2021 for SHD development consisting of 204 no. dwelling units with a creche, construction of link street and right turning lane on R445 (Ballymany Road) Newbridge

SHD 312704 Current SHD application development comprising of 336 residential units at Ballymany Newbridge

## 2 SUMMARY OF SUBMISSIONS

### 2.1 SUBMISSIONS RECEIVED BY AN BORD PLEANÁLA

#### Robert Dunne – Greenogue, Great Connell, Newbridge, Co. Kildare

- Newbridge has had a large number of high density housing estates approved in the past two years. These development represent a potential population increase in the town of over 8000 people but there appears to be no plan for an infrastructure to support those living in the homes. Schools, especially secondary, are over subscribed which children commuting up to 30km. No public pool in town, no swimming pool nearest in Naas which is not connect to Newbridge by any public transport.
- Proposed development which is expected to house over 1000 people, has no EV charging for apartments and within the entire development less than 1% of parking spaces cater for EV.
- Lack of parking facilities should be noted. Development is over 3km away from train station no public transport designed to take people from estates to the train station.
- Planning application has given assurances of new bridge. Not provided for within the proposal. Traffic assessment report states that it is not needed from traffic management perspective. Report is deficient as it does not fully account for the thousands of houses granted permission, but all surveys were carried out during Covid lockdown while WFH was still being encouraged.
- The new bridge is a core strategic development for the town to alleviate traffic bottle necks. Developments approved by KCC and ABP have made the situation infinitely worse. Liffey Linear Park proposed opposite this development on the far side of Liffey was originally approved to include pathway for safe route to school and as a local amenity has now been altered to cross over and back main R416 road. The development cannot be allowed to progress without the formal inclusion of the bridge within that permission.
- High density nature not in keeping with other development in the area . High density apartment blocks will ruin the local aesthetic.
- Increase in traffic will mean that (as a resident on the road which accesses the site) the writer will not be able to safely reverse out onto the road and will have to change driveway layout at considerable expense.
- To provide housing is a fundamental need for people but there is a wider requirement that the development does not allow. Proposal should be rejected until schools are provided or the effects of the already approved development can be measured.

#### Melanie Tierney – Ryston Avenue, Newbridge

- High density housing is totally inappropriate for town of Newbridge and should be considerably reduced.
- Astounding lack of infrastructure in Newbridge. Largest town in Kildare but no second bridge, no secondary school places – children have to access schools outside the town.
- Report on childcare/educational assessment is highly inaccurate (part time childminder and fee paying secondary school are included) and should be rejected. Newbridge is in dire need of secondary schools.
- Linear Park has been public since the early 1970's. It is funded by the tax payer and maintained by Tidy Towns. A public park should never be used as leverage for a planning application. It should not be included in the application and the application should be refused. The existing Linear Park should be taken into ownership by KCC and the application should be suspended until it is resolved.
- Open amenity space is severely limited. Applicant's assessment of open space amenities is inaccurate. Ryston sports field is listed and there is permission for a large dwelling here. Sports fields belonging to the private school are listed and are not accessible to the public.
- Second bridge must be development before further developments are granted . Traffic situation is catastrophic and will escalate with current developments commenced. Huge contributions have been taken in by KCC with large developments but have failed to provide adequate infrastructure. Great Connell is separated from the town of Newbridge by the River Liffey so this application is essential for a new town but with no infrastructure. Applicant's intention to build a second bridge, depended on funding, is vague. There is no guarantee that this application if granted would commence and no guarantee of the second bridge.
- If this application is granted children will have nowhere to go to school, nowhere to play and spend large amounts of time sitting in traffic. If the application were granted Newbridge would require a third bridge to adequately serve the town. Access points to the town for Newbridge via Great Connell are severely restricted. A pedestrian bridge would be required to cross the Liffey to accommodate future residents.
- A new linear park on the Great Connell side should be accessible from the existing linear park. Semi mature and mature native trees should be planted set back along the edge of the river.
- Applicant requested 7 year duration period, if it was granted and failed to commence during this period it would hinder and stall other residential applications. Due to the density it would exceed KCC dwelling targets. Duration should be reduced to 5 year period

**Brian, Colette & Amy Harte - 7 Wellesley Manor, Newbridge**

- The application affects adjacent lands –future potential pedestrian, cycle and vehicular lands to adjoining residential development and undeveloped lands facilitated by the

application are not part of the application. Wellesley Manor is a private estate and any access for external sources is important to residents.

- Newbridge LAP is lapsed, expired in 2021 having been developed in 2015 it is outdated and not fit for purpose.
- Principle of residential development is welcome but proposed development is not in keeping with others in the area.
- There is a no capacity on infrastructure, there is already traffic congestion, severe shortage of school places, doctors and many necessary services.
- High storey apartments are not in keeping with the area overlooking current properties.

**Optimise Design on behalf of residents of Paul and Wendy Aitken of 82 Wellesley Manor and 131 other residents of Wellesley Manor who have signed the submission as an appendix**

- Permission for pedestrian, cyclist and vehicular links to adjoining residential development and undeveloped land do not form part of this application and are subject to a future planning application. This is an important consideration for the residents of Wellesley Manor who would need an opportunity to evaluate such proposals.
- Newbridge LAP has lapsed and reference on the application suggests it is still in force.
- Principle of residential development is welcome but aspects of the proposed development are not in keeping with the proper planning and development of the area, in particular Wellesley Manor Estate.
- Certain drawings on the application are inaccurate – the distance between Duplex Block 8 and the rear of the houses in Wellesley are stated to be 67330 but appear to be 53100. This is a material difference and significant to owners in Wellesley Manor
- The site is essentially bisected north-east/south-west by the wayleave for Irish water. A disproportionate concentration of development is channelled into a narrow strip of land adjacent the northern boundary of the site, which is the most sensitive receiving environment. The land adjoining the northern boundary could be developed as open /public space which would remove the worst impact in terms of overlooking, overshadowing, and loss of amenity to the existing residences in Wellesley Manor, particularly those with south facing back gardens adjoining the development site.
- The proposal explored different plan forms within the proposed development immediately adjoining the sites norther boundary. Iteration 5 forms part of the application documentation but there is no convincing explanation as to why this was selected. Iteration 1 was clearly the most appropriate form of development facing the back gardens of Wellesley Manor houses.
- Public open space is fragmented and only one of the spaces exceeds 10% of total provision, the remainder is provided in pockets of various sizes and suitability. Such

fragmented provision is not in accordance with best development principles and can result in spaces not being used by a large number of residents.

- The application states that the SHD scheme approved to the south west across the Liffey which has a density of 37/38 is considered to give a more appropriate density target for the efficient development of lands. It is considered that the other scheme referenced is self-contained with no receiving environment as sensitive as the boundary to Wellesley Manor Estate. The density of the site is inappropriate and at its most dense in its north eastern quarter, the most sensitive locus in the receiving environment.
- Development is premature pending the development of suitable and adequate school facilities, the development will further displace children to more distant schools
- Development premature pending completion of NSORR and new bridge over the Liffey which could take many years to complete. Significant traffic congestion could occur at the Great Connell Road intersection.
- Road giving access to the parking for each of Duplex blocks 7, 8, 9 comes within 11585 of the sites boundary with Wellesley manor which will reflect sound from vehicles onto rear of houses ,with loss of amenity and noise nuisance.
- The site does not constitute an urban area and the justification of increased height relying upon Section 1.21 of the Urban Development and Building Heights, (increasing prevailing building heights has a critical role to play in addressing the delivery of more compact growth in our urban areas ) is not appropriate

#### Ces and Marian Smyth – Great Connell, Newbridge

- The principle of residential development is not in question, nor the policy push for higher residential developments at appropriate locations. There is a need however to severely question the proximity of the proposed Neighbourhood Centre to their property and the public road.
- The existing two storey house on the proposed site sets the building line for any development which is over 19.5 metres from the existing g road. As the proposal is to demolish the house, the building line should be similar to Wellesley Manor set at 42 metres from the road. This would allow for realignment of the road further back towards Baroda Court and allow for a path and safe sightlines to be achieved for the existing sites opposite Wellesley Manor. It would also allow for future road development of a safe cycle track to access schools in the area.
- Proposed location of the neighbourhood centre and creche does not serve the development adequately and should be located in the heart of the site closer to the Liffey which would allow for more open space, play area, parking, loading bay set down etc. There is currently only a small loading/set down area adjoining a bust road which is totally inadequate for deliveries, refuse collection general/disabled parking.

- The upper floor of the apartments will look directly into their garden which will destroy their privacy and devalue their property.

#### **Kate and Perry Whitworth – 81 Wellesley Manor, Newbridge**

- Their home is directly behind the back wall where phase 1 of the 4 storey apartments are proposed to be built. They will be directly impacted by the build and afterwards and may need to move if the development goes ahead.
- Newbridge does not have the infrastructure for a build as large as this; school places are limited with 150 students in the catchment refused in 2020 due to increase in population.
- There is no public transport at this side of town
- Newbridge has the lowest ratio of gardai to unit rate in Ireland with an increasing crime rate and youth/drug issues that need to be addressed before more units added
- The land where the development is proposed is a floodplain and will environmentally affect the River Liffey when ground is disturbed
- Note the need for development however it needs to be fit for purpose
- Permission for pedestrian, cyclist and vehicular links to adjoining residential development and undeveloped land do not form part of this application and are subject to a future planning application. This is an important consideration for the residents of Wellesley Manor who would need an opportunity to evaluate such proposals.
- Newbridge LAP has lapsed and reference on the application suggests it is still in force.
- Principle of residential development is welcome but aspects of the proposed development are not in keeping with the proper planning and development of the area, in particular Wellesley Manor Estate.
- Certain drawings on the application are inaccurate – the distance between Duplex Block 8 and the rear of the houses in Wellesley are stated to be 67330 but appear to be 53100. This is a material difference and significant to owners in Wellesley Manor
- The site is essentially bisected north-east/south-west by the wayleave for Irish water. A disproportionate concentration of development is channelled into a narrow strip of land adjacent the northern boundary of the site, which is the most sensitive receiving environment. The land adjoining the northern boundary could be developed as open /public space which would remove the worst impact in terms of overlooking, overshadowing, and loss of amenity to the existing residences in Wellesley Manor, particularly those with south facing back gardens adjoining the development site.
- The proposal explored different plan forms within the proposed development immediately adjoining the sites northern boundary. Iteration 5 forms part of the application documentation but there is no convincing explanation as to why this was

selected. Iteration 1 was clearly the most appropriate form of development facing the back gardens of Wellesley Manor houses.

- Public open space is fragmented and only one of the spaces exceeds 10% of total provision, the remainder is provided in pockets of various sizes and suitability. Such fragmented provision is not in accordance with best development principles and can result in spaces not being used by a large number of residents.
- The application states that the SHD scheme approved to the south west across the Liffey which has a density of 37/38 is considered to give a more appropriate density target for the efficient development of lands. It is considered that the other scheme referenced is self-contained with no receiving environment as sensitive as the boundary to Wellesley Manor Estate. The density of the site is inappropriate and at its most dense in its north eastern quarter, the most sensitive locus in the receiving environment.
- Development is premature pending the development of suitable and adequate school facilities, the development will further displace children to more distant schools
- Development premature pending completion of NSORR and new bridge over the Liffey which could take many years to complete. Significant traffic congestion could occur at the Great Connell Road intersection.
- Road giving access to the parking for each of Duplex blocks 7, 8, 9 comes within 11585 of the sites boundary with Wellesley manor which will reflect sound from vehicles onto rear of houses, with loss of amenity and noise nuisance.
- The site does not constitute an urban area and the justification of increased height relying upon Section 1.2.1 of the Urban Development and Building Heights, (increasing prevailing building heights has a critical role to play in addressing the delivery of more compact growth in our urban areas) is not appropriate

#### **Vlaimir Sedyshev – 14 Maple Road, Connell Drive, Newbridge**

- Insufficient provision of education services in the area to support this development:
- The Social Infrastructure Audit report produced for the SHD concludes that the development will generate a demand for 214 primary school places and that there is a spare capacity of 517 places and therefore the development can be accommodated. This is incorrect because it considered the impact of the development in isolation.
- The submission outlines planning applications permitted since 2018 totalling 1435 residential units. No new schools have been built in this period. The demand generated by the 1435 houses should be taken into account – the cumulative demand is 753 primary spaces which is 46 percent greater than the spare capacity estimated at 517.
- Adverse impact the development will have on the traffic in the area:
- The most heavily congested route that will be affected in the R445 Naas Road between Buckley's Cross and St. Conleth's Bridge. It is the only route for commuters wishing to travel from Newbridge towards Naas/Dublin as it is the only bridge over the Liffey with

4km radius. There is also a cluster of 5 primary schools on this stretch of road, 51% and 52% of primary and post primary school paces respectively. The road is already heavily congested and Buckley's Cross and St. Conleth's Bridge are operating above design capacity as per the Traffic and Transportation Assessment report by Punch Consulting. Congestion will worsen as it is the only route for commuters from the SHD to the schools or Newbridge town.

- Report by Punch lists traffic alleviation measures. However it is noted that the opening of Ballyfarm road only improves traffic traveling from the proposed SHD towards Naas/M7, not the schools cluster or town.
- The NSORR is the proposed road which should provide an alternative route for commuters wishing to travel between Newbridge and Naas/M/Dublin. The completion of the route is predicated on the construction of a new bridge across the River Liffey. The assumption in the report that the bridge could be open within the Design Year 2029 is not reasonable as neither permission nor funding has been secured.

## **2.2 SUBMISSIONS FROM PRESCRIBED BODIES**

### **NTA**

Recommends applicant is required to design bus stops in accordance with the National Cycle manual and best practice design. Recommends filtered permeability between site and neighbouring estate. Identifies preferred vehicle access point and arrangements for future development lands to the south. Recommends the introduction of filtered permeability at various locations. Recommends protected style junction is provided at Great Connell Road. Recommends the location of crossing points and provision for cyclists on the SDORR be given consideration in the context of desire lines for bus stops and neighbourhood centre.

### **DoHLGH Development Applications Unit**

Recommends conditions relating to archaeological monitoring. , recommends ABP ensures compliance with policy relating to maintenance and enhancement of natural heritage and green infrastructure. States drainage ditch parallel to north boundary is not unimportant in terms of ecology (as stated by the applicant) and should not be disturbed, .and should be connected to other habitats. Recommends conditions to protect nesting birds.

## TII

Recommends development should be undertaken with the recommendations of the Transport Assessment and Road Safety Audit submitted and any recommendations arising should be incorporated as conditions. Additional works resulting from same to be funded by developer.

### **Inland Fisheries Ireland**

Notes the River Liffey and its tributaries are exceptional in supporting salmon, trout, crayfish and lamprey listed under Annex II. There is significant potential to cause the release of sediments and pollutants into watercourses from poor construction practices. All works to be completed in line with a CEMP. Comprehensive surface water management measures must be implemented.

IFI strongly recommends a revised surface water layout incorporating soft engineering nature-based options rather than hard underground attenuation tanks. *Nature Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas* should be considered.

*Planning for Watercourses in the Urban Environment* should be adhered to.

Receiving foul and storm water infrastructure must have adequate capacity. Surface water outfalls must have detail design and method statements. Failsafe alarm enabled mechanism must be provided. Discharge must be in compliance with relevant legislation.

### **3 CHIEF EXECUTIVE'S VIEWS ON THE EFFECTS OF THE PROPOSED DEVELOPMENT ON THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA AND THE ENVIRONMENT.**

In consideration of this application, regard has been had to:

- Project Ireland 2040: National Planning Framework,
- Eastern & Midlands Regional Assembly, Regional Spatial & Economic Strategy 2019-2031,
- The Kildare County Development Plan 2017-2023 which designates Newbridge as a self-sustaining grown town,
- The zoning objectives pertaining to the lands in the Newbridge Local Area Plan 2013 – 2019 (extended to 2021),
- The transport objectives affecting the lands as indicated in the Newbridge Local Area Plan 2013 – 2019 (extended to 2021),
- The Housing Unit allocation 2020-2023 for Newbridge as outlined within Table 3.3 of Variation No. 1 of the Kildare County Development Plan 2017 – 2023 being 699 no. units,
- The planning history pertaining to the lands and surrounding lands,
- The settlement and development context surrounding the site,
- The plans and particulars submitted by the prospective Applicant to An Bord Pleanála in respect of this Strategic Housing Development application,
- The technical reports from internal Departments of Kildare County Council,
- Any prescribed bodies submissions,
- Design Manual for Urban Roads and Streets, 2019,
- Section 28 Guidelines for Planning Authorities including:
  - ✓ Sustainable Residential Development in Urban Areas, DEHLG (2009) and the companion Urban Design Manual- A Best Practice Guide, DEHLG (2009) and the Sustainable Urban Housing: Design Standards for New Apartments- Guidelines for Planning Authorities.
  - ✓ Urban Development and Building Heights- Guidelines for Planning Authorities, 2018,
  - ✓ The 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' 2018.
  - ✓ The 'Quality Housing for Sustainable Communities-Best Practice Guidelines', Department of the Environment, Heritage and Local Government, 2007.
  - ✓ The 'Planning System and Flood Risk Management' Guidelines, 2009.
  - ✓ Childcare Facilities-Guidelines for Planning Authorities, 2001.

The Council, through its County Development Plan 2017-2023 seeks to deliver on its statutory obligations to ensure sufficient land is zoned for all types of housing to meet projected housing requirements. Kildare County Council also recognises that the delivery of houses through the strategic housing development process is key to achieving a much needed supply of dwellings to

Aston Limited – Great Connell, Newbridge, Co. Kildare

meet the increasing demand from within the County and the Kildare/Dublin area and has supported a number of applications through this process.

Having regard to the Core Strategy of the Kildare County Development Plan 2017-2023 and Variation no.1 of the Kildare County Development Plan 2017-2023, which designates Newbridge as a self-sustaining growth Town and the 'New Residential' and 'Open Space and Amenity' zoning objectives pertaining to the lands as well as the roads objective SRO5(a) in the Newbridge Local Area Plan 2013 – 2019 (extended to 2021), it is considered that residential development is appropriate on the subject site. However, having assessed the proposed development in the above context and in the context of submissions and observations received, the Planning Authority has concerns regarding the impacts of the proposed development on the proper planning and sustainable development of the area which is further detailed in Section 5, 6 and 7 below.

#### **4 VIEWS OF THE ELECTED MEMBERS**

A special meeting of the Kildare Newbridge Municipal District was held on 8/6/2022 in accordance with Section 8(4) (c) of the Planning and Development (Housing) and Residential Tenancies Act 2016. The views of the Elected Members of the Kildare Newbridge Municipal District are summarised below.

Concerns were raised in relation to:

- Provision of bridge over River Liffey and risk of SHD being granted and bridge not being provided;
- Delivery of schools parks and resources prior to development;
- Capacity of services;
- Density of the development;
- Ratio of apartments;
- Use of neighbourhood centre units;
- Impact on zoning capacity;
- Pedestrian permeability and linkages;
- Duration of planning permission.

Members requested that it be put on record that a firm commitment to a second bridge and new school should be received before any further SHD development was granted permission.

The minutes of the meeting are contained in Appendix A.

## **5 OPINION AS TO WHETHER THE PROPOSED STRATEGIC HOUSING DEVELOPMENT WOULD BE CONSISTENT WITH THE RELEVANT OBJECTIVES OF THE KILDARE COUNTY DEVELOPMENT PLAN 2017-2023 AND THE NEWBRIDGE LOCAL AREA PLAN 2013 – 2019 (EXTENDED TO 2021)**

### **5.1 POLICY CONTEXT**

The following is an analysis of the proposed development primarily in the context of the Kildare County Development Plan 2017-2023 incorporating Variation no.1 of the Kildare County Development Plan 2017-2023 and the Newbridge Local Area Plan 2013 – 2019 (extended to 2021), although some high level references are made to the National Planning Framework and the Regional Economic and Spatial strategy 2019 - 2031. A quantitative and qualitative analysis having regard to the foregoing and Section 28 Guidance is set out later in Section 4 of this report.

#### National Planning Guidelines

- Project Ireland 2040: National Planning Framework,
- Eastern & Midlands Regional Assembly, Regional Spatial & Economic Strategy 2019-2031,
- Design Manual for Urban Roads and Streets, DoTTS 2019.
- The Section 28 Guidelines for Planning Authorities Including:
  - o Sustainable Residential Development in Urban Areas, DEHLG (2009) and the companion Urban Design Manual- A Best Practice Guide, DEHLG (2009) and the Sustainable Urban Housing: Design Standards for New Apartments- Guidelines for Planning Authorities.
  - o Urban Development and Building Heights- Guidelines for Planning Authorities, 2018,
  - o The 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' 2018.
  - o The 'Quality Housing for Sustainable Communities-Best Practice Guidelines', Department of the Environment, Heritage and Local Government, 2007.
  - o The 'Planning System and Flood Risk Management' Guidelines, 2009.
  - o Childcare Facilities-Guidelines for Planning Authorities, 2001.
  - o Places for People: National Policy on Architecture, Department of Housing, Local Government and Heritage, 2022.
  - o Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas – Best Practice Interim Guidance Document, Department of Housing, Local Government and Heritage, 2022.

#### National Planning Framework

The National Planning Framework (NPF) is the primary planning tool in the hierarchy of Ireland's planning system and sets out national strategic outcomes aligned with the UN Sustainable Development Goals which the Country should achieve. National strategic outcomes include *compact growth, sustainable mobility and enhanced amenity and heritage*.

