

# Strategic Housing Development: Planning Report & Statement of Consistency

To accompany a planning application for a

**Residential Development**

At

**Crodaun, Celbridge, Kildare**

Submitted on Behalf of

**Ardstone Homes Ltd.**

January 2020

<b>1</b>	<b>INTRODUCTION .....</b>	<b>4</b>
1.1	Prospective Applicant.....	4
1.1.1	Interest in Site.....	4
1.2	Consultation on Site.....	4
1.3	Characteristics of Proposed Strategic Housing Development.....	4
1.3.1	Nature & Purpose .....	4
1.3.2	Strategic Housing Definition.....	5
1.3.3	Possible Effects on the Environment .....	6
<b>2</b>	<b>SITE LOCATION &amp; CONTEXT.....</b>	<b>7</b>
2.1	Site Location & Description .....	7
<b>3</b>	<b>PARTICULARS OF PROPOSED STRATEGIC HOUSING DEVELOPMENT .....</b>	<b>11</b>
3.1	Proposed Development.....	11
3.2	Layout and Design.....	12
3.3	Open Space, Access, Permeability & Parking .....	13
3.4	Ancillary Services and Other Uses .....	15
3.5	Integration with Surrounding Land Uses.....	15
3.6	Part V.....	15
3.7	Services Infrastructure.....	16
3.7.1	Surface Water Drainage.....	17
3.7.2	Flood Risk .....	17
3.7.3	Foul Drainage.....	18
3.7.4	Water Supply and Distribution.....	19
3.8	Architectural and Archaeological Heritage.....	19
3.9	Possible Effects on the Environment .....	20
<b>4</b>	<b>PRIOR CONSULTATION .....</b>	<b>21</b>
4.1	Consultation with Planning Authority.....	21
4.1.1	Details of Outcomes.....	21
4.2	Consultation with ABP.....	22
4.2.1	Details of Outcomes.....	22
<b>5</b>	<b>STATEMENTS OF CONSISTENCY .....</b>	<b>23</b>
5.1	Ministerial Guidelines .....	23
5.1.1	Childcare Facilities – Guidelines for Planning Authorities 2001.....	23
5.1.2	Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (including the associated Urban Design Manual) (2009) .....	24
5.1.3	Guidelines for Planning Authorities – The Planning System and Flood Risk Management 2009.....	24
5.1.4	Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009).....	25
5.1.5	Design Manual for Urban Roads and Streets (2013).....	25
5.1.6	Sustainable Urban Housing: Design Standards for New Apartments (2018) .....	26
5.1.7	Urban Development and Building Heights – Guidelines for Planning Authorities’ (2019) .....	28
5.1.8	Statement of Consistency .....	29
5.2	Plans and Other Guidance.....	29
5.2.1	National Planning Framework.....	29

5.2.2	Rebuilding Ireland - Action Plan for Houses and Homelessness .....	31
5.2.3	Eastern and Midland Regional Assembly's Regional Spatial & Economic Strategy31	
5.3	Kildare County Development Plan 2017-2023 (KCDP).....	32
5.3.1	Core Strategy and Settlement Strategy.....	32
5.3.2	Residential Development and Other Relevant Policies .....	32
5.3.3	Car Parking Standards .....	34
5.3.4	Bicycle Parking Standards .....	34
5.3.5	Statement of Consistency .....	35
5.4	Celbrige Local Area Plan 2017-2023 (LAP).....	38
5.4.1	Zoning.....	38
5.4.2	Residential Development Guidance and Policies .....	38
5.4.3	Key Development Area No. 4 – KDA4 Crodaun .....	40
5.4.4	Childcare Facilities.....	41
5.4.5	Other LAP Policies and Objectives.....	41
5.4.6	Statement of Consistency .....	42
<b>6</b>	<b>TRAFFIC AND TRANSPORTATION.....</b>	<b>45</b>
6.1	Statement on Traffic and Transportation Issues.....	45
6.1.1	Pedestrian & Cycle Linkages.....	45
6.1.2	Public Transportation.....	45
6.1.3	Scope.....	46
6.2	Statement of Consistency with Design Manual for Urban Roads & Streets .....	46
	<b>APPENDIX A.....</b>	<b>47</b>

### List of Figures

Figure 2.1	Site Location.....	7
Figure 5.1	Extract of CLAP, 2017-2023 - Zoning Map.....	38
Figure 5.2	Protected View between Conolly's Folly and Castletown House .....	39
Figure 5.3	Design Concept for KDA4 – Crodaun .....	40
Figure 5.4	Design Guidance for KDA4 – Crodaun .....	41

### List of Tables

Table 3.1	Breakdown of Residential Unit Sizes .....	11
Table 3.2	Key Site Statistics.....	13
Table 5.1	Summary of other relevant Quantitative Standards.....	27
Table 5.2	Dwelling House Floor Areas Consistency .....	35
Table 5.3	Dwelling House Storage Areas Consistency.....	35
Table 5.4	Dwelling House Private Open Space Consistency .....	36
Table 5.5	Apartment / Duplex Floor Areas Consistency.....	36
Table 5.6	Apartment / Duplex Storage Areas Consistency .....	36
Table 5.7	Apartment / Duplex Private Amenity Space.....	36

## **1 INTRODUCTION**

This Report accompanies a planning application by Ardstone Homes Ltd. for a residential development at a site at Crodaun, Celbridge, Co. Kildare. The application is made under the Strategic Housing Provisions of the Planning and Development (Housing) and Residential Tenancies Act, 2016.