The concept of Compact Growth is expanded as follows:

*“Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.”*

The NPF sets out future population projections for each of the three regions in which the County is subdivided. Kildare is situated in the Eastern and Midlands Region and the NPF provides that an additional 2.85million people will likely reside in this area by 2040. National Policy Objectives 3a and 3c are particularly relevant to Strategic Housing Developments:

*NPO3a: Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.*

*NOP3c: Deliver at least 30% of all new homes that are targeted in settlements other than the five cities and their suburbs, within their existing built-up footprints.*

#### **Regional Spatial and Economic Strategy 2019-2031**

The Regional Spatial and Economic Strategy (RSES) follows on from the principles set out in the NPF and makes more focussed guidance, policies and objectives for the Eastern and Midlands Region. It provides population projections for each County and identifies a settlement hierarchy. As both a spatial and economic strategy, it identifies opportunities and strengths as well as threats to future development throughout the region. The three key principles of the plan area Healthy Placemaking, Climate Action and Economic Opportunity. Regional Strategic Outcomes are identified based on each of the three principles and include the following under Healthy Placemaking:

- *Sustainable Settlement Patterns,*
- *Compact Growth and Urban Regeneration,*
- *Rural Communities,*
- *Healthy Communities, and*
- *Creative Places.*

Regional Policy Objective RPO3.7 refers to sustainable growth and states that:

*“RPO 3.7: Local authorities shall have regard to environmental and sustainability considerations for meeting sustainable development targets and climate action commitments, in accordance with the National Adaptation Framework. In order to recognise the potential for impacts on the environment, local authorities shall address the*

*proper site/route selection of any new development and examine environmental constraints including but not limited to biodiversity, flooding, landscape, cultural heritage, material assets, including the capacity of services to serve any new development."*

The settlement strategy under Section 4.2 describes different settlement types. It provides that 'Self-Sustaining Grown Towns' should be identified in each Local Authority's relevant development plan and describes them as *Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.* Newbridge is subsequently identified in Variation No. 1 of the Kildare County Development Plan as a Self-Sustaining Growth Town. Section 4.7 later states: *These towns offer potential for regional economic growth and can accommodate average or above average growth to provide for natural increase, service and/or employment growth where appropriate, to be set out in the core strategies of county development plans.*

*Kildare County Development Plan 2017-2023 (including Variation No. 1 adopted 29<sup>th</sup> June 2020)*

Variation No 1 of the Kildare County Development Plan (CDP) 2017-2023 was adopted on the 9<sup>th</sup> of June and came into effect immediately. The primary purpose of the variation was to align the CDP with the National Planning Framework (NPF), its associated Implementation Roadmap and the Regional Spatial and Economic Strategy (RSES). Critical to both policy documents and now the CDP are the principles of compact growth and sequential development, in addition to a focus on supporting the achievement of more sustainable towns and villages through the provision and delivery of a sustainable level of new housing together with supporting social and physical infrastructure, while transitioning to a low carbon, climate resilient county.

Relevant Chapters of the Kildare County Development Plan 2017-2023 include:

*Chapter 2 Core Strategy*

Newbridge is indicated as a self-sustaining grown town. Such towns are those with a moderate level of jobs and services, which adequately cater for the people of its service catchment with good transport links and capacity for continued commensurate growth. Policy CS 1 seeks to Provide new housing in accordance with the County Settlement Hierarchy while Policy CS 2 seeks to Direct appropriate levels of growth into the designated growth towns as designated in the Settlement Strategy.

*Chapter 3 Settlement Strategy*

Housing Unit allocation 2020-2023 for Newbridge – 699 no. dwelling units. Policies include SS1 which seeks to *"Manage the county's settlement pattern in accordance with the population and housing unit allocations set out in the RSES, the settlement strategy and hierarchy of settlement as set out in Table 3.1"*

Settlement Type	Towns / Villages	2016 Census Pop	2016 Dwellings	Allocated Growth (%) 2020-2023	NPF 2026 Pop Growth in persons	NPF 2026 Pop Growth in housing units	Population Growth 2020 to 2023 (annualised from 2026 NPF figures)	Dwellings Target 2020 to 2023
Key Town	Maynooth (MASP)	14,585	5,171	10.9%	4,291	1,533	1,839	657
	Naas	21,393	7,726	14.9%	5,866	2,095	2,514	898
Self-Sustaining Growth Town	Newbridge	22,742	8,260	11.6%	4,567	1,631	1,957	699
	Leixlip	15,504	5,524	10.2%	4,016	1,434	1,721	615
	Kildare	8,634	3,158	4.7%	1,850	661	793	283
	Athy	9,677	4,281	4.8%	1,890	675	810	289

Fig. 3: "Settlement Hierarchy – Population and Housing Unit Allocation 2020 - 2023" (Extract from Table 3.3 of Variation No. 1)

**Chapter 4 Housing**

Includes policies and objectives for urban design, density, dwelling mix, design/layout, private/public open space, residential development in urban areas;

**Chapter 6 Movement and Transport**

Includes policies and objectives for movement and transportation, public transport, walking/cycling, road and street network, motorways, national roads, regional roads, local roads, parking, road and street design, traffic and transportation management, public lighting.

**Chapter 7 Infrastructure**

Includes policies and objectives for infrastructure provision, water and drainage, water supply, wastewater, surface water and flood alleviation, environmental services.

**Chapter 12 Architectural and Archaeological Heritage**

Includes policies for architectural and archaeological heritage as well as vernacular architecture.

**Chapter 13 Natural Heritage and Green Infrastructure**

Includes policies for natural heritage, protected habitats and species, geology, green infrastructure, trees, woodlands and hedgerows.

**Chapter 14 Landscape, Recreation and Amenity**

Includes policies and objectives for landscapes, landscape sensitivity, water corridors, scenic routes, recreation and amenity.

**Chapter 15 Urban Design**

Includes policies and objectives for town centres, infill sites, brownfield sites, expansion, design of streets, layout design considerations, permeability, legibility, streetscape, public space, linkages.

**Chapter 17 Development Management Standards**

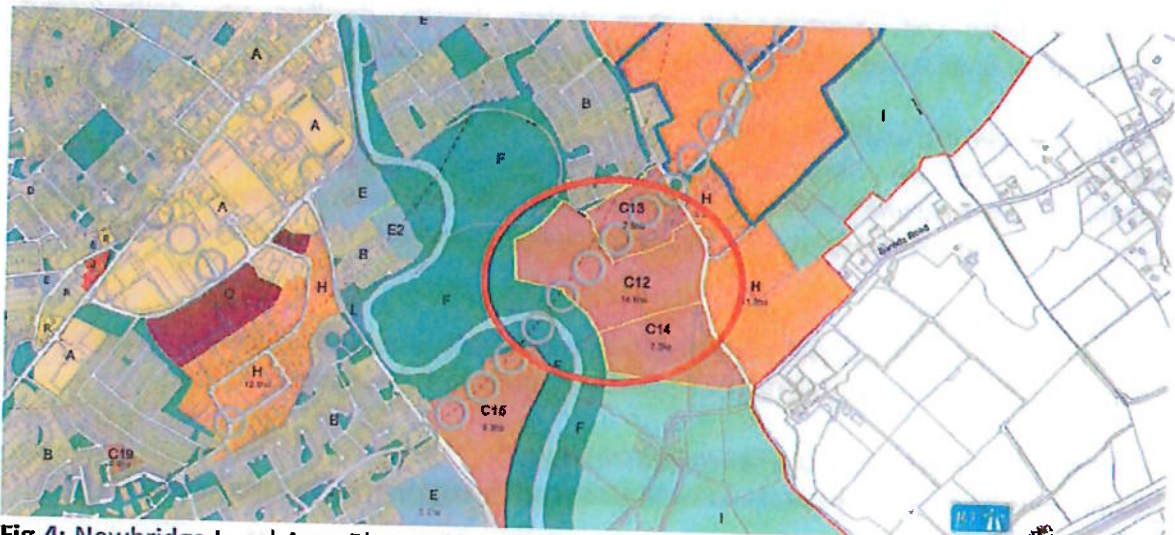
Includes the specific control measures to ensure new development is of high quality.

**Newbridge Local Area Plan 2013 – 2019 (extended to 2021)**

The majority of the site, including the area to be developed for housing is located on lands zoned Objective C12 and C13 in the Newbridge Local Area Plan 2013- 2019 (extended to 2021). The zoning provides for primarily new residential development as follows:

*“To provide for new residential development.*

*This zoning provides for new residential development and associated ancillary services. Permission may also be granted for home based economic activity within this zone subject to the preservation of residential amenity and traffic considerations. New residential areas should be developed in accordance with a comprehensive plan detailing the layout of services, roads, pedestrian and cycle routes and the landscaping of open space.”*



**Fig 4: Newbridge Local Area Plan 2013 – 2019 (extended to 2021) - Land Use Zoning Objectives Map (extract)**

The following specific objectives also apply:

*C13- The provision of a small, high quality designed neighbourhood centre to serve the local population will be acceptable as part of the overall development of these lands.*

*In accordance with the provisions of Section 49 of the Planning and Development Act 2000-2013, a Special Development Contribution Scheme may be required for zonings H1, (12, C13, (14 and (15 to contribute to the strategic objective of delivering a southern relief road in accordance with Objective SRO 5.*

The western extent area of the site adjacent to the River Liffey is situated on lands zoned ‘F – Open Space and Amenity’ for which the following zoning objective applies:

*“To protect and provide for open space, amenity and recreational provision:  
The areas included in this zoning objective cover both private and public open space and are dispersed throughout the town. The aim of this land use zoning objective is to protect recreation, open space and amenity areas, to maintain and improve amenity lands, to preserve private open space and to provide recreational facilities. Existing agricultural uses in open spaces area will continue to be permitted and reasonable development proposals in relation to this issue will be considered on their merits.”*

Policy SRO5 sets out a list of road projects required in the plan area. SRO5(a) specifically refers to a new road through the subject site as follows:

*“SRO 5: To seek the construction of the following transport links, subject to environmental and conservation considerations, as identified on Maps 2 and 7 and to preserve these routes free from development:*

- a) The Southern Relief Road from the R445 at Littleconnell (A) to the R416 Athgarvan Road at Kilbelin (B), including a new crossing over the River Liffey.”*

Policy GI1 seeks to ensure green infrastructure in new developments contributes to existing green infrastructure:

*To require all proposals for major developments to submit, as part of the landscaping plan for the proposal, details of how any green infrastructure proposed as part of the development (e.g. green open spaces, hedgerows, tree lines, etc.) contribute positively to the development and protection of the overall green infrastructure assets of Newbridge as identified on Map 6 and how it protects and enhance linkages to the wider natural landscape features.*

*Objective GIO1: seeks to require all new developments to contribute to the protection and enhancement of existing green infrastructure assets, as identified on Map 6, through the provision of new green infrastructure as an integral part of any planning application.*

‘Map 6’ identifies green infrastructure features throughout the plan area which includes the River Liffey and ‘key hedgerows’. The southern boundary to the site between land zoned C12 and C14 is identified as a key hedgerow and therefore Policy GI8 applies as follows:

*“To ensure key hedgerows, identified on Map 6, and the linkages they provide to larger areas of green infrastructure and the wider countryside, are retained where appropriate and integrated into the design of new developments.”*

Kildare County Council notes the contents of the Applicant’s Statement of Consistency and considers that, notwithstanding specific concerns outlined later, the principle of the development largely complies with local planning policy.

## 5.2 ASSESSMENT OF PROPOSED DEVELOPMENT

### 5.2.1 INTERNAL REPORTS

Please refer to the respective reports in Appendix B for full details of all concerns raised and recommendations.

Transportation Department: 5/7/2022

No objection subject to conditions (including timing of construction after the opening of NSORR as far as Great Connell, , restricting the construction of Phases 3 and 4 until a contract has been signed and a completion date confirmed for the bridge and restriction on occupation of Phases 3 and 4 until the bridge is completed.

Kildare/Newbridge Municipal District Engineer: 17/5/2022

No objection subject to conditions

Parks Department: 1/7/2022 : No objection subject to conditions

Water Services Department: 29/5/2022 : No objection subject to conditions including compliance with GSDSDS, alternative surface water and SUDS strategy and other conditions.

Environment Department: 25/5/2022 : No objection subject to conditions.

Fire Service: 21/06/2022: No objection subject to conditions.

Housing Department: 24/06/2022: Notes concerns regarding aspects of Part V proposal however condition recommended.

Strategic Projects and Public Realm: 27/6/2022 : Notes further detail required in relation to boundary treatments given sensitive riverside location and the need to incorporate nature based drainage solutions.

### 5.2.2 QUANTITATIVE ASSESSMENT

#### Core Strategy

As set out previously, Variation No. 1 of the Kildare County Development Plan 2017 – 2023 provides that 699 no. dwelling units are considered an appropriate quantum of growth in Newbridge for period up to and including 2021 while the period up to 2026 provides for 1,631 no. units. While noting a slight exceedance in the 2023 growth forecast due to existing smaller permitted schemes, the proposed development of 606 no. units would largely be considered acceptable on its own.

Since the Stage 2 opinion of KCC on this proposed development a recent grant of permission of SHD Ref. 311040 for 204 houses and current SHD application Ref. 312704 with An Bord Pleanála is noted. Potentially these applications, as well as the proposed development, would contravene the growth forecast to 2023 in Newbridge but would be within the permitted growth for the period to 2026.

Kildare County Council is currently in the process of reviewing the Kildare County Development Plan 2017 – 2023. The Draft Kildare County Development Plan 2023 – 2029 was published for consultation on 14<sup>th</sup> March 2023 and includes the following Population and Housing Targets to Q2 2028.

**Table 2.8 – Settlement Hierarchy – Population and Housing Unit Targets Q1-2023 to Q2-2028**

Settlement Type	Settlement Name	Census 2016 Population	Settlements percentage per total County population	2021 Population Estimate (based on % growth from 2011-2016)	Housing & Population Target %	Population Target 2023 to 2028 (end of Q4) (persons)	Housing Target 2023 to 2028 (end of Q4) (units) in accordance with HSTGs	Residential Zoned Land Requirement (ha)	Target Residential Density (UP/H)
County	Kildare	222,604		235367		260533	9144		
Key Town	Naas	21,393	9.60%	22632	14.9%	3747	1362	40	35-50
	Maynooth (MASP)	14,585	6.60%	15429	10.90%	2741	997 <sup>a</sup>		35-50
	Newbridge	22,742	10.20%	24059	11.60%	2917	1061	35	35-50
Self-Sustaining Growth Towns	Lixlip	15,504	7%	16402	10.20%	2565	933	31	35-50
	Kildare Town	6,634	3.90%	9134	4.70%	1182	430	14	35-40
	Athy	9,677	4.30%	10237	4.80%	1207	439	15	35-40

A Report from the Chief Executive on submissions to the draft Kildare County Development Plan 2023 – 2029 is due to be made to Elected Members in July. However, it is noted that the Kildare County Development Plan 2017 – 2023 remains the relevant Plan for the assessment and determination of the proposed development.

It is noted that the application includes a Statement in Support of a Material Contravention of the County Development Plan, in the event that the application is deemed to contravene the Plan. The Applicant sets out their position in relation to Housing Allocations; generally that the development is considered to be of strategic importance, that there are conflicting objectives in the development plan, that the development is compliant with RSES/S28 Guidelines/ministerial and government policy, and that the development is consistent with the pattern of development in the area and permissions granted since the making of the development plan.

Having regard to the above, should An Bord Pleanála be minded to grant permission for the proposed development, the Board is requested to consider implementing an appropriate phasing plan to better align the delivery of housing in Newbridge with the adopted Core Strategy for the town, particularly in the context of the infrastructure on which the proposed development will rely.

#### Density

Chapter 4, Table 4.2 of the Kildare County Development Plan 2017-2023 and Table 14.2 of the Newbridge Local Area Plan 2013 – 2019 (extended to 2021) set out the general density

parameters (units per hectare). The Newbridge LAP does not expressly state a density for the subject site but says that in general a rate of 35 units/ha was used in identifying lands to be zoned new residential. Table 11 of the Newbridge LAP provides 'indicative residential densities' for different types and locations of new residential development. Those densities are derived from the Kildare County Development Plan 2011 – 2017 and state that for *outer suburban/greenfield, generally new residential zoning areas* a density of 30-50 units/ha is appropriate. In the context of the current Kildare County Development Plan 2017 - 2023, the subject lands are considered *outer suburban / 'Greenfield' sites* where a density of 30-50 units/ha is also recommended in Table 4.2

The gross subject site comprises 27.635ha, of which the net development area comprises 15.978ha on which the applicant proposes to construct 569 units, resulting in a density of 35.6units/ha.

It is considered that the proposed density is appropriate for the outer suburban site.

#### Plot Ratio

Table 17.1 of Section 17.2.3 of the Kildare County Development Plan 2017 – 2023 sets out plot ratio standards and provides that sites in an outer suburban location in remote from public transport such as the subject site should have a plot ratio of 0.25 – 0.35. A plot ratio of c. .26 is proposed and is within the required standard. The Planning Authority notes this and considers the ratio to be acceptable for the site.

#### Public Open Space

The percentage open space provided within the net residential development area is 2.613 ha which equates to approximately 16.4%, over the required minimum 15% as set out in the Kildare County Development Plan 2017-2023. This area excludes swales and areas less than 10m wide. The majority of the open space is situated in the west of the site adjacent to the River Liffey wrapping around the outside of a meander in the river and includes 8.31ha of zoned amenity lands adjacent the Liffey.

The proposed development incorporates 18. No public open spaces It is proposed to provide a number of smaller open space areas throughout the site including a long liner park alongside the NSORR and pocket parks in residential areas ranging from c.400m<sup>2</sup> to 4,400m<sup>2</sup>. An existing stream / field drain in the centre of the site flowing north and then west along the boundary of the site will be retained as an open feature. A Landscape Design Strategy is noted.



Fig. 7: Proposed site layout

#### Residential Mix

The Applicant proposes 569 no. residential units, comprising of 325 houses and houses (57%) and 244 apartments /duplexes (43%). The proposed development contains;

33no.	1 bed units	5.8%
199no.	2 bed units	35%
249no.	3 bed units	43.7%
88no.	4-bed units	15.5%

It is considered that the proposed unit mix is in accordance with SPPR 1 as less than 50% of the proposed units are 1-bedroom units.

#### Building Heights

Building forms comprise two storey dwellings in the west and south in a range of semi-detached and terraced units with occasional 3 storey elements. The taller elements of the scheme are to northeast of the site close to the Great Connell roundabout, with higher density and taller buildings with three and four stories proposed in a range of duplex and apartment blocks as well as a neighbourhood centre. Most of the taller buildings will face onto the NSORR road objective SRO5(a) and Great Connell road forming a new urban edge to the area. A number of the buildings are also part 2 and part 3, or part 3 and 4 storey structures allowing for scaling up and down to better address adjoining development.

#### Part V Provision

The Developer is proposing the transfer of 114 no. units (20%) for Part V in the form of the report of 28 no. Dwellings and 86 no. Apartments. A report from the Housing Department raises some concerns regarding this in terms of preference of accommodation, types, mix, ratio and omission of certain element, along with a condition in terms of a grant of planning permission.

#### Neighbourhood Centre & Crèche and other Uses

A neighbourhood centre with 11 units is proposed as part of the development. This is located to the north-east of the development with apartments over. Uses indicated include shops (convenience/services) café, restaurant, doctor, dentist, physio etc. It is considered that the neighbourhood centre is appropriately located to the front of the site and proposes a range of acceptable uses.

A crèche of 886m<sup>2</sup> crèche and associated external play space is proposed adjacent the neighbourhood centre. It has been designed to cater for 154 children. The crèche will be situated in the northeast of the site, adjacent to the neighbourhood centre. It will form the ground floor and part first floor of a mixed use building with first floor residential uses also proposed. A dedicated outdoor play area is proposed to the rear of the site with limited first floor overlooking permitted from surrounding residential units. A courtyard style car park is proposed to the rear to serve both the crèche and the neighbourhood centre.

A crèche / childcare facility within a residential scheme is acceptable in principle and complies with the policies of the Kildare County Development Plan 2017-2023 which seeks the provision of childcare services at appropriate locations. Generally childcare facilities are required to cater for 20 places in developments of 75 houses this equates to 151 childcares places.

A Social Infrastructure Audit was submitted with the application and concludes that the existing social infrastructure identified within the study area in conjunction with that proposed will be capable of service the development.

It is noted from submissions on the draft Kildare County Development Plan that the Department of Education and Skills considers that in Newbridge at primary level and post-primary level, the level of potential increase can be met by existing facilities.

#### Water Services

It is proposed to connect to an existing public water mains in the Great Connell local road and roundabout, east of the site. A pre-connection enquiry was made to Irish Water who issued a confirmation of feasibility.

There is a foul sewer main crossing the site which forms part of the Upper Liffey Valley Sewerage Scheme. The layout responds to the strategic pipe and incorporates the wayleave into the design of the scheme without providing unusable space. Due to the topography of the site, all foul drainage is collected by gravity and brought to a foul pumping station serving the development. It is also proposed to divert a section of the existing sewer in agreement with Irish Water.

It is proposed to manage surface water through both a piped system and SUDS measures. This includes 9no. attenuation tanks and then discharge to both the River Liffey and the existing drainage ditch / stream. A separate drainage network will be provided for the NSORR roads objective with its own attenuation system. The Water Services Department has issued a report requesting a substantial redesign of the system and notes that some dwellings may require a substantial raising of FFL (which may require subsequent additional planning permission for revisions).

#### Access, Permeability and Car Parking

It is proposed to provide c.350metres of the NSORR road objective through the site with one entrance only from the existing Great Connell roundabout. The section of road proposed will allow for the future provision of a bridge connecting the site to the western banks of the River Liffey through the Ardstone SHD site currently under construction. As it is not proposed to construct the bridge as part of this development, there will be no connectivity between the site and the town centre. Potential additional connections are noted on the site layout to adjoining property to Wellesley Manor in the north and zoned residential land in the south. The current layout means residents would need to walk c. 1.5km from the edge of the site at Great Connell roundabout to reach the towns main street and access the services and amenities provided in the town centre despite being situated less than 1km from the centre. This increases to over 2km for residents in the west of the site. There are no bus stops situated along Great Connell road to aid connectivity to the town centre and therefore the lack of a bridge and connectivity would lead to a car based development. Even the train station is situated over 3km by road from the site.

The Transport Department report focusses on two high level issues relating to roads objective SRO5(a) and the bridge to be constructed as part of the development. Having regard to the scale of the development with over c. 560 units proposed and the subsequent trip numbers likely to be generated it is considered the scheme is unlikely to be successful without full implementation of the bridge in order to provide for better pedestrian and cycle connectivity and permeability but also for diffusion of traffic volumes through the local road network. Please refer to the Transport Department report for a detailed analysis of this matter and additional recommendations as summarised previously.

#### Residential Standards

The application appears to largely comply with the relevant residential standards, however an in-depth analysis is not undertaken as part of this report.

### **5.2.3 QUALITATIVE ASSESSMENT**

#### Principle of Development

The majority of the site and the location of all the proposed housing is zoned C12 and C13 – New Residential, with a stated Objective *to provide for new residential development.*

The Planning Authority is of the opinion that the principle of the proposed residential development is generally acceptable having regard to the strategic planning policy considerations including the Kildare County Development Plan 2017-2023, the land use zoning of the Newbridge Local Area Plan 213 – 2019 (extended to 2021) and the planning history of the wider area.

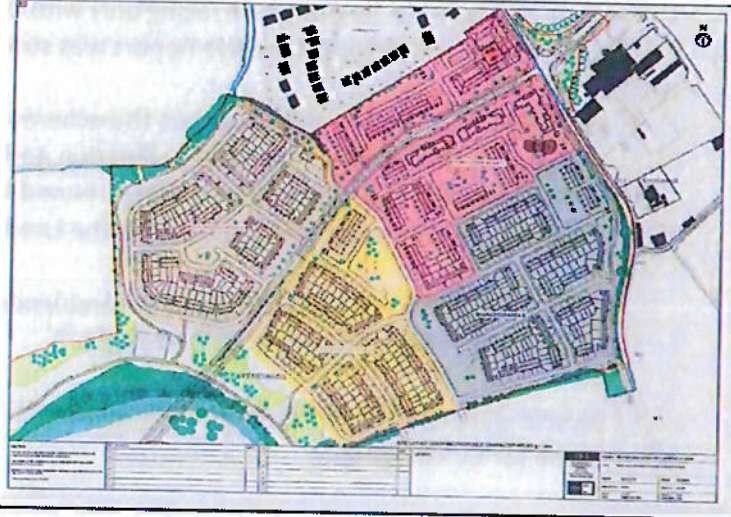
The following sets out an assessment of the proposed development against each of the 12 no. criteria detailed in the *Urban Design Manual: A Best Practice Guide* (DoEHLG, 2009) which is a companion document to the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* (DoEHLG, 2009).

Criteria	Assessment of Indicator
1. Context	<p>Generally, the form, scale and mass responds to the surrounding built context, notably the existing residential developments north of the site and locating the proposed taller 3 and 4-storey elements along the NSORR roads objective. A wayleave for the in-situ Irish Water foul sewer is also incorporated into the scheme in an appropriate manner.</p> <p>There are a number of strong existing boundaries to the site which the layout has responded to including the River Liffey, Great Connell road and roundabout and a protected hedgerow to the south. An existing open drain / stream will also be retained and enhanced for amenity purposes.</p> <p>The site has c.450m of road frontage and positions buildings addressing the road. The neighbourhood centre is situated adjacent the Great Connell roundabout with taller structures proposed either side of the NSORR at the entrance to the site, creating a gateway effect. Further south, two storey dwellings are orientated with back to back rear gardens and front facades facing the public road. Further west and north there are blocks of two storey housing also situated with back to back private open spaces and front elevations all facing wide expanses of public open space and maximising views of the river. There is a generous set back from the river bank which aligns with the residentially zoned land enabling a quality public open space and facilitating the future expanded Liffey Park.</p> <p>Higher density is situated in the northwest and along the NSORR creating focal buildings which are not overlooking or dominating existing lower density patterns. In light of current National, County and Local Policy as well as other permitted developments in the area, as set out above it is considered that the proposed density is appropriate.</p> <p>The site is located at the southeast of the town, slightly disconnected from the wide range of services and amenities provide in the town centre due to the presence of the River Liffey and lack of permeability and connectivity proposed.</p>

	<p>The proposed NSORR road objective SRO5(a) aligns with the permitted section under construction west of the site.</p>
<p><b>2. Connections</b></p>	<p>There is a network of vehicular, pedestrian and cycle routes proposed throughout the scheme however ultimately only one access point is proposed to the entire site from the Great Connell roundabout as it is not proposed to provide the full roads objective SRO5(a) and associated Liffey bridge as part of the scheme. This is a significant impediment to the scheme and the principle of a successful future planning application cannot be relied upon in this regard.</p> <p>Potential future connections are noted between public open spaces on the site and an adjoining housing estate and to residentially zoned lands however it is not proposed to construct these connections under the application.</p> <p>While noting proposed bus stop locations, currently the closest bus stops are situated c.1km from the entrance to the site on the R445 while the train station is c.3km from the site. There is a footpath connecting the site to the R445 along the Great Connell road. Increased permeability and connectivity to the town centre is critical for a scheme of this scale as under the current proposals residents would need to walk 1.5-2km to access the town centre which is unacceptable and does not contribute to a high quality development and will encourage private car dominated mobility.</p> <p>In this regard it is considered the development does not maximise on potential connectivity and more could be done by the Applicant to further permeability for all road users, primarily by providing the full roads objective and bridge with the scheme.</p>
<p><b>3. Inclusivity</b></p>	<p>Provision of a hierarchy of landscaped public amenity spaces with play areas is a positive of the scheme however it should be noted the Parks Department has sought revisions to the scheme.</p> <p>A high number of dwellings overlook open space areas creating residential cells and thereby promoting a community feel within the development.</p> <p>Dwelling and apartment units are proposed with no private curtilage to the front in certain areas, creating the look and air of streets in key locations of the scheme such as along the NSORR roads objective SRO5(b) and Great Connell road. Various textures and finishes to road surfaces indicate homezones where slower speeds are required.</p>

	<p>All dwellings are indicated to be Part M compliant and designed in accordance with the principles of universal design and thereby accessible to all. Additionally, a number house types and sizes are proposed which includes Part V provision as proposed.</p> <p>A creche is proposed as well as play equipment and natural play landscaping for younger members of the community. An outdoor gym is proposed for the linear park adjacent the NSORR while seating is also proposed in strategic locations throughout the scheme for more immobile members. Accessible car parking spaces are proposed throughout the scheme.</p> <p>As stated previously however the proposal to omit the required Liffey bridge does create a disconnected and isolated character to the scheme which ultimately faces east and outward, away from the town of Newbridge.</p> <p>A civic plaza is proposed at the northeast adjacent the neighbourhood centre which could accommodate markets and local events and which generally provides a sheltered outdoor meeting place with seating areas and lighting.</p>
<p><b>4. Variety</b></p>	<p>Proposal contains two, three and four storey structures with a mix of 1, 2, 3 and 4- bed units across a range of house, duplex and apartment unit types.</p> <p>A variety of materials is proposed including brick, render and standing seam metal cladding. Roof shapes include traditional pitch as well as flat roofs while building forms vary between semi-detached, terraced, combined apartment and duplex units, apartment blocks and a mixed use block.</p> <p>A hierarchy of open spaces is proposed ranging between private, communal, public and avenue / boulevard type spaces as well as substantial shared roof terraces for the apartments. Some variation in levels is also proposed to address the topography throughout the site which consequently introduces variations in ridge heights.</p>
<p><b>5. Efficiency</b></p>	<p>The net density is considered appropriate in terms of efficient use of lands given the location of the subject site.</p> <p>Most units are dual-aspect with a significant number of triple aspect units also proposed. A minimal number of single aspect units are proposed but</p>

	<p>these appear to be largely south facing only with circulation space situated to the north.. A Building Lifecycle Report was submitted</p> <p>Landscaping is proposed throughout the scheme with a variety of forms and species proposed to promote pollination and diversity. Bin storage is provided for each unit or in communal screened locations while potential green composting locations are noted in the Landscape Report.</p> <p>The Water Services Department has recommended a significant redesign of the surface water management strategy.</p> <p>Bicycle parking is noted throughout the scheme and provision has been made for EV charging</p>
<p><b>6. Distinctiveness</b></p>	<p>The scheme is defined by the boundaries at the east and west, namely the new neighbourhood centre and built urban edge along Great Connell road to the east and the River Liffey to the west. Both elements contribute to the distinctiveness of the scheme. The Parks Department recommended that the scheme includes a landscaping scheme for the Great Connell roundabout which is considered appropriate having regard to the focal point and local landmark it would create, marking the entrance to the scheme.</p> <p>The proposed roof gardens and their quality and scale is also welcomed to create a unique character to the scheme.</p> <p>Lastly, the proposed NSORR road objective and associated new Liffey Bridge creates an opportunity to implement a high quality well designed piece of public infrastructure and associated public park, creating another landmark in the wider context of the town.</p>
<p><b>7. Layout</b></p>	<p>16.4% of the site will be provided for public open space in areas overlooked by housing. The layout addresses the context of the site and maximises views to the Liffey Park.</p> <p>4 no. character areas are proposed to define the local area.</p>

	 <p>Open spaces are largely connected but defined in the northeast by surface car parking detracting from the visual amenity of the spaces.</p> <p>A hierarchy of roads and surfaces also contributes to the natural phasing and definition of character areas.</p>
<p><b>8. Public Realm</b></p>	<p>Passive surveillance of most public spaces is achieved and a new urban edge will be achieved with placemaking at the forefront particularly at the neighbourhood centre where a new civic plaza is proposed and at the west where a section of the Liffey Park will be provided.</p> <p>A hierarchy of public spaces is proposed with a clear distinction made between strategic arteries and smaller homezones.</p> <p>Details should be provided of proposed signage and wayfinding. The Applicant is also requested to submit proposals for the name of the scheme.</p> <p>Consideration should be given to reducing the quantity of surface level car parking through alternative proposals. The Transport Department report provides a detailed analysis of car parking proposals</p>
<p><b>9. Adaptability</b></p>	<p>Most of the dwellings would be capable of future rear extensions. Drawings are noted in the Architectural Design Report of potential attic conversions to the dwellings.</p> <p>Mix of House types and proposed apartments allow for future residents to trade up or down</p>

	<p>House types designed to principles of Universal Design to allow use and access to all.</p>
<p><b>10. Privacy and Amenity</b></p>	<p>Dedicated private amenity open space is provided to all properties, including apartment / duplex units. The design of residential units generally has had regard to the siting and orientation of the development and seeks to maximise the solar gain and natural light aspect of each dwelling however revisions are recommended to the ground floor duplex units as outlined later.</p> <p>The Transport Department report notes concerns with noise and residential amenity, particularly road noise from the NSORR road objective. This is also a serious concern regarding the suitability of the proposed units adjacent the area reserved for the remainder of the NSORR road and bridge. It is not possible to assess the impact of the bridge on these units, and if a greater separation distance/reorientation/other design measures are required.</p> <p>Boundary details are noted which seem appropriate and include timber panel and concrete post between rear garden areas with capped and rendered blockwork walls for rear walls. Screen walls addressing public areas will be clad with brick. Bespoke treatments are required at the scheme develops towards the River Liffey.</p>
<p><b>11. Parking</b></p>	<p>Table 17.9 of the Kildare County Development Plan 2017-2023 and Design Standards for New Apartments 2018 set out the minimum requirement for parking standards. The report from the Roads and Transportation contains a detailed assessment of parking requirements and provision. The proposal is deficient in terms of compliance with the relevant car-parking standards as outlined within the Kildare County Development Plan 2017-2023 and under the Design Standards for New Apartments in Less Accessible Urban Locations. The lack of use of basement or undercroft car-parking is noted. The Transportation section notes that the deficiency of parking will lead to haphazard parking and obstruction of lines of sight, traffic and vulnerable road users.</p>
<p><b>12. Detailed Design</b></p>	<p>A further analysis of the detailed design of the scheme has not been carried out.</p> <p>The Transport Department has raised concerns regarding noise attenuation and from nearby roads and the impact this will have on residents. This is a particular concern in terms of the proximity of proposed units to the remaining section of the NSORR and new Liffey Bridge.</p>

## **6 STATEMENT AS TO WHETHER THE AUTHORITY RECOMMENDS TO AN BORD PLEANÁLA THAT PERMISSION SHOULD BE GRANTED OR REFUSED, TOGETHER WITH REASONS FOR SUCH RECOMMENDATION**

While supportive of the principal of a Strategic Housing Development on the site, as set out in Section 3 above, the Planning Authority has significant concerns regarding aspects of the proposed development.

1. It remains the view of the Kildare County Council that it is an absolute necessity to provide the full length of the **Newbridge South Orbital Ring Road (NSORR)**, including bridge, within the red line of the development site. This infrastructure does not form part of the application, but a successful development is reliant on its timely and complete provision:
  - The complete road and bridge will form the main link for the development to the town centre. Without this link the proposed development addresses the edge of the town and will be significantly more car-based development. The development will be deficient in connectivity to adjoining lands and the wider area, including its amenities relating to the River Liffey.
  - The complete road and bridge are necessary in order to avoid disruption on the public road network east of the River Liffey in order to avoid excessive traffic disruption and congestion in this area due to the development's quantity of c. 560 no. residential units and commercial neighbourhood centre.
  - The proposed infrastructure is to be located in a residential area, in close proximity to dwellings. The details of the complete road and bridge link, including its scale, massing, materials and visual treatment, are required in order to assess its impact on the proposed dwellings. Greater separation distances to dwellings are likely be required, different orientation, noise barriers, bespoke design of nearest units may be required, in order to respond to the design of the bridge and its related impacts. The impact of a future bridge on such residents must be considered now.
  - The proposed road will ramp up to the bridge crossing within a strategic area of open amenity space adjacent the River Liffey. The design, landscaping and detailed treatment of this area which forms part of the subject application may conflict with the design of the bridge proposed and result in poor public amenity space, unsightly in appearance and lending itself to anti-social behaviour.
  - It is stated in the application form that it is intended to submit an application for the bridge in Q2 of 2022. An application has not yet been received and that date has passed. While the prospective applicants are engaging with the Planning Authority in terms of pre-application discussions, it should be noted that there is no certainty around an application being made, being granted or being enacted.

2. Kildare Council has concerns regarding breaches of the adopted **Core Strategy** and associated population and housing forecasts for the town of Newbridge as set out in Variation No. 1 of the Kildare County Development Plan 2017 – 2023. The development does not appear to align with the delivery of housing in Newbridge as set out in the adopted Core Strategy for the town, particularly having regard to other Strategic Housing Developments recently permitted and currently before the Board.
3. The proposed **SUDS strategy** is not considered acceptable and a number of recommendations for revision remain.

Therefore it is the opinion of Kildare County Council that permission for the development should be **refused**, for the reasons set out in Section 7 below.

## **7 REASONS/CONDITIONS**

### **7.1 REASONS FOR REFUSAL:**

Having regard to

- the policies and objectives of the Kildare County Development Plan and Newbridge Local Area Plan 2013 – 21019 (extended to 2021), in particular SRO 5 (b) regarding the Southern Relief Road including river crossing, and
- the nature and extent of the proposed development, in particular its failure to include in its proposals the full provision of the relief road and bridge relevant to the site,

it is considered that the proposed development is premature pending the delivery of the Southern Relief Road from the R445 at Littleconnell to the R416 Athgarvan Road at Kilbelin, including a new crossing over the River Liffey. In the absence of same, the proposed development would

- create a residential development disconnected from the town centre of Newbridge,
  - lead to a significant increase in car journeys in the area which would exacerbate the traffic congestion arising from existing deficiency in the local road network, and
  - compromise the ability of the proposed development to mitigate against the impact of the proposed new bridge on residential amenity and public open space,
- and therefore would be contrary to the proper planning and sustainable development of the area.

### **7.2 CONDITIONS IN THE EVENT OF A GRANT OF PLANNING PERMISSION:**

Should An Bord Pleanála be mindful to grant permission for the proposed development, Kildare County Council requests particular consideration be given to the following conditions:

1. A condition requiring the omission of units 17-40, 41-57, 401-414, and 483-512 alongside the location of the reservation for the proposed NSORR and second Liffey Bridge (not the subject of this application), in the interest of the residential amenity of these units. A separate planning application should be required for these units when design of the proposed bridge has been finalised. This is in order to ensure that the location, layout and orientation of such units can be designed with full consideration of the bridge and the road section ramping up to same. The impact of the proximity, scale and appearance of this significant infrastructure and related traffic, noise, headlight glare, etc. associated with same cannot be adequately addressed at this stage to determine that there will not be an unacceptable impact on residential amenity for these units.


2. A condition requiring the phasing of the development, according to the delivery of transport infrastructure, in the interests of proper planning, sustainable development and traffic safety of the area
  - a) The development shall only commence after the full opening of the Newbridge Southern Orbital Ring Road (NSORR) in order to facilitate the permitted construction phase haul route to and from the development site via the R445 Regional Road and M7 Motorway. Construction related traffic is not permitted via the Buckley Cross Roundabout to access the R445 Regional Road. Construction related traffic is not permitted through Newbridge Main Street. Construction related traffic is not permitted to pass via the Great Connell Road, the L-2028 local road.
  - b) No works shall commence on the construction of Phases 3 and 4 until a contract has been signed and a completion date confirmed for the construction of the new bridge crossing over the River Liffey or as otherwise agreed with the Planning Authority
  - c) No occupation of units in Phases 3 and 4 shall occur prior to the completion of the construction of the new bridge crossing over the River Liffey unless otherwise agreed with the Planning Authority.
  
3. Regarding open space and amenity:
  - a) A condition requiring a Landscape Design Rational & Landscape Proposal including a Landscaping Masterplan for the development site.
  - b) A condition securing a connection at the end of the proposed river walkway (at the north-west extremity of the site) to the Liffey Linear walk via pedestrian bridge. This is to avoid the creation of an unsupervised dead-end, and to maximise permeability and amenity in the area.
  - c) A condition requiring the transfer of lands 'Zoned F: Open Space and Amenity' in the current Newbridge Local Area Plan to Kildare County Council for use as public open space in line with the Local Area Plan and delivery of the Liffey linear park.
  
4. A condition requiring alternative surface water drainage and SuDS strategy for the proposed development in accordance with Condition 2 of the Internal Report from the Water Services Department, to ensure proper and sustainable servicing of the proposed development and to prevent pollution and flooding.
  
5. Other conditions as set out in the Reports from Internal Departments, as attached in Appendix B and other standard and relevant conditions.

Aston Limited – Great Connell, Newbridge, Co. Kildare

Signed:

  
**Bébhinn O'Shea**  
**Senior Executive Planner**

11/7/2022

  
Eoghan Lynch

Acting Senior Planner

Date: 11<sup>th</sup> July 2022

AG  
A/DOS

  
chief executive 11/7/22

Aston Limited – Great Connell, Newbridge, Co. Kildare

Aston Limited – Great Connell, Newbridge, Co. Kildare

**APPENDIX A**  
**INTERNAL REPORTS**

<b>Reference Number</b>	<b>22/313306</b>	<b>Environment Section</b>
<b>Name of applicant:</b>	<b>Aston Ltd Greatconnell, Newbridge</b>	<b>Planning Report</b>

1. Prior to the commencement of development, the applicant shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) in accordance with Appendix C of the "EPA Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)" including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness, these details shall be placed on the file and retained as part of the public record. The RWMP must be submitted to the planning authority for written agreement prior to the commencement of development.  
**Reason:** In the interest of proper planning and sustainable development.
2. All foul sewage and soiled water shall discharge to the public foul sewer system.  
**Reason:** In the interest of public health, to avoid pollution, and to ensure proper development.
3. Only clean, uncontaminated surface water shall discharge to the surface water system.  
**Reason:** In the interest of public health, to avoid pollution, and to ensure proper development.
4. All surface water from the carpark areas shall pass through adequately sized and sited petrol/oil interceptor(s) before being discharged to the surface water system.  
**Reason:** In the interest of public health, to avoid pollution, and to ensure proper development.
5. Noise Control  
The following noise limits shall apply to construction activities: 70 dB(A) (LAeq 1 hour) between 0800 hours and 1800 hours Monday to Friday inclusive (excluding bank holidays) and between 0800 hours and 1300 hours on Saturdays when measured at any noise sensitive location in the vicinity of the site. Sound levels shall not exceed 45 dB(A) (LAeq 1 hour) at any other time following completion of the site development works.  
**Reason:** In the interest of public health and the use of best practice guidelines in order to avoid pollution
6. Applicant shall use "Best Practicable Means" to prevent/minimise noise and dust emissions during the construction phase of the development, through the provision and proper maintenance, use and operation of all machinery, all to the satisfaction of the Planning Authority.  
**Reason:** In the interest of public health, and the use of best practice guidelines in order to avoid nuisance.
7. Prior to Commencement Notice Stage, the developer shall submit a Construction Phase Surface Water Management Plan in accordance with IFI Publication 2016 "Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters" for the written consent of the Planning Authority. The Plan shall address the management of any surface water run-off from the site, to prevent any polluting matter, suspended solids and silt, being discharged to any receiving water. The Plan shall, inter alia, include:
  - (a) Site Layout Plan identifying any potential surface water and/or groundwater receptors
  - (b) The location and design of any proposed mitigation measures.
  - (c) Proposals for a surface water and/or groundwater monitoring programme, as appropriate.**Reason:** In the interest of public health, to avoid pollution, and to ensure proper development.