Following pre-application consultation with An Bord Pleanála, the Board issued a Notice of Pre-Application Consultation Opinion on 26 April 2019. The manner in which the matters raised in the Opinion have been incorporated into the drawings and documents submitted with this application are specifically addressed in detail in the cover letter accompanying this application.

This Report includes a statement setting out how the proposal will be consistent with the objectives of the relevant Kildare County Development Plan 2017-2023 and relevant Section 28 Ministerial Guidelines.

### **1.1 Prospective Applicant**

The prospective Applicant is Ardstone Homes Ltd., a registered under Company Register No. 589251 and has its registered offices at 48 Fitzwilliam Square, Dublin, D02 EF89.

#### **1.1.1 Interest in Site**

Ardstone Homes Ltd. is the legal owner and has full control over the application site.

### **1.2 Consultation on Site**

The lands have been subject to a Section 5 consultation with An Bord Pleanála under Ref. ABP 303827-19.

An initial request for consultation with the Board was submitted 28 February 2019, with pre-planning consultation held 8<sup>th</sup> April 2019 under Ref. 303827-19. An Bord Pleanála issued an Opinion dated 26<sup>th</sup> April 2019. This application has addressed the issues raised during this consultation.

### **1.3 Characteristics of Proposed Strategic Housing Development**

#### **1.3.1 Nature & Purpose**

The proposed development proposes 372 no. residential units comprising the following:

- 122 no. Apartments in 2 no. apartment blocks 4-storeys in height at the north-western and south-western parts of the site. The apartments provide a mix of one and two-bedroom units, comprising 46 x 1 bed units and 76 x 2 bed units.
- 12 no. 1 bed Maisonettes and 20 no. duplexes (comprising 10 x 1 bed units and 10 x 2 bed units).
- 218 no. houses, comprising a variety of housing forms to include detached, semi-detached and terraced houses. A mix of house sizes are proposed to include 20 x 2 bed; 140 x 3 bed houses and 58 x 4 bed houses.

The proposed development also includes:

- A childcare facility measuring approximately 191 sq.m (GFA) at ground floor level of Apartment Block B.
- A new junction onto the R405 Regional Road to serve the proposed development.

- The demolition of an existing agricultural structure.
- The provision of 633 no. ancillary car parking spaces and 340 no. bicycle parking spaces.
- The provision of 2 no. ESB sub-stations, ancillary services and infrastructure works including foul and surface water drainage, attenuation areas, landscaped open spaces (approximately 13,026 sq.m, or 14.2% of the site area), boundary walls and fences, landscaping, lighting, internal roads, cycle paths, footpaths, and cycle and pedestrian connections to the R405 and the R449 Regional Roads.

The developable site area<sup>1</sup> measures approximately 9.18 ha resulting in a net residential density of approximately 40.5 u/ha.

### 1.3.2 Strategic Housing Definition

Section 4 of the 2016 Act provides that an application for permission for strategic housing development shall be made directly to An Bord Pleanála during the specified period. Section 3 of the Act defines 'strategic housing development' as including:

- (a) the development of 100 or more houses on land zoned for residential use or for a mixture of residential and other uses,*
- (b) the development of student accommodation units which, when combined, contain 200 or more bed spaces, on land the zoning of which facilitates the provisions of student accommodation or a mixture of student accommodation and other uses;*

The definition goes on to define the extent of other uses which may be included and states:

*'.....may include other uses on the land, the zoning of which facilitates such use, but only if-*

- (i) The cumulative gross floor area of the houses or student accommodation units, or both as the case may be, comprises not less than 85 per cent, or such other percentage as may be prescribed, of the gross floor space of the proposed development or the number of houses or proposed bed spaces within student accommodation to which the proposed alteration of a planning permission so granted relates, and*
- (ii) The other uses cumulatively do not exceed-*
  - (I) 15 square meters gross floor space for each house or 7.5 square meters gross floor space for each bed space in student accommodation, or both, as the case may be, in the proposed development or to which the proposed alteration of a planning permission so granted relates, subject to a maximum of 4,500 square meters gross floor space for such other uses in any development, or*
  - (II) Such other area as may be prescribed, by reference to the number of houses or bed spaces in student accommodation within the proposed development or to which the proposed alteration of a planning permission so granted relates, which other area shall be subject to such other maximum area in the development may be prescribed*

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<sup>1</sup> Excluding the areas owned by Kildare County Council (0.232ha) for which consent has been given for its inclusion in the application and lands zoned Objective F (0.136ha)

The proposed development provides for 372 no. dwellings on lands zoned Objective C3 (New Residential) in the Celbridge Local Area Plan, 2017-2023 (CLAP).