8. An operational waste management plan (OWMP) in accordance with the Kildare County Council Waste Presentation Byelaws is to be prepared by a competent person and issued for approval prior to occupation. The OWMP shall consider the domestic waste management needs of the proposed occupants, the storage needs for receptacles including in shared locations, in accordance with the byelaws, and the servicing needs with regards to domestic waste for the long-term.

**Reason:** In the interest of public health and the use of best practice guidelines in order to avoid pollution.

Inspector:

Date: 25/5/24



Approved by SEE/SE:

Date:

 SEE

25/5/2022

**KILDARE COUNTY COUNCIL**

**Planning Application Ref.** 22/313306  
**STRATEGIC HOUSING DEVELOPMENT**

**Previous Ref. No's:**

**Date:** 13/04/2022

**To:** Kildare Municipal District  
Kildare Area Office  
Newbridge Industrial Estate  
Newbridge,

**Applicant:** Aston Limited

**Application date:** 13/04/2022

**Application for:** PERMISSION for STRATEGIC HOUSING DEVELOPMENT (ABP DECISION) - demolition of existing site structures (2,622.3 sqm) and the construction of 569 no. residential units, a neighbourhood centre with 11 no. units (gross floor area 2,141 sqm) and a childcare facility (886 sqm), a circa 350 metre section of distributor road, and all ancillary and associated works on a site of 27.64 ha surrounding and including the dwellings of "Greatconnell" and "Valencia Lodge" at Great Connell Newbridge Co. Kildare

Please let me have your report on this application by **17/05/2022**.

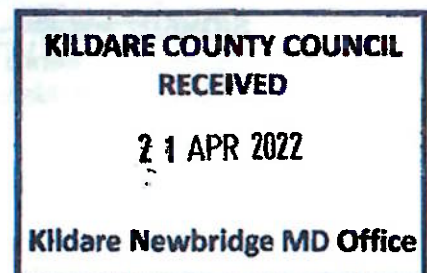
*PP am Burke.*  
**SENIOR EXECUTIVE OFFICER  
PLANNING**

Site notice inspected on: *17/5/22*

If conditions are being suggested, reasons should be clearly stated.

Please note that any contributions or special contributions required for this development shall be clearly signalled.

*Refer to attached report.*  
*Damian Green*



PLANNING REPORT - KILDARE NEWBRIDGE MD OFFICE, NEWBRIDGE  
KILDARE COUNTY COUNCIL, Tel: 045 437556

FILE NUMBER: 22/313306

SITE NOTICE IN PLACE: YES  NO  17/5/22

NAME OF APPLICANT: Aston Limited

LOCATION OF DEVELOPMENT: Great Connell, Newbridge, Co. Kildare

**RECOMMENDATION**

NO OBJECTION – Subject to conditions outlined below

**CONDITIONS**

- All Surface Water generated on-site shall be disposed of on-site and not allowed onto the public road.
- Roadside drain to be left open except at entrance where it shall be piped with 600mm min sized pipe.
- Applicant shall be responsible for the proper design, construction and maintenance of all surface water drains installed as part of the proposed development including soak ways.
- Applicant to contact Kildare Newbridge Municipal District Office prior to commencement of development to agree surface water drainage details for proposed development including public road drainage.
- Applicant shall contact Kildare Newbridge Municipal District Office prior to commencement of development in order to finalise the developments tie-in with existing roads infrastructure and all relevant traffic management arrangements associated with the development.
- Refer to Road Design for the determination of Traffic Impact Assessment of proposed development and road widening set back lines.
- A culvert shall be provided between the front boundary and the road. Size, levels and location shall be agreed with the Planning Authority.
- Lines of sight at the entrance shall be provided strictly in accordance with latest guidance document and to the satisfaction of KCC Road Design.
- Applicant shall ensure that all damage to the public road network associated with the construction phase of this development shall be repaired to the satisfaction of Kildare Newbridge Municipal District staff. Particular attention shall be focused on the site access point.
- No soil, dirt or debris shall be deposited on the road, footpath or verge from vehicles associated with the site. The applicant shall have suitable machinery/infrastructure on hand to keep the public road free of these materials and to a standard acceptable to KNMD staff.

SIGNED:

 DATE: 17/5/22

Senior Executive Technician  
Kildare Newbridge Municipal District

KILDARE COUNTY COUNCIL

Housing Section Report



Planning Ref. No.	22-313306																																									
Name of Applicant	Aston Limited																																									
Address of Development	Great Connell, Newbridge Co. Kildare																																									
Type of Development	<p>PERMISSION sought for development of:</p> <p>STRATEGIC HOUSING DEVELOPMENT (ABP DECISION)                      - demolition of existing site structures (2,622.3 sqm) and construction of 569no. residential units, a neighbourhood centre with 11no. units (gross floor area 2,141sqm) and a childcare facility (886 sqm), a circa 350 metre section of distributor road, and all ancillary and associated works on a site of 27.64ha surrounding and including the dwellings of "Greatconnell" and "Valencia Lodge"</p>																																									
Type of Assessment	Part V Provision																																									
Assessment Date:	24/06/2022																																									
Report due date	16/06/2022																																									
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### Relevant Standards:

- **Kildare County Development Plan 2017-2023.**
- **Quality Housing For Sustainable Communities:**  
Design Guidelines December 2020.
- **Sustainable Urban Housing:**  
Design Standards for New Apartments Guidelines for Planning Authorities December 2020.

### Observations:

- Development proposal for 569no. residential units comprising:  
325no. houses (57.1%) and  
244no. apartments (42.9%).
- The applicant has proposed to transfer 114no. units (20%) for Part V comprising:
  - 28no. Dwellings. (8.6% of total dwellings)
    - 12 x 2bed dwelling.
    - 14 x 3bed dwelling.
    - 2 x 4bed dwelling.
  - 86no. Apartments. (35.2% of total apartments)
    - 14 x 1bed shared access apartment.
    - 16 x 1bed own door apartment.
    - 6 x 2bed shared access apartment.
    - 24 x 2bed own door apartment.
    - 2 x 3bed shared access apartment.
    - 2 x 3bed own door apartment.
    - 22 x 3bed own door duplex.
- Apartments are a mixture of own door maisonette type units and shared access units together with own door duplexes.
- The preference of the Housing Authority is for 2-storey terraced or semi-detached houses with pitched roofs over the option of apartments.

The applicant has proposed transferring a small percentage of houses compared to apartments when there is a higher percentage of houses in the development. Where developments are for apartments, without own door access having communal stairs or communal halls, communal bin storage, large areas of external paving, etc. social leasing to Approved Housing Bodies may be more appropriate to fulfil Part V requirements.

If the proposed Part V apartment units are to be taken by Kildare Co. Council, then the provision of a self-contained block may be considered a more acceptable approach while maintaining distribution throughout the site for own door units.

- It is not Housing policy to take units that require annual maintenance fees.
- While the mix of unit types with own door access and distribution throughout the site for proposed Part V units is acceptable, the Council is concerned that the duplex configuration presents multiple shared external stairs that lack a sense of 'ownership' and may generate security and maintenance concerns.  
Housing would prefer external steps/ front door landings to Part V duplex units to be separated from neighboring property via dividing wall 1.8m high running width of porch with central handrail on steps. To provide privacy and ownership. Deter unsocial behavior.
- A ratio of 33% works for 3 bed: 2 bed: 1 bed to match the current housing list demand.  
The applicant has provided the following:
  - 30 x 1bed – 987 on waiting list.
  - 42 x 2bed – 902 ditto.
  - 40 x 3bed – 402 ditto.
  - 2 x 4bed – 53 ditto.

- Funding is not available for en-suite bathrooms and these should be omitted from Part V units acquired by the housing authority.
- Attic spaces may satisfy part of general storage requirements but only if such spaces feature a stud floor and are accessible by a stairs or integrated attic ladder.  
Maximum storage space permitted towards storage calculation for attic space is 3.5m<sup>2</sup>.
- Units are distributed satisfactorily throughout site.

**Advisory**

- The applicant has assessed the Part V obligation based on the provision of 20% of units. The applicant is asked to provide calculations on net monetary value and equating it to the number and type of dwellings to be transferred and not on number of units alone.
- Applicant is asked to populate below table providing area of each individual house plot and apartment floor area together with footprint of apartment block to be taken in charge.

<b>HOUSES</b>	
Total sum of house plots	
Plot area of each house	
<b>APARTMENTS</b>	
Apartment exclusive plot area:	
Total internal floor area of apartments	
Total internal floor area of apartments for Part V	
Area of Site	

- Funding is not available for en-suites, therefore these spaces should be made usable as storage spaces 3.5m<sup>2</sup> or less.
- Own door access is preferable to shared lobby space in an apartment block. Dwellings in this case would be preferable.
- All comments/advice are not exhaustive and due consideration should be made to comply with all requirements of Kildare County Development Plan 2017-2023 and all relevant governmental publications.
- Costs will be considered further when the location of unit and particulars has been agreed and prior to Part V agreement being finalised.
- Prior to the commencement of the development, the Applicants/Developer and any other person with an interest in the land to which this Permission relates shall enter into an Agreement with the Planning Authority in accordance with Part V of the Planning & Development Acts, (as amended) (including amendments introduced in Part 6 of the Affordable Housing Act, 2021) providing for the transfer to the Planning Authority of the ownership of 20% of the land [OR 10% IF APPLICABLE] the subject of this Permission for provision of housing referred to in Section 94(4)(a) of the Planning & Development Acts, (as amended). Nothing in this Condition shall prevent the parties reaching alternative arrangements as envisaged by the terms of Part V of the Planning & Development Acts, (as amended).  
Reason: To comply with the requirements of Part V of the Planning & Development Acts, (as amended) and the policies and objectives of Kildare Housing Strategy as contained in the County Development Plan, 2017-2023.

## **Lynda Behan**

**Architectural Technician**

Architectural Services, | Kildare County Council

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**Kildare County Council**  
Fire Service,  
Central Fire Station,  
Newbridge,  
Co. Kildare.  
W12 PW70



**Comhairle Chondae Chill Dara**  
Seirbhís Dóiteáin

Phone: 045 454800  
Fax: 045 432530

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21<sup>st</sup> June 2022

Planning Dept.,  
Kildare County Council

File Num: 22/313306  
Applicant Name: Aston Limited  
Development Address: Great Connell, Newbridge

A Chara,

Kildare Fire Service has no objection to this Planning Application subject to the following conditions:

1. Where appropriate to the building type, the Applicant shall obtain a Fire Safety Certificate in accordance with the requirements of the Building Control Act.
2. Access for Fire Service vehicles to be in accordance with Table 5.1, Table 5.2 and Diagram 32 of Technical Guidance Document B; Fire Safety.
3. A minimum of 1,000 litres/min of water is to be available in the mains at 2 bar pressure for firefighting.
4. All mains are to be equipped with fire hydrants to the relevant British Standard and no building is to be further than 46 metres from any hydrant measured along a hose route.
5. All hydrants are to be in boxes to B.S. 750 and the top of any hydrant is to be no more than 200 mm below cover level.
6. All hydrants are to be marked in accordance with BS 3251 (All covers shall be painted yellow with road marking paint and with a unique identification number on the underside).

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Fire Service,  
Central Fire Station,  
Newbridge,  
Co. Kildare.  
W12 PW70



**Comhairle Chondae Chill Dara**  
Seirbhís Dóiteáin

Phone: 045 454800  
Fax: 045 432530

- 
7. No hydrant is to be placed in a roadway. If placed in a grassed area it should have a 200 mm concrete surround, level with the ground. Hydrants should preferably be in the centre of footpaths, away from gateways.

Mise, le meas,

*Celina Barrett*

**CELINA BARRETT**  
**CHIEF FIRE OFFICER**



## Strategic Housing Development –Stage 3 Report

Planning Register Reference: SHD: 22/313306.

Applicant: Aston Ltd.

Address: Great Connell, Newbridge, Co Kildare.

Date: 5<sup>th</sup> July 2022.

**STRATEGIC HOUSING DEVELOPMENT - ABP DECISION - The proposed development is for:**

- a. 569 no. residential units comprising of 325 no. houses and 244 no. apartments.
- b. A Neighbourhood Centre with 11 no. commercial units consisting of a convenience shop of 909 square metres (Unit 1), 3 no. doctor, dentist / physio units of 120 square metres, 120 square metres and 90 square metres (Units 6, 7, and 8), a café of 125 square metres (Unit 4) a restaurant of 213 square metres (Unit 9), 5 no. shop / convenience services units of 112 square metres, 49 square metres, 171 square metres, 100 square metres and 100 square metres (Units 2, 3, 5, 10 and 11 and an 886 square metre childcare facility (crèche) having a capacity for 154 no. children and 10 no. staff.
- c. 1008 no. vehicular parking spaces consisting of 650 no. spaces for the proposed houses, 312 no. spaces for the proposed apartments and 46 no. spaces to serve the commercial elements and crèche development of for the Neighbourhood Centre.
- d. 732 no. bicycle parking spaces consisting of 536 no. secure residential spaces, 134 no. residential visitor spaces and 62 no. spaces to serve the Neighbourhood Centre.
- e. A 350 metre section of the Newbridge South Orbital Relief Road, the Road Objective SR05 (a) of the extended Newbridge Local Area Plan 2013 – 2019.
- f. The permission sought is for a 7 year duration.

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### **Traffic and Transportation Assessment (TTA)**

A TTA was carried out by Punch Consulting Engineers and their report dated April 2022 was submitted which the KCC Roads Planning Section has examined.

The KCC Roads Planning Section highlighted key issues in the Roads Opinion Stage 2 Report in particular the requirement for the Newbridge South Orbital Relief Road (NSORR) from the Naas Rd to the Great Connell Rd to be fully open to traffic prior to construction works commencing and for a new bridge crossing to access the site to be delivered.

If these two key issues are not delivered then the KCC Roads Planning Section would deem this SHD to be premature and would have to recommend a refusal of permission as the SHD would have a serious traffic impact on the existing road and junction network which is already under pressure.

Agreement has now been reached between KCC and the Developer (Ballyfarm/ Murphy International Ltd) in relation to the Ballyfarm Section of the NSORR and this should enable the NSORR from the Naas Rd to the Great Connell Rd to be fully open to traffic by the end of Q3 2022 when site boundary works on the NSORR are completed by the Primark Development.

Meetings have taken place between KCC and the Developer in relation to the construction of a new bridge crossing over the River Liffey. This included a formal PP Meeting and the Developer is in the process of submitting a planning application shortly for the construction of a new bridge crossing over the River Liffey. A key issue will be the approval and the source of funding from KCC and other stakeholders but it is accepted that the new bridge would be constructed in a more timely manner by the Developer (circa 3 to 4 years) compared to the scenario with KCC constructing the new bridge which could take between 7 to 8 years. This is all subject to planning approval.

The KCC Roads Planning Section is satisfied that the TTA has been carried out in a robust and competent manner where all scenarios have been examined in relation to the traffic impact by the development on local roads and junctions.

The traffic surveys were carried out in November 2021 when schools were fully open and the Government was not advising work from home during the Covi 19 pandemic. Mean morning peak hour traffic flows were identified between 8am and 9am and mean evening peak hour traffic flows were identified between 5pm and 6pm.

A summary of the analysis is below:

- The NSORR from Naas Rd to Great Connell Rd should be fully open to traffic by Q2 2022 ***(this should now be Q3 2022 from our analysis)***.



- Aston Ltd is progressing the delivery of an additional section of the NSORR as part of this proposed development as well as progressing a separate planning application for a section of the NSORR including the new bridge crossing over the River Liffey (Section 247 KCC Consultation Reference PP2559) which will help to expedite the delivery of the full NSORR. Scenario C would apply to all junctions when the NSORR is fully opened.
- The Great Connell Roundabout and the Lidl Distributor Roundabout are large enough to cater for the proposed development traffic into the design year of 2039 and are well within the design threshold of Ratio of Flow to Capacity (RFC) < 85% for all the scenarios considered.
- The capacity of the Buckley's Cross Roundabout is above the design standards at operation of Phase 1 when the NSORR from Naas Rd to Great Connell Rd is open and in operation where the level of congestion is deemed to be commensurate with that to be generally expected in urban areas. ***The opening of the proposed new bridge crossing over the River Liffey under the NSORR will further improve the capacity of this roundabout/ junction.***
- The Liffey Hall signalised junction works harder once the new bridge crossing over the River Liffey is constructed and in operation but it is still considered an acceptable design capacity and within the norms of an urban environment for all of the scenarios considered.
- The St. Conleth's Bridge signalised junction is already operating above design capacity without the proposed development traffic. With the addition of the Phase 1 traffic the Degree of Saturation (DOS) increases by a maximum of 4% in the opening year and 6% in the 2039 design year with the full development traffic. The opening of the NSORR from Naas Rd to Great Connell Rd has no impact on the existing signalised junction as the traffic rerouting from the NSORR does not occur in this scenario. ***However the opening of the new bridge crossing over the River Liffey improves the DOS such that it would not reach the existing level of DOS by 2039 even with the full development traffic added.***
- The TTA highlights that there will be a substantial traffic impact by the development on local roads and junctions and confirms that the opening of the new bridge crossing over the River Liffey will improve the capacity of both the Buckley's Cross Roundabout/ Junction and the St. Conleth's Bridge signalised junction to deal with the increased traffic volumes from the development.



### **Aston SHD Stage 2 Process**

A meeting was held with ABP, the Developer and KCC in relation to the proposed SHD of 606 residential units on the Aston lands on Friday 22<sup>nd</sup> October 2021 which was part of the Stage 2 Process of the SHD.

The notes from the KCC Roads Planning Section are below in relation to this meeting where some key issues are highlighted in ***bold italic***.

1. The KCC Roads Planning Section highlighted key issues in the roads opinion report in particular the requirement for the NSORR from the Naas Rd to the Great Connell Rd to be fully open to traffic prior to construction works commencing and for a new bridge crossing to access the site to be delivered.
2. If these two key issues are not delivered then the KCC Roads Planning Section would deem this SHD to be premature and would have to recommend a refusal of permission as the SHD would have a serious traffic impact on the existing road and junction network which is already under pressure.
3. The KCC Roads Planning Section highlighted that the picture painted in the TTA analysis at junctions is actually in reality worse on the ground in particular at peak times.
4. ***ABP confirmed that from their analysis a new bridge is not being proposed under the SHD application and they would assess the SHD and make a decision with no new bridge being delivered to access the site.***
5. KCC Roads Planning Section confirmed that the KCC Roads Section are commencing the process of engaging a Consulting Engineer to examine a new bridge crossing which is Stage 1 of the Project Appraisal and Delivery (7 stages) , where funding has been approved by KCC to cover Stage 1 but that no other funding has been approved by KCC for the other stages ... it was confirmed that the application for URDF funding by KCC was rejected by the Dept for this Project. ***(The appointment of a Consulting Engineer by KCC has been put on hold).***
6. The KCC Roads Planning Section confirmed that it would take KCC a substantial amount of time to deliver the new bridge crossing project.
7. ***ABP highlighted the option of a Special Contribution being conditioned where KCC would deliver the new bridge crossing.***
8. The Applicant highlighted that under a vacant site issue in the past which was dealt with by ABP, KCC confirmed that there was adequate access to the site without the need for a new bridge crossing, a copy of this matter is attached.



9. The Applicant stated that it was unfair to burden them with the delivery of a new bridge crossing which would be substantial in cost.
10. The KCC Roads Planning Section confirmed that the NSORR is now substantially completed between the Naas Rd and the Great Connell Rd where 1.6km was constructed by Lidl and the Ballyfarm Section of circa 700m was upgraded by Murphy International Ltd where some snags needed to be completed which from our analysis could be dealt with within a short timeline..... **this matter has now been sorted out.**
11. The Applicant confirmed that Ballyfarm Ltd were in control of the Ballyfarm Section of the NSORR where there were various stakeholders involved and that Aston Ltd had no control of the opening of the Ballyfarm Section of the NSORR.... **This matter has now been sorted out.**
12. The KCC Roads Planning Section confirmed that KCC were ready to take the NSORR in charge from the Naas Rd and the Great Connell Rd once snags on the Ballyfarm Section were completed and other TIC information submitted to KCC.... **The NSORR from the Naas Rd to the Great Connell Rd should be fully open to traffic by the end of Q3 2022 when site boundary works on the NSORR are completed by the Primark Development.**
13. **The Applicant (Declan Brassil Planning Consultant) queried if the KCC Roads Planning Section would accept the full opening of the NSORR without the delivery of the new bridge crossing... the KCC Roads Planning Section stated that they could not agree to this as the two key issues go hand in hand.... This may be an option that the Applicant is now looking at..... The NSORR from the Naas Rd to the Great Connell Rd should be fully open to traffic by the end of Q3 2022 when site boundary works on the NSORR are completed by the Primark Development.**
14. Other issues in the roads opinion were highlighted by the KCC Roads Planning Section including noise, assessment of roundabouts which may have to be changed to signalised junctions and parking.
15. **ABP stated that it was important that the Applicant integrate the proposed development into Newbridge Town and agreed with the KCC Roads Planning Section that the existing roundabouts would have to be examined by the Applicant to ensure that there were safe crossing facilities for vulnerable road users (pedestrians and cyclists) at these junctions where the existing roundabouts may have to be changed to signalised junctions to ensure safe access for vulnerable road users from the proposed development into Newbridge Town.**
16. **It was clear from ABP that they would recommend further engagement between KCC and the Developer on the delivery of the new bridge over the River Liffey**

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*and an agreement on the source of funding.... Meetings have taken place between KCC and the Developer in relation to the construction of a new bridge crossing over the River Liffey. This included a formal PP Meeting and the Developer is in the process of submitting a planning application shortly for the construction of a new bridge crossing over the River Liffey.*

Two key points which were made in KCCs Stage 2 Opinion to ABP.

It is the view of the Planning Authority that it is a necessity that the **completed section of the Newbridge South Orbital Ring Road (NSORR) to the east of the development site is fully opened prior to the construction phase** should this proceed to a Stage 3 planning application. This is to minimize traffic disruption and congestion on the existing public road network allowing traffic to access the R445 Regional Road and M7 Motorway east of Newbridge during the construction phase and once the development is completed and occupied. The applicant is requested to confirm the opening date of this section of the NSORR.

It is the view of the Planning Authority that it is a necessity to provide the **full length of the Road Objective** within the red line of the development site and a bridge crossing over the River Liffey in order to prevent traffic disruption on the public road network east of the River Liffey in order to avoid excessive traffic disruption and congestion in this area due to the development's quantity of 606 no. residential units and commercial neighbourhood centre and to improve connectivity to the town centre for all road users.

This is based on R&T report summarised below:

Transportation Department: Report received 11<sup>th</sup> October 2021 making a number of substantive recommendations vital to the success of the scheme including that the Newbridge Southern Orbital Ring Road (NSORR) which has been constructed to the east of the scheme and is not yet opened should be fully opened and operational prior to construction in order to minimise disruption and congestion. It also recommends that the full extent of the NSORR roads objective SRO5(a) which runs through the site including a new bridge over the River Liffey to the west is constructed and fully operational as part of the scheme. Additional recommendations are made such as increased car parking requirements, a detailed noise assessment, pedestrian and cycle crossings, bus stops and a revised Traffic and Transportation Assessment noting concerns raised on conclusions drawn etc.

In relation to the 2 key points raised in the KCCs Stage 2 Opinion to ABP, the KCC Roads Planning Section is now satisfied that the completed section of the NSORR to the east of

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the development from the Naas Rd to the Great Connell Rd will be fully open to traffic by the end of Q3 2022 and prior to the start of the construction process for the development which will help to minimize traffic disruption and congestion on the existing public road network allowing traffic to access the R445 Regional Road and M7 Motorway east of Newbridge during the construction phase and once the development is completed and occupied.

The KCC Roads Planning Section is also satisfied that there is progress being made with the future delivery of the new bridge crossing over the River Liffey by the Developer where meetings have taken place between KCC and the Developer in relation to the delivery of this infrastructure. This included a formal PP Meeting and the Developer is in the process of submitting a planning application shortly for the construction of a new bridge crossing over the River Liffey. It is accepted that this will be subject to a grant of planning permission and to funding being approved from KCC and other stakeholders. In view of this we are recommending that Phases 3 and 4 of the development consisting of 297 residential units be constructed when the contract has been signed and a completion date has been confirmed for the construction of the new bridge crossing over the River Liffey. and with the occupation of units in Phases 3 and 4 when the construction of the new bridge crossing over the River Liffey has been completed.

### **Phasing of the Development**

There are 4 phases proposed in the development as outlined in the "Site Layout Showing Proposed Phasing Plan" drawing and these are as follows:

#### ***Phase 1***

169 residential units  
Neighbourhood Centre  
Creche  
350m of the NSORR to access the site.  
4 arm signalised junction to replace the existing roundabout at Great Connell Rd.

#### ***Phase 2***

103 residential units

#### ***Phase 3***

99 residential units

#### ***Phase 4***

198 residential units

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***Total = 569 residential units***

In view of the traffic impact of the overall development on the existing local roads and junctions, the KCC Roads Planning Section is recommending the following:

***Phases 1 and 2*** consisting of

272 residential units

Neighbourhood Centre

Creche

350m of the NSORR to access the site.

4 arm signalised junction to replace the existing roundabout at Great Connell Rd.

To be constructed subject to the full opening of the NSORR from Naas Rd to Great Connell Rd and prior to the construction of the new bridge crossing over the River Liffey.

***Phases 3 and 4*** consisting of

297 residential units

To be constructed when the contract has been signed and a completion date has been confirmed for the construction of the new bridge crossing over the River Liffey and with the occupation of units in Phases 3 and 4 when the construction of the new bridge crossing over the River Liffey has been completed.

***See Condition Reference 1 and 2.***

### **NTA Submission**

The NTA have made a submission dated 8<sup>th</sup> June 2022 which the KCC Roads Planning Section has examined and our analysis of this submission is below:

#### ***NTA Recommendation 1***

NTA are recommending that the Applicant is required to design the bus stops in accordance with the National Cycle Manual guidance and best practice design in which the cycle lane travels behind the bus stop in order to minimise potential conflict and that the bus stops are kept on road. (There are two bus stop locations proposed with one serving each direction on the NSORR, the NTA has confirmed that they have no plans to provide bus services on this road at present).

***The KCC Roads Planning Section agrees with the NTA recommendation.***

***See condition reference 3 (h).***

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### **NTA Recommendation 2**

NTA are recommending that no new vehicular access points are permitted to the existing neighbouring housing estates Wellesley Manor to the north of the proposed development and that two proposed vehicular access points be replaced with filtered permeability.

***The KCC Roads Planning Section does not agree with the NTA on this and we are recommending that the two proposed vehicular access points and two proposed pedestrian/cycle access points from the development to the neighbouring housing estates Wellesley Manor to the north of the proposed development be installed to allow for dispersion of traffic flows at this location.***

***It should be noted that Wellesley Manor has been taken in charge by KCC.  
See condition reference 3 (i).***

### **NTA Recommendation 3**

NTA are recommending that if there is a requirement for a vehicular access point to the potential future development lands to the south, that one is sufficient and that this should be the easterly one which is on the main north south access route and that provision should be made for filtered permeability to facilitate pedestrians and cyclists at the other location.

***The KCC Roads Planning Section does not agree with the NTA on this and we are recommending that the two proposed vehicular, pedestrian and cyclist access points be provided to the potential future development lands to the south to allow for dispersion of traffic flows at this location and to provide full permeability / connectivity into these lands.***

### **NTA Recommendation 4**

NTA note that the north south access route in the southern portion of the development has three access points to the east and two access points to the west, the NTA are recommending that the number of access points could be reduced to facilitate and confer advantage to active travel modes.

***The KCC Roads Planning Section does not agree with the NTA on this and we are recommending that the three access points to the east and two access points to the west on the north south access route in the southern portion of the development remain as is to***

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***allow for dispersion of traffic flows at this location and to provide full permeability / connectivity at these access points.***

#### ***NTA Recommendation 5***

NTA are recommending that in the interest of providing a safe and efficient junction at the proposed 4 arm signalised junction with the Great Connell Road on a secondary route in the GDA Cycle Network , that a protected style junction is provided in accordance with the Preliminary Design Guidance Booklet for BusConnects Core Bus Corridors and the upcoming revised National Cycle Manual.

***The KCC Roads Planning Section has consulted with the KCC Sustainable Transport and Traffic Management Section and KCC does not agree with the NTA on this as KCC are not currently building "protected junctions" in County Kildare. In the future this may change but it is not our current policy based on current standards.***

#### ***NTA Recommendation 6***

NTA are recommending that the location of crossing points and the associated provision for cyclists to access the cycle track on the northern side of the NSORR travelling east is given consideration in the context of the desire lines to reach the bus stops and the neighbourhood centre.

***The KCC Roads Planning Section agrees with the NTA on this.***

***See condition reference 2 (g)***

### **Buckleys Cross Roundabout Junction**

The KCC Roads Planning Section has engaged with the Developer in respect of a proposed Strategic Housing Development at Great Connell, Newbridge, County Kildare, and we wish to confirm the following in respect of proposed upgrades to Buckley's Cross junction:

1. Kildare County Council has approved a proposed layout and design for a signalised junction at Buckley's Cross Roundabout Junction which will replace the existing roundabout.
2. The proposed works should be able to be carried out and completed within the existing road reservation and on lands within the control of KCC.
3. The works to upgrade the junction to a signalised junction will be undertaken by Kildare County Council under its own powers or by agreement with the Developer.

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4. The contribution of the Developer of the amount of €300,000 to the cost of funding the works has been agreed.
5. Kildare County Council has agreed to completing the works within 3 years of the grant of planning permission for the proposed SHD, should permission be granted.

These works have been identified in the TTA as being required after completion of Phase 1 of the development (169 units of 569) and in the absence of the road and new bridge crossing. A 7 year permission is being sought. A 3 year timeframe for delivery of these signalised junction works by KCC would appear to be reasonable to complete the works and to stay within the permission timeframe.

The KCC Roads Planning is recommending that the Developer pay a special contribution of €300,000 to KCC towards these junction upgrading works.

***See condition reference 19.***



**Vehicular and Bicycle Parking Assessment:**

Parking Description:	Parking requirements pursuant to Table 17.9 and 17.10 of the Kildare County Development Plan 2017 2023:	Development parking proposals as indicated in the APB Application form and the Declan Brassil Company's Planning Report and Statement of Consistency dated April 2022:	Section 4.22 of the DHPLG Design Standards for New Apartments in a "Peripheral and / or Less Accessible Urban Locations":
324 no. house units.	648 no. vehicular parking spaces.	650 no. vehicular parking spaces.	N/A
244 no. apartment / duplex units.	427 no. vehicular parking spaces.	312 no. vehicular parking spaces.	305 / 325 no. vehicular parking spaces.
<b>Neighbourhood Centre:</b>		<b>62 no. spaces in total.</b>	
1. 13. no apartments.	1. 23 no. parking spaces and 20 no. bicycle parking spaces.	46 no. vehicular parking spaces to serve the commercial elements and crèche development of the Neighbourhood Centre.	
2. Crèche: 154 no. children with 10 no. Staff.	2. 44 no. parking spaces and 18 no. bicycle parking spaces.		
3. Convenience Shop (Unit 1): 909.03 square metres.	3. 45 no. parking spaces and 9 no. bicycle parking spaces.		
4. 3. no doctor medical/ dental/ physio unit. (Units 6, 7 and 8). (5 no. consulting rooms).	4. 10 no. parking spaces and 5 no. bicycle parking spaces.		
5. 125.0 square metre Café. (Unit 4).	5. 13 no. parking spaces and 3 no. bicycle parking spaces.		
6. 213.0 square metre Restaurant. (Unit 9).	6. 21 no. parking spaces and 5 no. bicycle parking spaces.		
7. 5 no. shops and convenience services. (Units 2, 3, 5, 10 and 11). 532.0 square metres.	7. 27 no. parking spaces and 14 no. bicycle parking spaces.		
	<b>183 no. vehicular parking spaces in total.</b>		
	<b>74. no. bicycle parking spaces in total.</b>		
Disabled parking spaces.		<b>20. no. spaces.</b>	
<b>Overall Total</b>	<b>1258 no. vehicular parking spaces in total.</b>  648 no. parking spaces for the housing development.  427 no. parking spaces for apartment / duplex development.  183 no. parking spaces for the Neighbourhood Centre.  366 no. bicycle parking spaces for the overall apartment / duplex development.  74 no. bicycle spaces for the neighbourhood centre and crèche.	<b>1008 no. vehicular parking spaces.</b> 650 no. vehicular parking for the house units and 312 no. spaces for the apartment / duplex development. 732 no. bicycle parking spaces consisting of 536 no. secure residential spaces, 134 no. residential visitor spaces and 46 no. spaces to serve the commercial and crèche elements of the Neighbourhood Centre.	<b>300 / 318 no. vehicular parking spaces for the apartment development.</b> 653 no. bicycle parking spaces for the proposed apartment / duplex development.



1. For the purposes of this parking assessment, the submitted O'Flynn Architects (OFA) Site Layout Plans dated February 2022 have primacy over the submitted ABP Application Form and Declan Brassil & Company's Planning Report and Statement of Consistency dated April 2022.

Due to the location of the proposed development, and as it has been referred to in the submitted documentation, this assessment shall have consideration to Section 4.22 "*Peripheral and / or Less Accessible Urban Location*" of the Department of Housing, Planning and Local Government (DHPLG) "Design Standards for New Apartments" March 2018 and a minimum parking standard of 1.25 vehicle parking spaces per apartment / duplex unit.

- a. 1258 no. parking spaces are required for the development pursuant to Table 17.9 of Chapter 17 of the Kildare County Development Plan 2017 – 2023. 2 no. parking spaces are being provided for each of the house units in accordance with Table 17.9. 320 no. parking spaces are being provided for the apartment / duplex development and not the purported 312 no. parking spaces as indicated in the ABP application form. 24 no. within curtilage off-street spaces are being provided for the 16 no. E1-E2 apartments situated in areas containing house development, a parking standard of 1.5 spaces per unit. The Neighbourhood Centre has 13 no. apartment units and it appears that 17 no. spaces are allocated to these units, a parking standard of 1.31 per unit. The remaining 215 no. apartment / duplex units have an allocation of 279 no. spaces, an average parking standard of 1.30 spaces per unit. However, the following analysis shall indicate the parking standard throughout the site is at a variance and disproportionate to the units they serve as set out below. The parking situation is further worsened and detrimentally impacted upon by the overall deficient parking proposals for the commercial and crèche development of the Neighbourhood Centre as set out below.
- b. 62 no. parking spaces are indicated to serve the Neighbourhood Centre in the ABP application form. 63 no. parking spaces are indicated in the the submitted O'Flynn Architects (OFA) Site Layout Plans dated February 2022 including 3 no. spaces in a designated "Loading / Set Down Area" on the Great Connell Road, the L-2028 local road. Having consideration to the purported 46 no. vehicular parking spaces to serve the commercial elements and crèche development of the Neighbourhood Centre (Declan Brassil & Company's Planning Report and Statement of Consistency dated April 2022), this provides a remaining 17 no. spaces to serve the 13 no. apartments of the Neighbourhood Centre, a parking standard of 1.31 spaces per unit. This would accord with Section 4.22 "*Peripheral and / or Less Accessible Urban Location*" (DHPLG) "Design Standards for New Apartments" March 2018 This would require the inclusion of all the 26 no. on street parking spaces located on the parallel street on the western



elevation of the Neighbourhood Centre. 183 no. vehicular parking spaces are required pursuant to Table 17.9 of Chapter 17 of the Kildare County Development Plan 2017 – 2023. This represents a deficit of 120 no. parking spaces, a shortfall of 66%.

Having consideration primarily to the commercial and crèche development of the Neighbourhood Centre, 160 no. parking spaces are required pursuant to Table 17.9 of Chapter 17 of the Kildare County Development Plan 2017 – 2023. 46 no. spaces are being proposed. This represents a deficit of 114 no. parking spaces, a shortfall of 71% required under Table 17.9.

- c. The 16 no. apartment / duplex units at Block 9 have 20 no. on street parking spaces overlooked by the block. This represents a parking standard of 1.25 spaces per unit.
- d. The 28 no. apartment / duplex units of Blocks Types 7 and 8 north of the NSORR have 37 no. overlooked on-street parking spaces. This represents a parking standard of 1.32 spaces per unit.
- e. The apartment / duplex parking proposals as listed in items 1, 2 and 3 set out in the foregoing are potentially negatively impacted upon by the shortfall in parking for the commercial and crèche development of the Neighbourhood Centre. Again, 46 no. parking spaces are being provided for this development. 160 no. parking spaces are required for the commercial development of 2109.00 square metres and a crèche of 10 no. staff facilitating 154 no. children pursuant to Table 17.9 of Chapter 17 of the Kildare County Development Plan 2017 – 2023. This is a gross shortfall of 71%, a shortfall of 114 no. spaces. The deficient parking proposals for the Neighbourhood Centre will, in all likelihood, result in unauthorised parking and potential parking on footpaths, parking conflict and obstructions to vehicles, vulnerable road users and lines of sight at these locations and potentially on the Road Objective SR05 (a) and the L-2028 local road.
- f. Block Type 2 containing 16 no. duplex / apartment units have 21 no. overlooked on-street parking spaces. This represents a parking standard of 1.31 spaces per unit.
- g. Block Type 1 containing 8 no. duplex / apartment units numbered 278 - 285 have 10 no. adjacent to and overlooked on-street parking spaces. This represents a parking standard of 1.25 spaces per unit.
- h. Apartment Block A containing 22 no. apartment units have 20 no. overlooked on-street parking spaces. This represents a parking standard of 0.91 spaces per unit.
- i. Apartment Block B containing 22 no. apartment units have 27 no. overlooked on-street parking spaces. This represents a parking standard of 1.23 spaces per unit.



- j. Apartment Block C containing 27 no. apartment units have 14 no. on-street parking spaces to the front of the Block. This represents a parking standard of 0.52 spaces per unit. The deficient parking proposals for the Apartment Block C will, in all likelihood, result in unauthorised parking and potential parking on footpaths, parking conflict and obstructions to vehicles, vulnerable road users and lines of sight at this location and potentially on the Road Objective SR05 (a) and the L-2028 local road.
- k. Block Type 6 containing 16 no. duplex / apartment units have 17 no. overlooked on-street parking spaces. This represents a parking standard of 1.06 spaces per unit. However, when considering the 23 no. parking spaces at the adjacent Block Type 1 containing 8 no. duplex / apartment units numbered 357 - 364 having 23 no. overlooked on-street parking spaces, the combined parking standard for both these blocks is 1.67 spaces per unit. It is noted these additional parking facilities adjacent to Block Type 1 numbered 357 - 364 do not appear to be entirely clearly accessible to Block Type 6. Furthermore, the referred to 23 no. parking spaces do not appear to address the parking shortfall of Apartment Block C as the they are not directly accessible to the nearest pedestrian entrance of Block C, some 50 metres away.
- l. Block Type 1 containing 8 no. duplex / apartment units numbered 365 – 372 having 20 no. adjacent on-street parking spaces. This represents a parking standard of 2.50 spaces per unit at this location.
- m. Block Type 5 containing 12 no. duplex / apartment units numbered have 20 no. overlooked on-street parking spaces. This represents a parking standard of 1.67 spaces per unit.
- n. The 4 no. duplex blocks designated 3A, 3B, 4A and 4B containing 32 no. residential units have 30 no. on-street parking spaces situated between the two sets of blocks. This represents an immediate parking standard of 0.94 spaces per unit. On the parallel street to the east of the 4 no. blocks, west of Block Type 5 there are 20 no. on-street parking spaces. Including these parking spaces for the 4 no. blocks increases the parking standard of 1.56 spaces per unit. These parking spaces may also help to alleviate the parking shortfall of Apartment Block A listed in item 1.h. set out in the foregoing. 40 no. spaces are required for the 4 no. duplex blocks designated 3A, 3B, 4A and 4B to have a parking standard of 1.25 spaces per unit. 28 no. spaces are required for Apartment Block A to have a parking standard of 1.25 spaces per unit. The 10 remaining spaces would theoretically increase the parking standard potential for Apartment Block A to 1.36 spaces per unit. It is noted these 20 no. on-street parking spaces to the east of the 4 no. duplex blocks designated 3A, 3B, 4A and 4B do not appear to be entirely clearly accessible to Apartment Block A.



- o. It appears 24 no. parking spaces are available for the 16 no. apartment units in the 8 no. blocks designated E1 – E2 as the driveways of the units appears to be 7.5 metres by 5.0 metres in dimension. This is a parking standard of 1.50 per unit for these developments that are located primarily in the housing areas of the development.
- p. 74 no. bicycle parking spaces are required for the Neighbourhood Centre pursuant to Table 17.10 of Chapter 17 of the Kildare County Development Plan. 62 no. spaces are being provided for this development, a shortfall of 12 no. bicycle parking spaces.

2. The assessment of the proposed parking arrangements for the duplex / apartment development pursuant to the Design Manual for Urban Roads and Streets (DMURS) 2019:

**Note:** Net residential density has been calculated in accordance with the then Department of Environment, Heritage and Local Government's "Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities Towns & Villages) May 2009".