Accordingly, the proposed development comes within the strategic housing definition, as provided in the 2016 Act, which means *the 'development of 100 or more houses on lands zoned or residential use....'*. In addition to houses, a childcare facility (191 sq.m) is proposed but its scale is of such a nature that it would not exceed the relevant thresholds for non-residential development, as set out in the definition.

### **1.3.3 Possible Effects on the Environment**

An Environmental Impact Assessment Report (EIAR) and an Appropriate Assessment (AA) Screening Report (Stage 1) accompany this planning application.

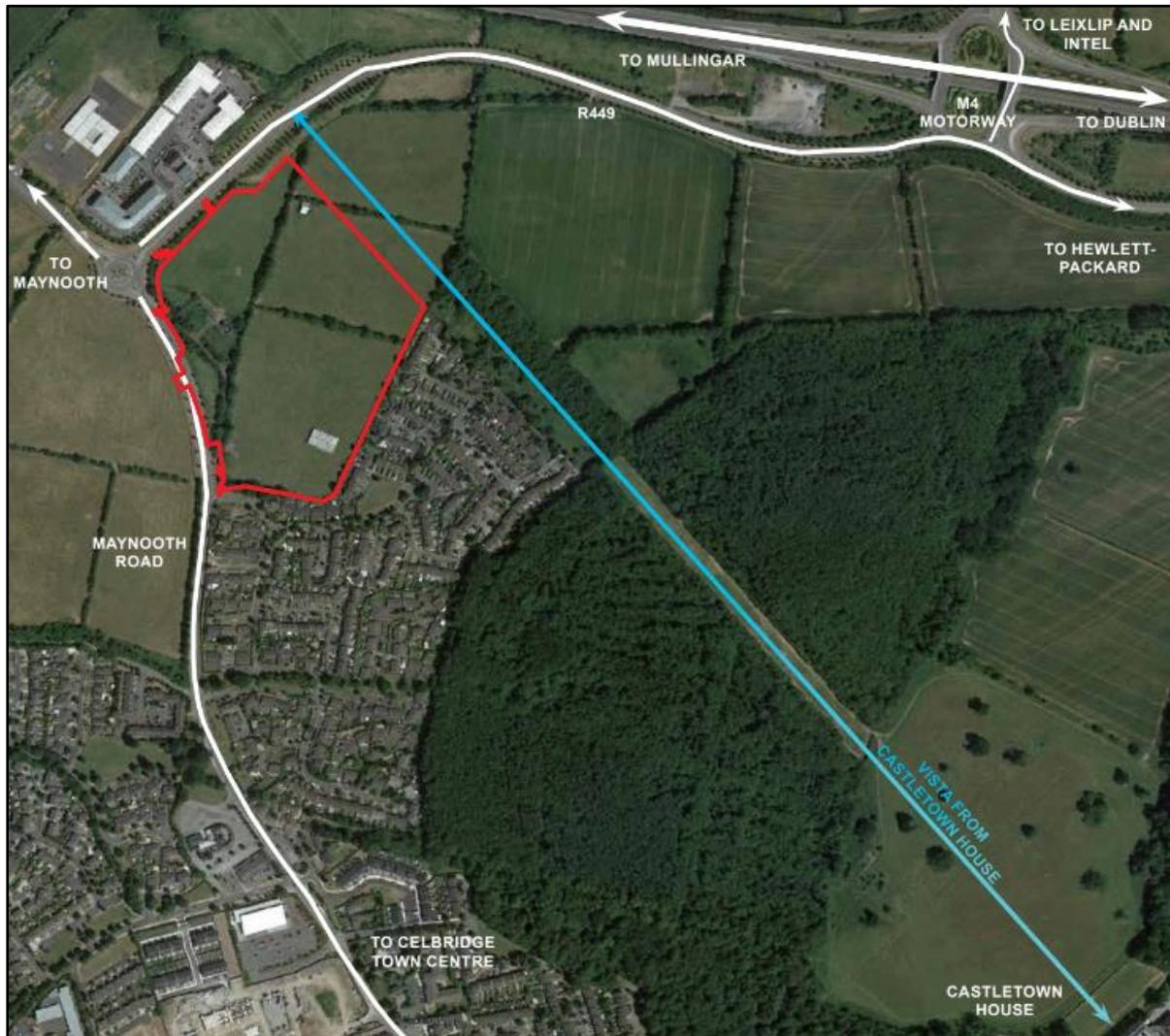
Having regard to the context and character of the site and the receiving environment; the nature, extent, form and character of the proposed development it is anticipated that the proposal would not result in any significant adverse effects on the environment. Mitigation measures are proposed to avoid, remedy or reduce any identified impacts.