- a. The Duplex Block Type 7 on an area of approximately 0.220 hectares provides for an approximate net residential density of **72 units per hectare**.
- b. The Duplex Blocks Type 8 and 9 on an area of approximately 0.477 hectares provides for an approximate net residential density of **59 units per hectare**.
- c. The Duplex Block Type 1 numbered 278 – 285 and the Apartment Blocks A and B on an area of approximately 0.617 hectares provides for an approximate net residential density of **84 units per hectare**.
- d. The Apartment Block C on an area of approximately 0.232 hectares provides for an approximate net residential density of **116 units per hectare**.
- e. The Duplex Block Type 5 on an area of approximately 0.245 hectares provides for an approximate net residential density of **49 units per hectare**.
- f. The Duplex Block Type 6 on an area of approximately 0.257 hectares provides for an approximate net residential density of **62 units per hectare**.
- g. The Duplex Blocks Type 1 numbered 357 to 364 on an area of approximately 0.235 hectares provides for an approximate net residential density of **34 units per hectare**.
- h. The Duplex Blocks Type 1 numbered 365 to 372 on an area of approximately 0.190 hectares provides for an approximate net residential density of **42 units per hectare**.



- i. The Duplex Blocks Types 3A, 3B, 4A and 4B on an area of approximately 0.540 hectares provides for an approximate net residential density of **59 units per hectare**.
- j. The Duplex Block Type 2 on an area of approximately 0.227 hectares provides for an approximate net residential density of **70 units per hectare**.

The average net residential density for the proposed apartment / duplex development excluding the 13 no. apartments at the Neighbourhood Centre which is primarily a commercial development in nature is approximately **64.7 units per hectare**.

The parking proposals for the proposed duplex / apartment development are not in accordance with the Design Manual for Urban Roads and Streets (DMURS) 2019.

Section 4.4.9 of DMURS indicates the following:

*"On street-parking alone can generally cater for densities up to 35 – 40 dwellings per ha (net)."*

*Once densities reach 40-50 dwellings per ha (net) the street will become saturated with parking and reduced parking rates (a max of 1.5 per dwelling) and/or supplementary parking will be required.*

*For densities over 50 dwellings per hectare, large areas of off-street parking such as basements, will generally be required."*

The KCC Roads and Transportation and Public Safety Department has concerns about the parking arrangements in the proposed development as follows:

- a. No basement / undercroft or sufficient off-street vehicular parking spaces are being provided for the duplex / apartment units in excess of 50 units per hectare. The average net residential density for the proposed apartment / duplex development excluding the 13 no. apartments at the Neighbourhood Centre which is primarily a commercial development in nature is approximately **64.7 units per hectare**. The deficient parking proposals for the apartment / duplex development of only on-street parking and the absence of adequate off-street parking are not in accordance with Section 4.4.9 of the Design Manual for Urban Roads and Streets (DMURS) 2019.
- b. The parking situation is further worsened by the gross shortfall and deficient parking proposals for the Neighbourhood Centre where 46 no. spaces are being proposed for the commercial and crèche development representing a deficit of 114 no. parking



spaces, a shortfall of 71% requiring 160 no. parking spaces pursuant to Table 17.9 of Chapter 17 of the Kildare County Development Plan 2017 – 2023.

- c. The parking standard for the proposed apartment / duplex development is not consistent throughout the site. The parking proposals for Apartment Block A has an apparent parking standard of 0.91 spaces per unit of clearly accessible parking spaces to the respective entrances of the block. The parking proposals for Apartment Block C has an apparent parking standard 0.52 spaces per unit of clearly accessible parking spaces to the respective entrances of the block. The parking proposals for the 4 no. Duplex Blocks designated 3A, 3B, 4A and 4B have an apparent parking standard 0.94 spaces per unit of clearly accessible parking spaces to the respective entrances of the blocks. The parking proposals for Duplex Block 6 has an apparent parking standard 1.06 spaces per unit of clearly accessible parking spaces to the respective entrances of the block. The above is not in accordance with Section 4.22 *“Peripheral and / or Less Accessible Urban Location”* (DHPLG) *“Design Standards for New Apartments”* March 2018 which requires a parking standard of 1.25 to 1.33 parking spaces per unit.
- d. The proposed development and corresponding parking proposals represents the hazard of vehicular parking saturation, parking conflict and unauthorised vehicular parking on the streets and footpaths within the development and on the Road Objective SR05 (a), the L-2028 local road and the associated footpaths and cycle tracks and,
- e. The associated potential obstructions to vehicles, vulnerable road users and lines of sight within the application at the locations of the apartment / duplex development and also potentially on the Road Objective SR05 (a) and the L-2028 local road and the associated footpaths and cycle tracks.

The above represents an endangerment to public health by reason of traffic hazard and a potential obstruction to traffic, lines of sight and vulnerable road users. The vehicular parking proposals for the apartment, crèche and neighbourhood centre development are contrary to proper planning and sustainable development of the area.

### **Recommendation**

The Roads and Transportation and Public Safety Department Section has no objection to the proposed development subject to the following conditions:



1. No works shall commence on the construction of Phases 3 and 4 until a contract has been signed and a completion date confirmed for the construction of the new bridge crossing over the River Liffey or as otherwise agreed with the Planning Authority.

**Reason:** To allow phased residential and commercial development having regard to the capacity constraints on the existing road and junction network in the Newbridge area and in the interests of proper planning, sustainable development and traffic safety of the area.

2. The construction of the new bridge crossing over the River Liffey shall be completed prior to the occupation of units in Phases 3 and 4 or as otherwise agreed with the Planning Authority.

**Reason:** To allow phased residential and commercial development having regard to the capacity constraints on the existing road and junction network in the Newbridge area and in the interests of proper planning, sustainable development and traffic safety of the area.

3. Prior to the commencement of development, the Developer shall submit to Kildare County Council a final detailed design for signalised Toucan Crossing on the Road Objective SR05 (a), and for the signalised 4-arm junction at the L-2028 local road in accordance with current standards. The applicant shall liaise with the Traffic Management Section of Kildare County Council in regard to this.

The upgrade works and junction works shall be in accordance with Kildare County Council's required specifications pertaining to:

- a. Details of traffic signals.
- b. The controller to have ELV and LED signals.
- c. The installation of CCTV camera and pole at the junction to assist monitoring of traffic flows.
- d. The installation of MOVA / SCOOT technology.



- e. The upgrade of existing public lighting (as required) on the L-2028 local road.
- f. The upgrade of the road layout and markings including the provision of dished kerbs and tactile paving pedestrian crossing points.
- g. The Toucan Crossing is not to be ramped on the Road Objective and the location of crossing points and the associated provision for cyclists to access the cycle track on the northern side of the NSORR travelling east is given consideration in the context of the desire lines to reach the bus stops and the neighbourhood centre.

All installations shall be connected to Kildare County Council's Traffic Management Centre located at the Council's headquarters at Áras Chill Dara, Devoy Park, Naas, County Kildare. The cost of the design, supervision and delivery of the works shall be borne solely by the Developer. The detailed design shall be the subject of the written agreement of the Planning Authority.

**Reason:** In the interests of proper planning, sustainable development and traffic safety.

- 4. Prior to the commencement of development, the Developer shall submit to Kildare County Council revised Site Layout Plan drawings at scales of 1:500 indicating the following:
  - a. A low noise road surface.
  - b. A detailed design for the Road Objective SR05 (a) that is to indicate lines of sight and corner radii at junctions, longitudinal gradients / vertical and horizontal curvature for the Road Objective to be in accordance with the Design Manual for Urban Roads and Streets (DMURS) 2019. All manhole covers and frames shall not be located in the wheel track of the main carriageway of the Road Objective. E600 manhole covers and frames with a 150mm deep frame shall be used for both foul and surface water manholes located on the main carriageway of the Road Objective. This is having consideration to the projected high volumes of traffic that will use the fully opened Road Objective in order to avoid rocking of manhole covers from vehicular traffic.
  - c. A detailed design of surface water runoff collection, attenuation and disposal system for the Road Objective is to be completely separate to that serving the proposed residential development. This shall be in accordance with the Greater Dublin Strategic



Drainage Study (GDSDS) and the recommendations pertaining to Sustainable Urban Drainage Systems (SUDs).

- d. The Road Objective embankment is to be constructed using Class 1 or Class 2C fill with a design CRB  $\geq 2.5\%$ . This would permit the use of a 150mm subbase over a minimum of 600mm of capping layer.
- e. Finished road levels are to be indicated in the design for the full length of the overall Road Objective providing existing road levels on the L-2028 local road, a detailed design for the bridge crossing the River Liffey and the horizontal and vertical alignment with the section of the Road Objective under construction under construction at Kilbelin by Ardstone Homes Ltd / Glenveagh Properties PLC pursuant to the planning permission register reference: 18/302141.
- f. The cycle tracks on the Road Objective SR05 (a) are to be in accordance National Transport Authority's National Cycling Manual pertaining to widths and signage, the location of lighting standards, ironmongery and signs, the avoidance of obstructions and the re-establishment of a cyclist's position on-road.
- g. Confirmation that the sag curve K values of the 30kpm roads are in accordance with the DMURS standards.
- h. A detailed design of the proposed two new bus stops on the NSORR in accordance with the National Cycle Manual guidance and best practice design in which the cycle lane travels behind the bus stop in order to minimise potential conflict and that the bus stops are kept on road.
- i. A detailed design of the proposed four access points from the development into the neighbouring estate Wellesley Manor which have public lighting and provide passive surveillance for all road users, the four access points shall be constructed and in operation prior to the occupation of units in Phase 1.
- j. Design details of the proposed connection of the linear walkway along the River Liffey with existing walkways and with the existing Liffey Linear Park adjacent to The Gables.

This design shall be the subject of the written agreement of the Planning Authority.

**Reason:** In the interests of proper planning, sustainable development and traffic safety.



5. Prior to the commencement of development, the Developer shall submit to Kildare County Council revised Site Layout Plan drawings at scales of 1:500 indicating the following:
  - a. Revised parking standard for the duplex / apartment units of 1.25 - 1.33 clearly accessible parking spaces per unit for Apartment Block A, Apartment Block C, 4 no. Duplex Blocks designated 3A, 3B, 4A and 4B and Duplex Block 6 in accordance with Section 4.22 of the DHPLG "Design Standards for New Apartments" March 2018.
  - b. An increase in the number of vehicular parking spaces for the commercial and crèche development of the Neighbourhood Centre to be in keeping with Table 17.9 of Chapter 17 of the Kildare County Development Plan 2017 – 2023. Consideration to be had to revised basement undercroft parking for the Neighbourhood Centre in facilitating this.
  - c. Revised off-street / basement parking arrangements for the apartment duplex development with net residential densities in excess of 50 units per hectare in accordance with Section 4.4.9 of the Design Manual for Urban Roads and Streets (DMURS) 2019.
  - d. Dual electrical charge points to be provided at the within curtilage spaces for the house units to allow for the night-time charging of Electric Vehicles (EVs), linked to the individual domestic electricity meter. The EV Chargers are to be compatible with the Sustainable Energy Authority of Ireland's Triple E Register. Elevation details to be indicated at scales of 1:25.
  - e. Electric Vehicle (EV) charge points to serve the duplex /apartment development and the Neighbourhood Centre and associated the apartment, commercial and crèche development contained therein. The EV Chargers are to be compatible with the Sustainable Energy Authority of Ireland's Triple E Register. Elevation details to be indicated at scales of 1:25. Areas containing EV charge points are to be indicated on this drawing as areas that will not be taken in charge by Kildare County Council.
  - f. A suitable boundary condition and buffer between the Road Objective (which will in time be a heavily trafficked carriageway) and residential development and associated designated public open space in order to prevent children from running out onto the Road Objective. The Road Objective will have a 50 km/h speed limit. Item 2.e. is in keeping with guiding principle of the Department of Transport, Tourism and Sport's traffic signs advice note TSAN-2016-02 pertaining to "Slow Zones" and a 30 km/h speed limit in residential areas to reduce the incident severity and enhance quality of life and the Guidelines for Setting and Managing Speed Limits in Ireland (March 2015). This is



also to have consideration to Section 3.4.4 of the Design Manual for Urban Roads and Streets.

- g. Corner radii at all junctions and turning heads to be in accordance with the Design Manual for Urban Roads and Streets (DMURS) 2019.
- h. The locations of 30 km/h Slow Zone signs in accordance with the Department of Transport, Tourism and Sport's traffic signs advice note TSAN-2016-02.
- i. Bicycle parking for the crèche unit to be in accordance with Table 17.10 of the Chapter 17 of the Kildare County Development Plan 2017 – 2023.
- j. All signs and road markings to be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual. All proposed signage to be indicated on this drawing including stop signs.
- k. Surface wearing course of all roads / streets within residential development to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification.
- l. Details of pedestrian permeability and vehicular links with Wellesley Manor Residential Development. The Developer shall indicate passive surveillance and adequate lighting at this location. The applicant shall review public lighting at the Wellesley Manor Residential Development and submit upgrade proposals at these links.

Compliance with this condition shall be the subject of the written agreement of Kildare County Council.

**Reason:** In the interests of proper planning and sustainable development.

- 6. The development shall only commence after the full opening Newbridge Southern Orbital Ring Road (NSORR) in order to facilitate the permitted construction phase haul route to and from the development site via the R445 Regional Road and M7 Motorway. Construction related traffic is not permitted via the Buckley Cross Roundabout to access the R445 Regional Road. Construction related traffic is not permitted through Newbridge Main Street. Construction related traffic is not permitted to pass via the Great Connell Road, the L-2028 local road.

**Reason:** In the interests of vulnerable road user and traffic safety, proper planning and sustainable development.

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Devoy Park,  
Naas,  
Co. Kildare.**



7. The development shall be carried out in accordance with the recommendations of Bruton Consulting Engineers' Stage 1 Road Safety Audit dated the 8<sup>th</sup> April 2022. Prior to the commencement of development, the Developer shall submit a Stage 2 Road Safety Audit to Kildare County Council for Phases 1, 2, 3 and 4 of the development, the signalised junction on the L-2028 local road and the pedestrian permeability and vehicular links with Wellesley Manor Residential Development having full consideration of the requirements of **Condition 3.** set out in the foregoing. Prior to the occupation of the respective phases and the operation of the signalised junction on the L-2028 local road, the Developer shall submit to Kildare County Council a Stage 3 Road Safety Audit to Kildare County Council. These Road Safety Audits shall be the subject of the written agreement of the Planning Authority.

**Reason:** In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

8. The development shall be carried out in accordance with the recommendations of submitted Punch Consulting Engineers' "Outline Mobility Management Plan" 192229-PUNCH-XX-XX-RP-C-0006 dated April 2022 and shall liaise with Kildare County Council in the implementation of a Final Mobility Management Plan for the completed Phases 1, 2, 3 and 4 of the development.

**Reason:** In the interests of proper planning and sustainable development.

9. Prior to the commencement of development, the Developer shall submit a final Construction Environmental Management Plan based on the recommendations of the O'Callaghan Moran Associates OCM dated April 2022. This plan shall be the subject of the written agreement of the Planning Authority.

**Reason:** In the interest of proper planning and development.

10. The public lighting scheme shall be carried out in accordance with the Sabre Electrical Services Ltd.'s "Outdoor Lighting Report", the Sabre Electrical Services Ltd.'s "Public Lighting Layout Drawing Number SES 09021 and with the Kildare County Council Lighting Policy Street Lighting Technical Specification (04/06/2019). The Developer shall comply with all future site lighting requirements of the Planning Authority in relation to adjusting the lights by re-aiming, the addition of louvres & shields and / or dimming. This is to deal with any glare issues that may arise for road users, residents and adjacent lands / properties which may only become apparent when the installation has been commissioned. The



public lighting scheme shall be fully implemented prior to the first occupation of the development.

**Reason:** In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

11. All works involving the opening of public roads or footpaths shall be carried out under a Road Opening Licence submitted to the Newbridge/ Kildare Municipal District Area Office through the MRL system to ensure the following items are assessed;

- a) Contractor's experience and competency to carry out such works.
- b) Compliance with the Guidelines for Managing Openings in Public Roads (The Purple book, 2017 edition).
- c) Compliance with Chapter 8 of Traffic Management Guidelines including a general assessment of traffic impacts within the local area.
- d) Relevant Insurance's to carry out such works.

**Reason:** In the interest of proper planning and development.

12. Prior to the commencement of development, the Developer shall obtain a licence for the erection of fencing / hoarding on the public footpath network pursuant to Section 254 of the Planning And Development Act 2000, as amended.

**Reason:** In the interests of pedestrian and traffic safety, proper planning and sustainable development.

13. The permitted hours of operation during the construction phase and for deliveries shall be between 08.00hrs to 18.00hrs Monday to Friday and 0.800hrs to 14.00hrs on Saturdays. Work is not permitted on Sundays and on public holidays.

**Reason:** In order to safeguard the residential amenity of properties in the area.

14. CBR tests shall be undertaken in accordance with Section 2.16 of the Department of Environment and Local Government "Recommendations for Site Development Works for Housing Areas" and as required to determine the subgrade strength under the proposed



site access road. The results together with a suitable pavement design in accordance with TII document DN-PAV-03021 shall be submitted to Kildare County Council for written consent prior to the commencement of development.

**Reason:** In the interests of proper planning and sustainable development.

15. The site access roads within the development shall be finished with surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification. All surface water drainage gullies shall be fitted with suitable locking type covers or gratings.

**Reason:** In the interest of traffic safety and improved skid resistance.

16. No spoil, dirt, debris or other materials shall be deposited on the public road network, its footpaths and verges by machinery or vehicles travelling to or from the development site during the construction phase. The Developer shall arrange for vehicles leaving the site to be kept clean, and for road sweeping by mechanical sweeper to take place as required.

**Reason:** In the interest of traffic safety.

17. No surface water runoff from the residential access roads shall discharge onto the section of the Road Objective SR05 a to be constructed by the Developer.

**Reason:** In the interest of traffic safety.

18. The development shall not impair existing land or road drainage.

**Reason:** To prevent interference with existing land or road drainage in the interest of proper development.

19. During the construction phase the Developer shall provide adequate off carriageway parking facilities for all traffic associated with the proposed development. This will include material delivery vehicles, service vehicles, construction plant and vehicles, waste skips and private vehicles of the workers on site. There shall be no unauthorised parking of vehicles on the public road network or in the adjacent residential estates.

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Naas,  
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**Reason:** In the interest of traffic safety.

**20.** The Developer shall pay the sum of €300,000 (three hundred thousand euro) (updated at the time of payment in accordance with changes in the Wholesale Price Index – Building and Construction (Capital Goods) published by the Central Statistics Office), to the Planning Authority as a Special Contribution under Section 48(2) (c) of the Planning and Development Act 2000, in respect of the proposed signalised junction works at Buckley's Cross Roundabout Junction which will replace the existing roundabout. This contribution shall be paid prior to the commencement of development or in such phased payments as the Planning Authority may facilitate. The application of indexation required by this condition shall be agreed between the Planning Authority and the Developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine.

**Reason:** It is considered reasonable that the Developer should contribute towards the specific exceptional costs which are incurred by the Planning Authority which are not covered in the Development Contribution Scheme and which will benefit the proposed development.

Signed:

  
C. Lynch,  
Executive Engineer

Date:

Endorsed:

  
G. Willoughby,  
Senior Executive Engineer.

Date:

**Date:** 05/07/2022

**Planning Register Reference:** SHD: 22/313306.

**Kildare County Council  
Roads, Transportation & Public Safety Department,  
Aras Chill Dara,  
Devoy Park,  
Naas,  
Co. Kildare.**



**KILDARE COUNTY COUNCIL**



**Parks Section Report – Stage 3**

<b>Planning Ref. No.</b>	SHD 22 / 313 306
<b>Name of Applicant</b>	Aston Limited
<b>Address of Development</b>	Great Connell, Newbridge, Co. Kildare.
<b>Type of Development</b>	Strategic Housing Development
<b>Date inspected</b>	01/10/2021
<b>Report due date</b>	24/06/2022

1. Areas of Environmental Report (EIAR)/ planning application examined

2. Commentary

A) General commentary

B) EIAR Commentary

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3. Recommendation:

It is recommended that permission be:

- Granted for the following reasons:

**3.1 Trees & Hedgerows**

3.1 The tree and hedgerow proposals are satisfactory in principle for this proposed development.

### 3.2 Landscape Design

3.2 The landscape design proposals are satisfactory in principle for this proposed development.

### 3.3 Open Space

3.3 The open space proposals are satisfactory in principle for this proposed development.

However, the application does not contain sufficient details regarding the *Zoned F: Open Space and Amenity* located to the north and west of the proposed development.

- The Site Layout Showing Land Use Zoning indicates 'Agricultural Lands' lands located to the north and west of the proposed development. The lands are '*Zoned F: Open Space and Amenity*' in the current Newbridge Local Area Plan. Given the location of this '*Zoned F: Open Space and Amenity*' land in the growing town of Newbridge, proximity to the existing Liffey Linear Park and River Liffey, it is the view of the Parks Section that the applicant shall be requested to liaise with Kildare County Council, Parks Section in relation to transferring this land to Kildare County Council for use as public open space in line with the Local Area Plan.

- In the event that ABP Grant Permission the following shall be required as Conditions:

### 3.1 Trees & Hedgerows

3.1.1 The application contains insufficient details regarding how the existing trees and hedgerows are to be effectively retained and protected during construction.

It is a requirement of the Parks Section that the housing layout plan ensures that the existing trees and hedgerows can be retained and protected during construction.

It is a requirement of the Parks Section that the housing layout plan shall be refined where necessary to provide more space to retain and protect existing trees and hedgerows and that the Landscape Masterplan shall be revised to provide comprehensive details of how the existing trees and hedgerows are to be effectively retained and protected during construction of the adjacent housing. Submitted details should include; written specifications, detailed plan and section drawings (north-south and east-west) of tree protection fencing locations and construction work zones.

Comprehensive details including a programme of works shall also be provided for remedial and improvement works pre and/or post construction to the existing boundary hedgerow.

**Reason:**

To ensure the retention, protection and sustainability of boundary trees and hedgerows during and after construction of the permitted development.

3.1.2 The applicant shall be requested to retain the services of a qualified Arborist as an Arboricultural Consultant, for the entire period of construction activity.

**Specific recommendations relating to Arboricultural Works:**

- The Arboricultural Consultant shall visit the site at a minimum on a monthly basis during construction works, to ensure the implementation of all of the recommendations in the tree reports and plans.
- All recommendations pertaining to tree retention, tree protection and tree works as detailed in the Arboricultural Method Statement and Tree Protection Plan in the submitted tree report shall be implemented in order to ensure the protection of trees/hedges on the site.

- All tree felling, surgery and remedial works shall be completed prior to the completion of construction works on site.
- All works on retained trees shall comply with proper arboricultural techniques conforming to BS 3998: 2010 Tree Work – Recommendations.
- The clearance of any vegetation including trees and scrub should be carried out outside the bird-breeding season (1 March – 31 August inclusive) or as stipulated under the Wildlife Acts 1976 and 2000.
- The Arborist shall carry out a post construction tree survey and assessment on the condition of the retained trees. A Completion Certificate shall be signed off by the Arborist when all permitted development works are completed and in line with the recommendations of the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement upon completion of construction works on site.
- A Final Completion Certificate is to be signed off by the Arborist when all tree/hedgerow works are fully completed to the satisfaction of the Parks Section and in accordance with the permitted landscape proposals and all of the recommendations in the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement prior to taking in charge.

3.1.3 Prior to commencement of development (i.e. as soon as Commencement Notice served, and prior to site clearance (including tree felling), the applicant shall erect protective fencing around all retained trees, as shown on the arborist's Tree Protection Plan.

The fencing shall be as shown in BS 5837: 2012 or as specified by the Arboricultural Consultant, and agreed with Kildare County Council Parks Section. Notices shall be fixed to the fence(s), stating that the enclosed trees within the fence are protected. The fenced area shall be an exclusion zone: no materials, equipment, spoil, or soils are to be stored within this protection area; and there shall be no incursions of machinery into area, unless by prior agreement with the Arboricultural Consultant, who shall notify Kildare County Council Parks Section of any such agreement.

**Reasons:**

To ensure the retention, protection and sustainability of trees and boundary planting during and after construction of the permitted development.

To minimise future maintenance costs to the Local Authority.

**3.2 Landscape Design**

3.2.1 The applicant shall be requested to retain the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant throughout the life of the construction works. A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the Parks Section and in accordance with the permitted landscape proposals.

**Reason:**

To ensure full and verifiable implementation of the approved landscape design.

3.2.2 A comprehensive Landscape Design Rational & Landscape Proposal prepared by a suitable and qualified Landscape Architect (or qualified Landscape Designer). **The following shall be included;**

- A scaled Landscape Masterplan with cross- sections (where appropriate) showing the general layout and hard and soft landscape treatment of all external areas/spaces (including front and rear gardens), boundaries, structures, and features. This shall be generally provided at a maximum scale of 1/200.
- Details of Hard Landscape Design (where applicable) for boundaries, (walls, fences, screens), lighting, seating, kerbing, edging, surfacing.
- Details of Soft Landscape Design: detailed Planting Plan(s) and Planting Schedule(s) [species/varieties, quantities, sizes, rootball presentation,

spacings]. Proposed planting should have a wide variety of species/varieties, using both native planting and non-native planting. The overall objective of planting in areas that are anticipated to be taken in charge is that they are easily manageable, visually appealing, enhances biodiversity and is pollinator friendly.

- A clearly outlined Landscape Plan which demonstrates that the proposed location of underground/over ground services will not impinge on the proposed trees or open space usage.

**Reason:**

To provide enhanced amenity value to open space areas.

3.2.3 The Landscape Masterplan does not contain sufficient section drawings through all open space and boundary areas of the proposed development and including the following:

- Linear river park area adjacent the River Liffey along the southern boundary.
- Existing watercourse near Wellesley Manor in the northwest of the proposed development.

It is a requirement of the Parks Section that the finished topsoil level of all open space areas is flush with adjacent kerbing and any feature mounding/ground modelling shall have sloping gradients of minimum 1:16.

It is also a requirement of the Parks Section that the finished topsoil depth (allowing for settlement) on all open space planting areas is minimum 500mm and that the finished topsoil depth (allowing for settlement) on all open space grass areas is minimum 250mm.

The applicant is requested to show sections drawings (north-south and east – west) through the proposed development to illustrate the existing and proposed finished topography and the finished topsoil depths (allowing for settlement) of open space areas.

**Reason:**

To minimise future maintenance costs and to provide enhanced amenity value to open space areas.

3.2.4 The Landscape Masterplan indicates proposed tree planting in areas located adjacent and between roadways, footpaths, and car parking of the development. The applicant shall be requested to submit landscape proposals that detail precisely which locations utilise such systems as 'root barriers' which allow the proposed trees to grow to their potential and avoid future conflict between roots, roads, footpath surfaces and underground utility services.

**Reason:**

To enhance the amenity value of the development and minimise future maintenance costs.

3.2.5 The Landscape Masterplan indicates proposed footpaths in open space areas of the development. The applicant shall be requested to submit landscape proposals that detail the surface types and edges of all proposed footpaths and cycle tracks.

It is a requirement of the Parks Section that a tarmacadam, resin bound gravel or concrete surface shall be provided on all pathways and cycleways in open space areas. Pathways shall provide for universal access. Pathways of 2.5m wide or greater shall be suitable for occasional vehicular use *inter alia* maintenance, emergency. Timber edging is not permitted. Tarmacadam pathway edges shall be bound by concrete kerbing. Resin bound gravel pathway edges shall be bound by a metal edge or concrete kerbing. The Landscape Proposals shall provide details of the bound surface type and edge detail. Submitted details should include written specifications, plan, and section drawings.

**Reason:**

To minimise future maintenance costs.

3.2.6 The Landscape Masterplan shall ensure that any areas of proposed 'paving' do not pose a slip risk to pedestrians when new or over time due to *inter alia* wear, weathering, weather conditions. The applicant shall be requested to submit details of slip resistance rating 'r-rating' for any proposed natural stone paving.

**Reason:**

To ensure pedestrian safety and minimise future maintenance costs.

3.2.7 The Landscape Masterplan indicates proposed 'seating' located in open space areas. The applicant shall be requested to submit landscape proposals that detail precisely the materials and finishes of all proposed seating. Recycled composite timber should be used rather than timber surfacing.

It is a requirement of the Parks Section that seating shall be constructed of stone, metal or recycled composite timber and where necessary include 'anti-skateboard' rings/device to deter skateboarders. It is also a requirement of the Parks Section that a bound surface shall be provided to seating locations in open space areas. Submitted details should include written specifications, plan, and section drawings.

**Reason:**

To minimise future maintenance costs.

3.2.8 The Landscape Design shall ensure that the trees are planted a sufficient distance from any public lighting so that when the canopy matures it does not cover the light standard.

**Reason:**

To ensure there is no future conflict between any proposed tree planting and public lighting.

3.2.9 The Landscape Masterplan shall indicate 'pedestrian connections' from the proposed development. It is a requirement of the Parks Section that potential connections are fully 'designed in'. The applicant shall be requested to liaise with the residents of Wellesley Manor regarding agreed connections with their development.

**Reason:**

To provide a continuous pedestrian and cycle links and improve permeability between developments.

3.2.10 The Landscape Design shall ensure that in open space areas, where space permits, specimen coniferous tree species shall be included in the tree planting mix.

**Reason:**

To provide enhanced amenity value to open space.

3.2.11 The Landscape Masterplan shall detail locations of all proposed underground services e.g. foul sewer, water and SuDs and their location in relation to existing hedgerows, and proposed trees and planting. The applicant shall be requested to submit landscape plans that provide details of the locations of all proposed underground services and associated manholes and ensure that their location will not compromise existing hedgerows, and proposed trees and planting. The landscape proposals shall also ensure that the location of manholes will not sterilise areas of open space.

**Reason:**

To ensure that there is no future conflict between any proposed underground services and existing trees and hedgerows, proposed trees, planting, and areas of open space.

3.2.12 The Landscape Masterplan does not contain details of any existing or proposed wayleaves or rights of way through the open space areas of the proposed development. It is a requirement of the Parks Section that details of the location of any existing or proposed wayleaves or rights of way through open space areas are detailed on the landscape plan in relation to existing or proposed planting, landscaping or play features. The applicant is requested to submit revised landscape proposals that detail the location of any existing or proposed wayleaves or rights of way through the open space areas.

**Reason:**

To ensure that there is no conflict between any existing or proposed wayleaves or rights of way and existing or proposed planting, landscaping or play features.

3.2.13 The Landscape Masterplan shall detail locations of any proposed underground attenuation located in the open space areas. It is a requirement of the Parks Section that there is a sufficient depth of soil above underground attenuation so as not to sterilise areas of open space and to facilitate the possibility of planting *inter alia* wildflower meadow, bulbs, ornamental shrubs. The applicant shall be requested to submit landscape plans and section drawings (north-south and east – west) to detail the proposed depth of soil above underground attenuation.

**Reason:**

This is to provide enhanced amenity and biodiversity value to open space areas and to ensure there is no future conflict between the underground attenuation and any proposed landscaping or features.

3.2.14 The Landscape Masterplan shall detail locations of any proposed underground attenuation located in the open space areas.

Kildare County Council, Water Services Department may require the applicant re-design any proposed underground attenuation.

If so, the applicant shall be requested to re-design the open space area as part of collaboration between *inter alia* Engineers, Landscape Architect, Ecologist to provide an 'Nature Based Solution' detailed design. The applicant shall be requested to design the open space to incorporate SuDs features, hedgerow retention, suitable planting and natural play for children.

The revised proposals, including section drawings, shall provide details of *inter alia* depths, side slopes and contouring to ensure safety, and of designed in safety features to prevent drowning in standing water.

The landscape design proposals shall also provide details of plants and materials utilised for landscaping. The inclusion of design features and or planting that benefit biodiversity and amenity are required. Proposed planting should be pollinator friendly.

**Reason:**

To enhance the amenity value of the open space area within the development and minimise future maintenance costs.

3.2.15 The Landscape Design shall not detail areas of 'reinforced grass/grass matting/grasscrete' for *inter alia* vehicular access, turning heads, bicycle stands, utility service access on or through open space areas. It is a requirement of the Parks Section that any proposed 'reinforced grass' areas shall be designed out or changed to a permanent surface type. Areas for fire tender access shall excluded from the public open space calculation.

**Reason:**

To provide enhanced amenity value to open space areas.

3.2.16 The Landscape Design shall not detail 'timber crib walls' to deal with level changes adjacent open space areas. In the interests of safety and longevity, it is a requirement of the Parks Section that any proposed retaining walls shall be entirely constructed of durable materials *inter alia* stone, concrete.

**Reason:**

To provide enhanced amenity value to open space areas.

**Reasons:**

To enhance the amenity value of the open space area within the development.

To minimise future maintenance costs.

### **3.3 Open Space**

3.3 1. The Site Layout Showing Land Use Zoning indicates 'Agricultural Lands' lands located to the north and west of the proposed development. The lands are 'Zoned F: Open Space and Amenity' in the current Newbridge Local Area Plan. Given the location of this 'Zoned F: Open Space and Amenity' land in the growing town of Newbridge, proximity to the existing Liffey Linear Park and River Liffey, it is the view of the Parks Section that the applicant shall be requested to liaise with Kildare County Council, Parks Section in relation to transferring this land to Kildare County Council for use as public open space in line with the Local Area Plan.

**Reason:**

To provide for open space amenity areas.

3.3.2 The Landscape Masterplan indicates areas of 'open space' located throughout the proposed development. It is a requirement of the Parks Section that open space is consolidated into a clear open space hierarchy network to provide larger spaces with a more useful range of active and passive recreational activity options rather than being left over 'incidental' or 'peripheral' spaces.

**To this end all proposed open space areas shall be designed to make useful open spaces which are beneficial to surrounding residents and facilitate passive supervision.**

The applicant shall be requested to submit landscape proposals that ensure open space is consolidated into a clear open space hierarchy network.

**Reason:**

To enhance the amenity value of the development and minimise future maintenance costs.

3.3.3 The Landscape Masterplan indicates areas of 'open space' located throughout the proposed development. It is a requirement of the Parks Section that the housing layout plan ensures that the orientation of housing in the vicinity of open space is orientated to facilitate passive supervision. The applicant shall be requested to submit housing layout plans and section drawings (north-south and east – west) that ensure the orientation of housing in the vicinity of open space is orientated to facilitate passive supervision.

**Reason:**

To prevent the creation of a locations for anti-social behaviour.

3.3.4 The Landscape Design shall ensure that in all open space areas ESB poles and overhead lines are undergrounded.

It is a requirement of the Parks Section that ESB poles and overhead lines are undergrounded to improve the visual appearance of open space and to facilitate greater use for recreational activities.

**Reason:**

To provide for open space amenity areas.

### **3.4 Boundary Treatments**

#### **3.4.1 The Boundary Plan & Details drawing contains insufficient details regarding proposed boundary treatments.**

It is a requirement of the Parks Section that existing hedgerows and trees are retained and protected as much as possible in order to *inter alia* preserve rural character where appropriate, retain and provide for biodiversity, retain, and provide flora and fauna habitats and to give a sense of scale and maturity to the prospective development.

Boundary treatment proposals shall provide details which clarify the extent of the land ownership and whether land ownership extends to *inter alia* the centre line of existing or proposed hedgerows, river or to the locations of proposed permanent boundary treatments.

Boundary treatment proposals shall also provide comprehensive details of how treatments will not render areas of *inter alia* land, hedgerow, trees, drainage ditches, or utility cabinets inaccessible or unable to be maintained or create areas of 'no man's land' between this and possible future adjacent developments.

The boundary treatment and landscape proposals shall also show a comprehensive suite of section drawings through all boundaries to illustrate existing and proposed finished topography of adjacent areas.

**Reasons:**

To ensure the retention, protection, and sustainability of trees/hedgerows during and after construction of the permitted development.

To minimise future maintenance costs.

3.4.2 The Boundary Plan & Details drawing indicates railings as a proposed boundary treatment. It is a requirement of the Parks Section that any proposed railings/gates shall be steel, galvanised and powder coated if coloured. The landscape proposals shall ensure that these requirements are adhered to.

**Reason:**

To minimise future maintenance costs.

3.4.3 The Boundary Plan & Details drawing indicates that the existing trees and hedgerow along the southern boundary adjacent the Glenveagh Properties land are to be retained. Therefore, it is a requirement of the Parks Section that the layout plan for the proposed development ensures that the existing trees and hedgerow along the southern boundary are retained and protected during construction.

The applicant shall be requested to submit boundary treatment proposals that provide comprehensive details of the boundary treatments proposed and their locations and construction in relation to existing boundary trees and hedgerows and how the existing boundary trees and hedgerows are to be effectively retained and protected. Boundary treatment proposals shall provide details which clarify the extent of the land ownership and whether land ownership extends to *inter alia* the centre line of existing hedgerows or to the locations of proposed boundary treatments.

Boundary treatment proposals shall also provide comprehensive details of how treatments will not render areas of *inter alia* land, hedgerow, trees, drainage ditches, or utility cabinets inaccessible or unable to be maintained or create areas of 'no man's land' between this and possible future adjacent developments.

The boundary treatment proposals shall also show a comprehensive suite of section drawings through the boundary to illustrate existing and proposed finished topography of adjacent areas.

Comprehensive details including a programme of works shall also be provided for remedial and improvement works to the existing boundary trees and hedgerows. This is to ensure the retention, protection and sustainability of trees/hedgerows during and after construction of the permitted development.

**Reason:**

This is to minimise future maintenance costs.

3.4.4 The Boundary Details drawing shall revise the boundary treatment proposals along the following boundaries of the proposed development:

- North-western and western boundaries adjacent the *Zoned F: Open Space and Amenity* lands.
- North-western boundary adjacent Wellesley Manor where the existing laurel hedge, post & rail fence and watercourse are located.
- Southern boundary adjacent the Glenveagh Properties land where there is an existing mature hedgerow.

It is a requirement of the Parks Section that an appropriate permanent boundary type shall be incorporated in addition to existing and proposed planting.

**Timber fencing and timber post and rail fencing are not acceptable. It is a requirement of the Parks Section that any proposed railings shall be steel, galvanised and powder coated if coloured. The applicant shall be requested to provide revised comprehensive boundary treatment proposals.** The proposed boundary treatment/s shall not create areas of 'no man's land' between this and adjacent properties. Submitted details shall include; written specifications, detailed plan, and section drawings (north-south and east – west) of the locations.

**Reason:**

To enhance the amenity value of the development and minimise future maintenance costs.

3.4.5 The Boundary Details drawing contains insufficient details regarding proposed boundary treatments along the eastern boundary adjacent Great Connell Road.

It is a requirement of the Parks Section that an appropriate permanent boundary type shall be incorporated in addition to existing and proposed planting.

**Timber fencing and timber post and rail fencing are not acceptable.** It is a requirement of the Parks Section that any proposed railings shall be steel, galvanised and powder coated if coloured. The applicant shall be requested to provide comprehensive boundary treatment proposals. The proposed boundary treatment/s shall not create areas of '*no man's land*' between this and adjacent properties. Submitted details shall include; written specifications, detailed plan, and section drawings (north-south and east – west) of the locations.

**Reason:**

To enhance the amenity value of the development and minimise future maintenance costs.

**Reasons:**

To ensure the retention, protection, and sustainability of trees/hedgerows during and after construction of the permitted development.

To minimise future maintenance costs to the local authority.

### **3.5 Proposed Junction on Great Connell Road**

3.5.1 The Landscape Masterplan indicates a proposed junction adjacent the entrance to the proposed development on the Great Connell road. It is a requirement of the Parks Section that the applicant is requested to liaise with Kildare County Councils, Roads and Parks Sections in relation to a landscape upgrade of this proposed junction area. It is a requirement of the Parks Section that a detailed landscape scheme for the junction area shall be provided. The landscape scheme shall comply with Transportation Infrastructure Ireland design guidelines. Submitted details shall include; written specifications, detailed plan, and section drawings (north-south and east – west) of the locations.

#### **Reason:**

This is to enhance the amenity value of the area and minimise future maintenance costs to the local authority.

### **3.6 Linear River Park**

3.6.1 The Landscape Masterplan indicates a '*River Park*' adjacent the River Liffey to the south of the proposed development.

It is a requirement of the Parks Section that Public Park areas provide a variety of quality public amenity facilities to cater for a wide range of users and for active and passive recreation.

It is also a requirement of the Parks Section that 'flooding considerations' be central to the design proposals for this area.

As indicated on the Landscape Masterplan, a walking/cycle route within the linear park shall be provided adjacent the River Liffey.

It is a requirement of the Parks Section that a tarmacadam, concrete or resin bound gravel surface shall be provided on all pathways and cycleways in open space areas. It is also a requirement of the Parks Section that pathways shall provide for universal access. Pathways of 2.5m wide or greater shall be suitable for occasional vehicular use *inter alia* maintenance, emergency. Timber edging is not permitted. Tarmacadam pathway edges shall be bound by concrete kerbing. Resin bound gravel pathway edges shall be bound by a metal edge or concrete kerbing. The Landscape Proposals shall provide details of the bound surface type and edge detail. Submitted details should include written specifications, plan, and section drawings. This is to minimise future maintenance costs to the local authority.

A non-exhaustive list of typical requirements for a public park include provision of the following:

- Retention and protection of existing trees and hedgerows.
- Boundary treatments and entrance details.
- Playing pitches to National Play Fields Standards.
- All weather pitch/es, MUGA, Half Basketball Court.
- Pedestrian, cycle and vehicular routes.
- Play areas, meeting space/s, Parkour facility, pump track, outdoor fitness equipment.
- Planting.
- Ground modelling.
- SuDs, swales, natural water features, riverside platform/s.
- Service building/s.
- Lighting.

The applicant shall be requested to liaise with Kildare County Council, Parks Section in relation to detailed proposals for the 'River Park' and to submit proposals which address requirements.

**Reason:**

This is to enhance ecological and amenity values of the area, ensure safety and to minimise future maintenance costs to the local authority.

### **3.7 Outdoor Exercise Equipment & Play Areas**

3.7.1 The Landscape Masterplan contains details of proposed children's play areas located in the open space areas of the development. All play areas shall be designed to provide a variety of natural play opportunities and provide for universal access. **Any proposed structures or items with swings, nets, ropes, and movable parts must be revised.**

3.7.2 Play areas in this proposed development shall essentially be natural spaces with landscaping and natural features *e.g.* logs, mounding, boulders, sensory planting which minimise the use of play equipment. They should not contain play equipment with moveable parts.