The subject proposal has been screened for AA under the appropriate methodology. The Report concludes that the planned project will not result in any significant impacts to Natura 2000 sites. Therefore, due to the fact that there are no predicted significant negative impacts on these protected areas, the present report has not progressed to the Natura Impact Statement stage.

## 2 SITE LOCATION & CONTEXT

### 2.1 Site Location & Description

**Figure 2.1 Site Location**



The site comprises an irregular shaped plot of land of c.9.55 ha. The site fronts the eastern side of the Maynooth Road (R405) to the south of its junction with the R449, which continues northward to connect at Junction 6 with the M4 motorway.

The site benefits from generous road frontage to the R405 to the west, and R449 to the north. The lands back onto open fields to the north east, and the rear gardens of houses within the established residential development of Crodaun Forest Park to the east and south east.

The site comprises a number of open fields and an agricultural structure. The field boundaries are delineated by mature vegetation. There is an existing agricultural access to the lands at its southern end fronting the R405.

The site is easily accessible by public transport, with a number 67 Dublin Bus route stop at the entrance to the site linking Dublin, Celbridge and Maynooth. The nearest train station is Celbridge/Hazelhatch, approximately 3km from the site providing access to Dublin, Cork, Galway, Limerick, Waterford and Portlaoise. Several primary and post-primary schools are within walking distance of the site, and

Celbridge Main Street / town centre is situated approximately 1.5km from the site. The site is also conveniently located proximate to several employment centres such as the M4 Business Park, with Intel's Leixlip plant located less than 4km to the north.

## 2.3 Planning History

### 2.3.1 Subject Site

An online planning history search identified the following historical planning applications relating to the subject site.

**KCC Ref. 052819:** On the 22nd February 2006 KCC refused planning permission for a mixed-use development (total gross floor area of 39,099 sq.m) on a 13.45 ha site.

The proposed development comprised: (i) The demolition of a single storey house, garage, stables and barn and removal of the existing earth berms along the R449. The proposed development included as follows:

- 45 no. houses and 76 no. apartments.
- Leisure centre, including: creche; medical centre; community and community centre.
- One retail unit and 11 no. Office units plus Restaurant.
- 56 bed Nursing Home and 28 No. low-dependency nursing home units.

Planning permission was refused for 5 reasons, which included in broad terms as follows:

- Material contravention of zoning / development objective;
- Part of site fell outside the development boundary of Celbridge – i.e. on agricultural lands;
- Inappropriate scale, height, layout and deficient public open space provision.
- Proposed 4-storey blocks would interfere and detract with a protected vista from / between Castletown House and Connolly's Folly.
- Unsustainable form of development by reason of the large number of housing in a peripheral location poorly served by public transport provision.

**KCC Ref. 0872:** In March 2009 KCC granted planning permission for the demolition of existing single storey house, garage, stables and barn and the construction of 5no. two storey blocks containing 22 no. industrial/commercial units plus new vehicular entrance and access road, associated carparking and service areas etc.

**KCC Ref. 082040:** In June 2009, KCC granted planning permission for the construction of a two-storey over basement Fitness Centre, comprising swimming pool, treatment / consultants' rooms, gymnasium, changing / shower / toilet facilities, plant room, car parking and access roads, etc.

**KCC Ref. 09572 (PL 09.235757):** In May 2010, ABP refused planning permission for a new petrol station and associated new vehicular access / egress off the R449 to the north of the site. Permission was refused for the following reasons:

- The location proximate to the roundabout on the R449, on the opposite side of the road to an existing petrol station served by two access roads, and with access and egress arrangements from the R449 designed to operate on a left in and a left out basis only would create a complex environment for road users which would endanger public safety by reason of traffic hazard.

- The access to the proposed petrol filling station would form an integral part of the access to the remainder of the area that is zoned retail/commercial in the Celbridge Local Area Plan, 2010. To permit the proposed access in the absence of a comprehensive assessment of the overall development proposals for the area would prejudice the potential access arrangements to the lands and be contrary to the Local Area Plan's objectives for this area.
- The application site lies within an area zoned retail/commercial in the Celbridge Local Area Plan, 2010. Within this zone, petrol stations are not permitted and so to grant permission for the proposed petrol station on this site would materially contravene the development plan.

**KCC Ref. 091273 (PL 09.237463):** In February 2011, ABP refused planning permission for revisions to consist of the omission of warehousing blocks A, B, C and D (total floor area of 7,259.0 square metres and replacement with the construction of a 4,308 square metres single-storey cinema complex with projection area mezzanine level, together with revised associated car parking, vehicular access roads, drainage, landscaping and site works.

Permission was refused for 3 reasons, including in broad terms, as follows:

- The peripheral location beyond (more than two kilometres from the centre of the town), the proposed development would cater predominantly to a car-borne patronage that would detract from the vibrancy of the town centre.
- Cinema use is open for consideration under the zoning Objective H. However, the proposed development would take up the greater part of the lands zoned Objective H at this location to the south-east of the R449 regional road and would not be in the interest of the proper planning and sustainable development of the area. The proposed development would, therefore, materially contravene a zoning objective, as set out in the Local Area Plan.
- Due to the accessibility of the site to the M4 motorway, the proposed development would be likely to attract car-borne patronage, not alone from Celbridge, but from the other major population centres of North Kildare and West Dublin. The proposed development would, therefore, be likely to give rise to on-street parking on the adjacent major traffic arteries, namely, the R449 and R405. The proposed development would, therefore, endanger public safety by reason of traffic hazard and the obstruction of road users.

**KCC Ref. 10307:** In January 2011, KCC granted planning permission for an industrial warehousing building comprising of 9 individual units and associated car parking, site works, drainage and services, new vehicular access road R449, alteration to previously granted road layout – planning register reference: 08/72.

**KCC Ref. 101234:** In November 2011, KCC refused planning permission for a development consisting of a single storey block comprising of one large retail unit and a two-storey block comprising of 2 retail units at ground level and medical consulting rooms at first floor level, and associated car parking, site works, drainage and services.

The reasons for refusal stated the peripheral location of the site and its impact on the vitality and vibrancy of the town centre and the potential to give rise to car-borne trips in this out of centre / edge location.

**KCC Ref. 11141:** In January 2012, KCC granted planning permission for a development consisting of a single storey Montessori school including 8 No. classrooms, general purpose room and ancillary support

accommodation; temporary entrance on the R405 (Maynooth Road) pending development of roads on adjacent site; final entrance to be formed on completion of adjacent site roads; associated boundary fencing, car parking, site works, drainage and services.

The above permission was subsequently amended by KCC Planning Ref. 12174, as granted in June 2012.

**KCC Ref. 12433:** In July 2012, KCC refused planning permission for an all-weather playing pitch with perimeter boundary fencing and floodlighting. Reasons for refusal include potential impacts on nearby residential amenities; haphazard /piecemeal development in the absence of a framework plan for the area and potential traffic hazard due to the lack of ancillary / associated car parking.

### **2.3.2 Adjoining Lands**

No relevant applications were identified on adjoining lands. It is noted that there is a pipeline Draft Strategic Housing Development Proposal for a scheme consisting of 495 no. dwellings (228 no. houses, 42 no. duplexes, 225 no. apartments) with a childcare facility and associated site works being pursued by Crodaun Development Company on the western side of the R405 (directly opposite the subject site) on the remaining KDA 4 lands. This proposal has been the subject of a Consultation with ABP under Reg. Ref. PL09.304246 as a Strategic Housing Development.

ABP issued an Opinion on the 17<sup>th</sup> June 2019 stating that the proposed scheme represents a reasonable basis for an application. For the purposes of preparing this application it has been assumed that in the near future an application for a comparable quantum of new housing will be submitted on those lands.

### 3 PARTICULARS OF PROPOSED STRATEGIC HOUSING DEVELOPMENT

#### 3.1 Proposed Development

The proposed residential development provides for 372 no. new residential dwellings comprising as follows:

- 122 no. Apartments in 2 no. apartment blocks 4-storeys in height at the north-western and south-western parts of the site. The apartments provide a mix of one and two-bedroom units, comprising 46 x 1 bed units and 76 x 2 bed units.
- 12 no. 1 bed Maisonettes and 20 No. duplexes (comprising 10 x 1 bed units and 10 x 2 bed units).
- 218 No. houses, comprising a variety of housing forms to include detached, semi-detached and terraced houses. A mix of house sizes are proposed to include 20 x 2 bed; 140 x 3 bed houses and 58 x 4 bed houses.
- A childcare facility measuring approximately 191 sq.m (GFA) at ground floor level of Apartment Block B.
- A new junction onto the R405 Regional Road to serve the proposed development.
- The demolition of an existing agricultural structure.

The proposed development includes associated site works, including soft landscaped open spaces (approximately 13,026 sq.m, or 14.2% of the site area) and ancillary services and infrastructure provision to serve the proposed development.

A total of 16 dwelling types are proposed which include maisonettes, duplexes, apartments, terraced houses, semi-detached houses and detached houses.

A breakdown of the proposed housing mix is provided in Table 3.1.