Outdoor fitness equipment may be provided in the open space areas. Proposed outdoor fitness equipment shall conform to European Standards.

**Safety surface areas shall be Safety Surface Grass Matting that conforms to European Standards.**

Proposed play items containing wood such as Robinia shall conform to European Standards.

The applicant shall be requested to submit and agree with Kildare County Council all details for the design, choice of equipment, safety surfacing, along with specifications and proof that all equipment conforms to European Standards EN 1176-1-11 and EN 1177 Playground equipment and surfacing. Post installation certification by the **Royal Society for the Prevention of Accidents** will also be a requirement.

**Reason:**

To minimise future maintenance costs when the development is taken in charge and still cater for quality play provision in residential developments.

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Carmel O' Grady,  
Executive Parks Superintendent.

**Endorsed by:**

pp 

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Simon Wallace,  
Senior Executive Parks Superintendent.



**Kildare County Council**

**Water Services**

**STRATEGIC HOUSING DEVELOPMENT**

**PLANNING ASSESSMENT REPORT**

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**SHD Ref.: 22313306**

**Date: 29.06.2022**

**Applicant: Aston Ltd.**

**Development: 569 no. residential units (325 no. houses and 244 no. apartments), a neighbourhood centre with 11 no. units, a childcare facility, a circa 350 metre section of distributor road, and all ancillary and associated works**

**Address: Great Connell, Newbridge.**

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*NO OBJECTION to the proposed development subject to the following conditions:*

- 1) *The final drainage design and construction for the proposed development shall achieve full compliance with the Greater Dublin Strategic Drainage Study (GDSDS) particularly Regional Drainage Policy Volume 2 New Developments Chapter 4, Chapter 6 and Appendix E, GDSDS Regional Code of Practice and Water Sensitive Urban Design Best Practice Interim Design Guidance and all other applicable industry standards and codes of practice including but not limited to CIRIA SuDS Manual, BRE Digest 365, BS 8301:1985, Recommendations for Site Development Works in Housing Areas and relevant Building Regulations.*

*The final drainage design and construction shall also be compliant with the surface water drainage policies and objectives contained in the current applicable Newbridge LAP and CDP.*

*NB the distributor road drainage design shall be subject to road design standards and shall be assessed by the Roads department.*

- 2) *The applicant shall submit the following information to the Planning Authority prior to commencement of the proposed development:*
  - a) *Report on alternative surface water drainage and SuDS strategy for the proposed development in accordance with the attached WSD Guidance Document on Larger Development Drainage and SuDS Strategy:*
    - i) *Permeable paving and pervious surfacing eg porous asphalt should be maximised around house curtilages and other private areas including management company controlled areas and*
    - ii) *Rainwater recovery and reuse systems should be considered for management company controlled buildings and*

iii) At EPR 2.3 ponds were excluded because the volumes of water needed to be attenuated in the proposed tanks locations, would have resulted in the water being up to 2m in depth at times. In the interest of safety and to ensure the useability of this open space, it was considered necessary to provide underground attenuation tanks in these locations.

Locating the detention basins/ponds in the green/open spaces would significantly reduce the available amenity area for residents (EPR section 7.2.5, PUNCH Response to KCC WSD Comment 2.5).

The submitted strategy must clearly demonstrate that ponds or other nature based surface storage SuDS do NOT comply with the requirements of CIRIA SuDS Manual Chapter 36 dealing with safety and the adopted SuDS Strategy shall consider that SuDS such as ponds can form part of the usable open space provision particularly where they provide amenity benefits.

- iv) A clear and plausible rationale must be provided for deviating from the terms of WSD SuDS guidance document and
  - v) Underground attenuation storage is a provision of last resort, especially the proposed lined underground storage (EPR 7.2.5, Punch response to KCC WSD comment 2.9) and is only to be used when all other SuDS have been ruled out and
  - vi) The proposed permeable paving shall be unlined or lined based on expert geotechnical and hydrogeological advice (proposed unlined paving as per EPR 7.2.5, Punch response to KCC WSD comment 2.16) and
  - vii) The proposed swales shall be bioretention swales with more extensive planting (including a wildflower mix designed in agreement with the landscape architect in accordance with EPR section 7.2.5, PUNCH Response to KCC WSD Comment 2.5) than grass swales and adjacent road or other paved area runoff should discharge directly to the swales without the need for kerbs or gullies and the swales shall be underdrained by infiltration trenches where expert advice confirms infiltration is feasible and by filter drains where it is not and
  - viii) Tree trenches or smaller tree pits shall be considered and
  - ix) Rain gardens and/or planters should be provided in place of the proposed soakaways and rainwater butts at houses and
  - x) Green living walls should be considered for the management company controlled buildings and
  - xi) Where infiltration system SuDS are located within 5m of buildings, structures, roads or paths, expert advice shall be consulted regarding lining-tanking the sub-structures to enable infiltration to be mobilised (see EPR 7.2.5, Punch response to KCC WSD comment 2.14) and
  - xii) SuDS design should consider incorporating a higher climate change factor eg 30% AND an urban creep factor of 10% and
  - xiii) The proposed infilling of the existing ditch south of the distributor road to accommodate the proposed development should not take place (2.2 and 7.2.5 EPR) subject to risk assessment.
- b) OPW Section 50 consent for any changes to the existing site watercourses-drains (the applicant is progressing with a separate planning application to construct the extended bridge and bridge crossing), particularly the one traversing the site in south-north direction and shown on the submitted OSI 1:1000 Site Location Plan 2 Of 4.
- c) Stage 2 Detailed Design Surface Water Audit carried out by an independent, impartial, competent and accredited consulting engineer which addresses compliance with the documentation outlined at item 1 above, particularly GDSDS Volume 2 Chapter 6 Sustainability Stormwater Drainage Criterion, avoiding unduly oversized pipes and Stormwater Drainage Design Criteria 7.4 (submitted drainage network simulation in EPR Appendix D only for 100 year event) and considers the submitted documentation and drawings and the outcome of SuDS Strategy item a) above and
- i) SuDS, attenuation and Pipe network drainage hydraulic design criteria and

- ii) 30 and 100 year event network simulation for GDSDS Stormwater drainage design criterion 3, drainage and attenuation design should consider incorporating a higher climate change factor eg 30% AND an urban creep factor of 10% and
  - iii) Full compliance with ALL items of KCC WSD comment 2.21, particularly regarding the capacity and condition of both existing site watercourses on which outfalls will be placed ie the site watercourses- drains along the northern site boundary and traversing the subject site in a south to north direction (see EPR 7.2.5, Punch response to KCC WSD comment 2.21) and
  - iv) Assessment of the applied design factors of safety and overland flow routing provided to deal with drainage and SuDS failure and design exceedance events and
  - v) the use of 'additional storage' in the drainage design shall be reviewed (EPR 2.2.2) and
  - vi) Where large, lined underground attenuation storage structures are unavoidable they shall be designed so as to resist any buoyancy forces exerted by high groundwater levels above their invert base levels and
  - vii) Silt traps and adequate access chambers shall be provided at each end of the proposed attenuation storage structures (where retained) for safe operative access and maintenance procedures.
- d) Revised drainage and SuDS design and drawings including SuDS detail drawings reflecting any changes occasioned by items 1 and 2 above.
- NB major changes to the submitted housing layout post-grant of permission may require further planning consent eg significant raising of house finished floor levels.

- 3) The applicant shall submit the following information to the Planning Authority upon completion of the development:
- a) Stage 3 Completion Surface Water Audit carried out by an independent, impartial, competent and accredited consulting engineer and which demonstrates that the agreed SuDS and drainage strategy has been implemented, and the drainage system and SuDS are working as designed and that there has been no misconnections or damage to storm water drainage infrastructure during construction.
- 4) Only clean and uncontaminated surface water and under no circumstances shall foul water discharge to the surface water drainage systems.
- 5) The applicant shall implement a robust maintenance regime, directly or indirectly via a competent contractor for the proposed drainage systems including drainage pipe networks, SuDS, flow control devices, non-return valves and any retained site open channels until such time as they are taken in charge.
- The proposed development maintenance regime shall have planned preventative and response elements and cover all emergency maintenance and repairs on a 24-7 basis, out of normal business hours and during holidays and be put in place until such time as the drainage systems are taken in charge.
- The applicant shall keep full records akin to the statutory 'Safety File' including paper, digital and photographic of all drainage systems, their operation, implementation and maintenance & repair and these records shall be handed over to new owners and-or KCC in suitable paper and digital formats at the time of sale-transfer-taking in charge.
- 6) The adopted flood risk mitigation measures for the proposed development shall fully comply with the submitted Flood Risk Assessment, Planning System Flood Risk Management Guidelines and the flood risk management policies and objectives and Strategic Flood Risk Assessment in the current applicable development plans eg the Newbridge Local Area Plan and CDP including but not limited to the following:

- a) make appropriate allowance for the impact of future climate change on ALL flood risks not just the pluvial flood risk element associated with the proposed drainage systems as above and
- b) ensuring flood risk on the subject site is mitigated and no new or increased flood risk is posed to adjacent properties and adjacent roads as a result of the proposed development.

Flood risk mitigation measures should avoid any flood waters being routed towards public roads which will be a key transport route for the emergency services including to the proposed development during flood events. The applicant should consult with KCC Roads department regarding Great Connell road if necessary.

c) Fully addressing fluvial, pluvial, groundwater and residual flood risks including but not limited to:

i) The groundwater flood risk assessment (SSFRA section 5.4) shall consider the results of any groundwater monitoring programme and OPW CFRAMS and GSI groundwater flood mapping.

ii) The residual risks as follows:

(1) regarding proposed drainage systems including drainage pipe networks, attenuation storage and SuDS, flow control devices as per the final drainage and SuDS strategy and design completed prior to commencement of the proposed development and submitted to KCC WSD as above and associated with mechanical failure (blockage, collapse) and human error (lack of maintenance or repairs) or exceedance of the climate change adjusted reference storm event including for attenuation storage facilities shall be addressed.

(a) The maintenance regimes pertaining to these drainage systems including the maintenance regime for the proposed development drainage systems as above shall form part of this assessment and the proposed mitigation measures shall be amended accordingly and

(b) Notwithstanding the planned internal site flood routing the freeboard achievable between finished floor levels and adjacent road or ground levels which could be vulnerable to pluvial residual flood risk should also be assessed and

(c) Adequate emergency vehicle access-egress into and around the subject site during relevant flood events shall not be compromised.

(2) associated with high groundwater levels during extreme weather events.

7) The final adopted flood risk mitigation measures shall be implemented and maintained by the applicant until such time as the proposed development is taken in charge and full records akin to the statutory 'Safety File' including paper, digital and photographic of the mitigation measures, their operation, implementation and maintenance & repair shall be kept and recorded by the applicant on a regular basis and shall be handed over to new owners and/or KCC in suitable paper and digital formats at the time of sale-transfer-taking in charge.

REASONS: To ensure proper and sustainable servicing of the proposed development and to prevent pollution and flooding.



Mr D H A Hall, B.E., M.I.E.I.,  
Senior Executive Engineer,  
Water Services.

Mr I Fathallah,  
Acting Senior Engineer,  
Water Services.

1. In SHDs-LRDs and other large developments including commercial, industrial, mixed use or residential developments and serviced sites with more than 10 housing units, encourage the reduction of impermeable surface areas by maximising the provision of permeable paving and pervious surfacing in areas that will not be put forward for taking in charge, including around house curtilages and green, landscaped areas and rainwater recovery and reuse systems in management company controlled buildings and in larger, non-residential buildings.
2. Surface water runoff shall be processed at source and at surface level, where feasible. A risk assessment of surface storage of runoff shall be conducted especially regarding the risk of young children drowning in even shallow depths of water. Safety advice is given in CIRIA SuDS Manual Chapter 36.
3. Remaining surface water runoff shall be discharged to Sustainable Drainage Systems (SuDS) in the following structured and prioritised manner following the recommended treatment train approach:
  - a. Nature based SuDS such as constructed wetlands, retention ponds and bioretention areas for attenuation storage, road runoff should discharge directly to bioretention swales and tree trenches or smaller tree pits through gaps in roadside kerbs or without the need for any kerbs.
  - b. House runoff, including roofs should discharge in the first instance to rain gardens and-or planters.
  - c. Green and blue roofs and green living walls shall be considered for management company controlled and larger, non-residential buildings.
4. Where a clear and plausible rationale is given for excluding NB SuDS or additional treatment or storage is required, only then shall infiltration system SuDS such as unlined permeable paving-pervious surfacing, soakaways, infiltration basins, infiltration blankets or infiltration trenches, which as they are typically narrow and linear, can be used to underdrain the roadside bioretention swales or as a standalone SuDS measure.
5. Infiltration is subject to the presence of suitably permeable sub-soils and a favourable groundwater regime as evidenced by soil infiltration test results and a groundwater monitoring programme of at least 6 months duration and including at least one winter season.
6. Expert geotechnical and hydrogeological advice shall be taken in this regard.
7. Where a clear and plausible rationale is given for excluding infiltration system SuDS or additional treatment or storage is required, only then shall filtration system SuDS such as lined permeable paving, filter strips and filter drains, which as they are typically narrow and linear, can be used to underdrain the roadside bioretention swales where infiltration is not feasible or as a standalone SuDS measure.
8. Finally, where a clear and plausible rationale is given for excluding filtration system SuDS or additional treatment or storage is required, only then shall detention system SuDS such as detention basins, underground, lined attenuation storage structures and rainwater butts at houses, be considered.
9. Typically, nature based and infiltration system SuDS do not discharge runoff a watercourse or dedicated surface water piped drainage network except from an overflow to cater for SuDS failure or design exceedance events. Filtration and detention system SuDS do ordinarily discharge runoff to either a watercourse or piped network.
10. SuDS overflows and outfall pipes shall discharge to the nearest available watercourse or dedicated surface water drainage piped network.
11. The environmental considerations of discharging runoff to watercourses, piped networks or to ground shall be addressed in the drainage design for the development.

12. A SuDS strategy for SHDs-LRDs and other larger developments based on the above, shall be devised by a multi-disciplinary design team consisting of geotechnical engineers, hydrogeologists, landscape architects, ecologists and arboriculturalists and agreed with the Water Services department prior to the submission of a planning application.
13. Sustainable Drainage Systems (SuDS) should where feasible form part of the public open space provision and must in line with CDP Open Spaces Strategy:
  - a. contribute in a significant and positive way to the design and quality of open space,
  - b. enhance biodiversity and amenity value, and link with the existing Green Infrastructure network in the settlement.
  - c. provide an open space benefit even when holding surface water (for example ponds and wetlands),
  - d. be readily available for use in most weather conditions,
  - e. be accessible and usable, and
  - f. be designed by a multi-disciplinary team (to include a drainage engineer, ecologist, arborist, landscape architect etc.) as part of the overall project.
14. SuDS which form part of public open space provision will be assessed on a case-by-case basis by the planning authority, having regard to site specific conditions and the quality of design.
15. Culverting entire drains and streams will generally be prohibited; interference with natural drainage systems is to be minimised and the Council will explore opportunities to carry out watercourse restoration projects and to remove culverted drainage systems in favour of open, natural drainage systems.
16. A climate change factor of 30% and 10% urban creep factor should be considered for application in SuDS and drainage designs.
17. KCC will facilitate the development of nature based Sustainable Urban Drainage Systems, including the retrofitting of SuDS in established urban areas.
18. Underground tanks and storage systems will only be accepted in line with an agreed SuDS strategy for a residential development, which should complement the development open space strategy and large non-residential developments.

## Strategic Projects and Public Realm

### Strategic Housing Development Planning Report



<b>SHD File Reference No.</b>	22313306
<b>Name of Applicant</b>	Aston Ltd
<b>Address of Development</b>	Riverside, Kilcullen, Co. Kildare
<b>Development Description</b>	<b>STRATEGIC HOUSING DEVELOPMENT (ABP DECISION)</b> - demolition of existing site structures (2,622.3 sqm) and the construction of 569 no. residential units, a neighbourhood centre with 11 no. units (gross floor area 2,141 sqm) and a childcare facility (886 sqm), a circa 350 metre section of distributor road, and all ancillary and associated works on a site of 27.64 ha surrounding and including the dwellings of "Greatconnell" and "Valencia Lodge"
<b>Report Due Date</b>	24 <sup>th</sup> June 2022

#### Recommendation

The proposal has been reviewed by SPPR. Please note the following:

#### *Public Realm and Public Open Space*

- The proposed development is located on lands zoned F: Open Space and Amenity and C: New Residential in the Newbridge LAP 2013-2019 (Extended to 2021). It is considered that the proposed public open space areas are overlooked insofar as is possible in a development of this scale.
- A high quality detailed landscaping plan is required for the overall site that responds to the riverside location, the overall site layout and site conditions. This plan should include the incorporation of rain gardens, grasscrete etc to soften the impact of the development, and integrate any on street parking associated with the proposed development.
- How the overall proposed development can integrate and interact with the River Liffey and surrounding open space areas should also be more thoughtfully considered having regard to boundary treatments, hard and soft landscaping.

- Several connections and filtered permeability routes are proposed throughout the site and into the surrounding areas. Shared surfaces and raised tables should be incorporated throughout the development. This approach will serve to calm traffic through the development and to encourage pedestrian and cyclist movement.
- The Applicant proposes to create 4 character areas using a hierarchy of materials and designs. Differing surface treatments should be incorporated particularly in shared spaces including a variation in paving materials and textures throughout and to transition public open spaces.

#### *Boundary Treatment*

It is considered that further detail is required regarding the proposed boundary treatments throughout the development to have regard to the sensitive riverside location of the site. The use of excessively high railings should be avoided. The transitional areas where the residential element meets the linear park should allow for additional bespoke boundary treatment, planting and seating to create a softer interface with the River Liffey.

#### *Nature Based Drainage Solutions*

The use of nature-based drainage solutions does not appear to have been considered. The use of rain gardens, permeable paving and grasscrete (for carparking bays) should be incorporated into the overall layout.

**Signed:** Strategic Projects and Public Realm Team

Aston Limited – Great Connell, Newbridge, Co. Kildare

**APPENDIX B**  
**MINUTES OF MEETINGS**

## KNS02/0622

### SHD Application at Great Connell, Newbridge (An Bord Pleanála 22/313306)

A presentation was delivered to the members by Ms S O'Mahoney. Ms O'Mahoney advised the members that the second bridge was not part of this application but that the developers intended to follow up with a separate planning application for the second bridge. The members thanked Ms O'Mahoney for her presentation and raised the following points:

- The second bridge should be conditional from Phase 1. There was a significant risk that permission could be granted for this SHD and the second bridge not materialise.
- A key priority of the County Development Plan was for Sustainable Communities and to have schools, parks and resources in place prior to development.
- The increase in population would affect all services which were already at capacity.
- The seven year planning permission being requested by the developer was too long and could effectively lead to a tie up of lands for the duration with no guarantee of any houses being built.
- The density of the development was too high and the housing mix was not suited to the location as the ratio of apartments was too high at 45% and would contravene the County Development Plan.
- Although the playground was a welcome addition there needed to be a firmer commitment on solar panels and other eco friendly alternatives. There was also no provision for electric vehicle charging points.
- There was concern regarding the landscaping as there needed to be commitment to the planting of native species. The planting of non-native trees along the river with a mix of wild flowers could allow for an invasive species to spread rapidly.
- Why were An Bord Pleanála allowing SHDs in areas where schools were already oversubscribed. Using schools in Kilcullen and the Curragh was not logical as it would force more cars on the road in the midst of a climate emergency.
- There were employment opportunities in the landbank behind this proposed SHD which could be negatively impacted.
- Could levies be imposed if the second bridge was not built.
- While a convenience shop would be welcome in the neighbourhood centre what would the other units be used for. There was no provision for a community centre and no youth facilities.
- Sections of the development were very dense with limited green space.
- While benches were being provided the housing mix was not age friendly and the units themselves were not age friendly.

- Pedestrianised links and greater permeability within the site warranted consideration. The Newbridge Southern Orbital Ring Road itself could lead to excess traffic speeds which should be tackled at the design stage.
- The net effect of this SHD could be no further zoning capacity.
- Was any notice taken by An Bord Pleanála of the opinions of the Councillors or the contents of the Chief Executive's Report.
- There was no faith in the capacity to solve issues after the grant of any permission and a clear message needed to be sent out that no further development could take place in Newbridge until firm commitment was given for provision of a second bridge and a new school.

Ms S O'Mahoney and Mr E Lynch advised the members of the following:

- All opinions and comments of members would be taken on board but members were free to make their own individual submissions also before the deadline of 20 June.
- A special levy could be requested but must be prepared in advance so this was not now feasible.
- The Chief Executive's report would include comments and reports from other department.
- There were no specific age friendly units.
- This application would span the lifetime of more than one Local Area Plan but a material contravention could be used if appropriate.
- No further information had been provided to An Bord Pleanála by the applicant. Amendments had been made to the application itself. There could be no sight of any reports in advance of the submission date. As part of the process it would then be on public record.

Councillor McLoughlin Healy proposed that it be put on record that a firm commitment to a second bridge and new school should be received before any further SHD development was granted permission. All members were in agreement.