**Table 3.1 Breakdown of Residential Unit Sizes**

House Type	Description	Quantity	Floor Area (sq.m)	Mix %
B1	2 Bedroom / 4-person Terrace House	20	87.5	5.4
C1	3 bed/5-person, two storey terraced houses	88	110.9	23.7
C2	3 bed/5-person, two storey semi-detached houses	8	115.2	2.2
C3	3 bed/5-person, two storey detached house	1	115.2	0.3
C4	3 bed/6-person, three storey terraced houses	7	124.6	1.9

House Type	Description	Quantity	Floor Area (sq.m)	Mix %
C5	3 bed/5-person, two storey terraced houses	36	102	9.7
D1	4 bed/7-person, two storey, semi-detached houses	36	133	9.7
D2	4 bed/7-person, two storey, semi-detached houses	12	142.6	3.2
D3	4 bed/8-person, three storey, terraced houses	10	145.6	2.7
A1 / A2	1 Bedroom Maisonette	12	53.8 or 61	3.2
A3	1 Bedroom / 2-person Duplex	10	54	2.7
Duplex	2 Bedroom / 3-person Duplex	3	99.7	0.8
B2	2 Bedroom / 4-person Duplex	7	99.7	1.9
Apartment	1 Bedroom Apartment (2 person)	46	49.4 or 52	12.4
Apartment	2 Bedroom Apartment (3 person)	3	67.3	0.8
Apartment	2 Bedroom Apartment (4 person)	73	76.9 to 82.8	19.6

### 3.2 Layout and Design

The layout and design have been informed by the Design Brief for Key Development Area No. 4 (KDA4) in the Celbridge LAP. The key design objective for KDA4 is to provide a residential area and public park that consolidates development to the north of the town whilst presenting a landscaped edge onto Maynooth Road (R405).

The vehicular access point from the Maynooth Road is in a central position along the site's frontage, consistent with the indicative design framework for KDA4. The proposed internal road network provides a permeable and integrated network of streets that are also pedestrian and cycle friendly.

The proposal creates people friendly streets and spaces by placing an emphasis on connecting the public realm with the built form of the proposed masterplan layout. The green links throughout the application site form safe environments for pedestrians and cyclists, connecting through to the parks and amenities in the area. Houses and Apartment Blocks are sited and orientated in such a manner to ensure passive surveillance of the proposed green links and public open spaces.

A combination of on- and off-street parking has been designed into the layout providing more animated streets along with good landscaping design.

**Table 3.2 Key Site Statistics**

Site Statistics	Figure
Total Site Area <sup>2</sup>	9.55 ha
Developable Area (Site area excluding road verges in KCC ownership of 0.232ha and 0.136ha associated with zoned Objective F lands required for levelling / construction of the northern most access road)	9.18ha
Public Open Space within Residential Lands	13,026 sq.m
Net Residential Density (based on developable area)	40.52 units per hectare
Plot Ratio	0.41
Site Coverage	18%

### 3.3 Open Space, Access, Permeability & Parking

Section 3 of the submitted Design Statement, prepared by John Fleming Architects sets out the design evolution and illustrates the consistency of the proposed layout with the design brief contained in the LAP for KDA4.

The design intent is to create a high-quality neighbourhood expansion area with appropriately landscaped open spaces to meet the recreational needs of future residents and ensuring an attractive visual setting and associated social amenity spaces. The principles of inclusivity for all age groups, universal accessibility and sustainable development are applied to ensure an inclusive and environmentally responsive design solution is achieved.

The proposed layout and design respond positively to the LAP Design Brief for the subject site as follows:

- **Connectivity / Permeability** – The primary access to the site is via a single entrance from the Maynooth Road in a position consistent with that indicated in the adopted Design Concept Scheme in the LAP. New streets and spaces are designed and arranged to ensure a friendly environment for pedestrians and cyclists and facilitating links to Maynooth Road. The proposed

<sup>2</sup> Including road verges in KCC ownership of 0.232ha and 0.136ha associated with zoned Objective F lands.

layout delivers an integrated street network that facilitates permeability through the site and connectivity to its surroundings, with limited use of cul-de sacs, to allow for the free flow of users.

- **Built Form** – The southern and eastern parts of the site are dominated by two storey housing forms in order to provide an appropriate transition with the established and adjoining neighbourhood of Crodaun Forest Park. A wide variety of housing types are proposed, as set out in Table 3.2. The central vehicular access route is designed along a primary east-west spine with views over internal landscaped spaces and terminating in the adjoining designated open space to the north of the site that is designated as open space to facilitate a protected view of Castletown House. The key north-west and south-west road fronting corners of the site are defined primarily by taller apartment blocks that provide a strong urban edge onto the Maynooth Road. The remainder of the western site boundary treatment seeks to retain an existing hedgerow within an attractive landscape setting, including existing formal planting and trees, to remove the proposed development from the immediate road frontage.
- **Landscape and Open Spaces** – The proposed landscaping strategy is consistent with the design concept promoted for the site in the LAP whereby landscaped buffer zones are provided along the primary road frontages of the site with a hierarchy of incidental / ancillary public open spaces dispersed throughout the site. The adjoining lands to the north are zoned Objective F (Open Space) and are the subject of a specific Historic Landscape Area (HLA) objective. These lands are owned by the applicant but are not included within the proposed development, apart from a small linear strip that is required to deliver the northern most road within the site boundary. This strip indicated in red hatch on the proposed site layout plan will, upon delivery of the road, be ceded along with the remainder of the open space to the north of the site to Kildare County Council in order to implement the HLA Objective and the preservation of a designated and Protected View between Conolly's Folly and Castletown House that traverses this open space.
- **Car Parking Strategy** - A total of 633 no. car parking spaces are proposed to serve the proposed development, allocated as follows:
  - A total of 436 in-curtilage / on-street car parking spaces are provided for the proposed dwelling houses at a ratio of 2 spaces per house.
  - A total of 149 car parking spaces are provided at grade for the proposed 154 apartments/maisonettes and duplexes at a ratio of 0.97 spaces per unit plus 38 car parking spaces provided at 1 space for every 4 apartments for the purposes of visitor parking.
  - A total of 10 car parking spaces are provided on-street for the use of the proposed childcare facility within Block B.
  - A total of 38 visitor car parking spaces are provided on-street including 2 disabled spaces.
- **Bicycle Storage / Parking** - A total of 340 no. bicycle parking spaces are proposed comprising double stacked storage solutions with a provision of 72 spaces for each core of Block A and 58 spaces for Block B. These spaces are situated proximate to entrances at ground floor level of each block accessible to the occupiers of each block. In addition, provision is made for 102 visitor spaces in convenient locations easily accessible from the apartment blocks. Of the 18 spaces provided within Apartment Block B, 2 spaces will be allocated for the use by the Creche.

### **3.4 Ancillary Services and Other Uses**

The proposed development provides a childcare facility (approximately 191 sq.m) with sufficient capacity for at least 42<sup>3</sup> children.

The proposed childcare facility is located at ground floor level within Block B. The childcare facility has its own designated private play area to maximise integration with the proposed open space and opportunities for outdoor play.

### **3.5 Integration with Surrounding Land Uses**

The layout is consistent with the Design Brief for KDA4 in the LAP and having regard to boundary conditions, future and existing development, and natural features.

The site benefits from generous road frontage onto the R405 to the west and R449 to the north. The lands back onto open fields to the north east. Houses have been arranged to back onto the rear gardens of houses within the established residential development of Crodaun Forest Park, to the south and east of the site, in such a manner as to respect the amenities of these existing residents.

As part of the design and development of the street network, cycle and pedestrian linkages have been prioritised through the development to direct pedestrian, cyclists and vehicles towards the R405 to link existing and future developments including schools.

The accompanying architectural plans and site plan illustrate the general relationship between houses, accessibility, design quality of streets and footpaths, permeability between amenities, passive surveillance of the public realm. The layout is well connected and integrated with its built and natural surroundings, and which has been designed to be attractive and safe for residents and members of the existing community.

### **3.6 Part V**

It is intended to comply with Part V of the Planning and Development Act 2000 (as amended) by transferring built units on site. The submitted Drawing No. P-S-O-4, prepared by John Fleming Architects indicates the proposed 37 No. Part V units, comprising 14 x 1 bed units, 12 x 2 bed units, 8 x 3 bed units and 3 x 4 bed units. A summary breakdown of the mix of the proposed Part V units are provided in the table below. These units will be transferred to the Planning Authority in compliance with Part V requirements.

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<sup>3</sup> Assuming 2.32 sq.m per childcare space

**Table 3.3 Summary Breakdown of Proposed Part V Units**

House Type	Description	Quantity Proposed as Part V	Floor Area (sq.m)
B1	2 Bedroom / 4-person Terrace House	10	87.5
C5	3 bed/5-person, two storey terraced houses	8	102
D3	4 bed/8-person, three storey, terraced houses	3	145.6
A1 / A2	1 Bedroom Maisonette	12	53.8 or 61
A3	1 Bedroom / 2-person Duplex	2	54
B2	2 Bedroom / 4-person Duplex	2	99.7

Initial consultations have commenced with Ms. Mary McCarthy of the Housing Department, Kildare County Council in respect of identification of units, methodology for calculating values of land, site costs, normal construction and development costs and profit on those costs and other related costs. Please see correspondence from Ardstone Homes Ltd, setting out proposals to comply with Part V, as submitted to Kildare County Council at Appendix A and letter dated 7<sup>th</sup> January 2020 from Kildare County Council.

Notwithstanding the information submitted herewith, it is submitted that all details of compliance with Part V requirements will be agreed with the Planning Authority upon the issue of any grant of planning permission

### 3.7 Services Infrastructure

This application is accompanied by an Engineering Services Report (and associated drawings) prepared by DEBFL Consulting Engineers. This report provides information regarding the existing site and addresses the infrastructural demands of the proposed development including the following:

- Site Access and Road Layout
- Surface Water Drainage
- Flood Risk
- Foul Drainage
- Water Supply

### 3.7.1 Surface Water Drainage

There is an existing surface water manhole which connects to a 450mm concrete line just off the South-West corner along the R405 at the entrance to Crodaun Forest Park - refer to DBFL Drawing No. 170099-3002 for the proposed surface water outfall location.

Surface water discharge rates from the proposed surface water drainage network will be controlled by a vortex flow control device (Hydrobrake or equivalent) and associated underground attenuation tanks (Stormtech Chambers). Surface water discharge will also pass via a full retention fuel / oil separator (sized in accordance with permitted discharge from the site).

The proposed surface water drainage network will collect surface water runoff from the site via a piped network prior to discharging off site via the attenuation tank, flow control device and separator arrangement as noted above. Surface water runoff from the site's road network will be directed to the proposed pipe network via conventional road gullies while surface water runoff from driveways will be captured by permeable paving.

The following methodologies are being implemented as part of a SuDS treatment train approach:

- Permeable paving in driveway / in curtilage areas.
- Surface water runoff from roofs will be routed to the proposed surface water pipe network via the stone reservoir beneath permeable paved driveways. Note, this detail does not rely on infiltration (although some degree of infiltration will occur), the stone reservoir is intended to provide an additional element of attenuation storage.
- Attenuation of the 100-year return period storms within Stormtech Attenuation Chambers.
- Installation of a vortex flow control device (Hydrobrake or equivalent), limiting surface water discharge from the site to 2.0 l/sec/ha.
- Surface water discharge will also pass via a Class 1 full retention fuel / oil separator (sized in accordance with permitted discharge from the site).

Attenuation volumes have been calculated based on an allowable outflow / greenfield runoff rate of 2.00 l/sec/ha.

### 3.7.2 Flood Risk

A Site-Specific Flood Risk Assessment has been prepared DBFL Consulting Engineers and accompanies this application - refer to DBFL Report No. 170099-rep-002 SSFRA.

This flood risk assessment has been undertaken by reviewing information from the Office of Public Works (OPW) National Flood Hazard Mapping ([www.floods.ie](http://www.floods.ie)) and the Eastern CFRAM Study and has been carried out in accordance with the OPW's Guidelines for Planning Authorities – The Planning System and Flood Risk Management (November 2009).

The submitted SSFRA identified that the site is located in Flood Zone C and concludes that the proposed residential development is appropriate for the site's flood zone category and that the sequential approach outlined in the Guidelines has been adhered to and that the 'Avoid' principle has been achieved.

### 3.7.3 Foul Drainage

The issue of foul water capacity was raised under Item 2 of the issued ABP Opinion and is addressed under sub-section 3.2 of the submitted *Statement of Proposals to Address Issues Raised in the Board's Notice of Pre-Application Consultation Opinion*, prepared by Declan Brassil & Co. Ltd. In the interest of clarity and for ease of reference, this response is restated below.

Section 4 of the submitted Infrastructure Design Report prepared by DBFL Consulting Engineers addresses Foul Drainage. In particular it is noted that section 4.4 addresses capacity considerations and proposals to address same. It states that an updated confirmation of feasibility was received from Irish Water in November 2019 (attached at Appendix E to the report). It states that Irish Water has advised that a "proposed connection to the Irish Water Network can be facilitated", and that "upgrade works are required to increase the capacity of the wastewater network at Castletown Pump Station".

These works are indicatively scheduled for completion by 2021 and proposed connection "could be completed as soon as possibly practical after this date".

Irish Water offered the following options should a connection be sought in advance of the Capital Investment Project (i.e. pre-2021):

- Option 1 - "Storm Sewer Separation (requires co-operation from Kildare County Council, as the storm drainage authority)."
- Option 2 - "Optimisation of pump stations in Celbridge. This would require a study to examine feasibility (Project Works Services Agreement) and delivery of recommendations."

Based on recent strategies adopted by other development proposals in the Celbridge area which have been accepted by KCC and Irish Water, DBFL has proceeded with the preliminary design associated with the Storm Sewer Separation Works as recommended by Irish Water under Option 1 (above).

Following discussions with Irish Water, DBFL has reviewed the available record drawings for the Celbridge area in order to identify locations which are historically served by combined sewer systems. Based on the approximate area required to deliver an adequate level of surface water separation to support the development, a catchment area in Tea Lane and Patricks Park was identified (see Figure 4.2 and Appendix F (DBFL Drawing No. 170099-9005) attached to the Infrastructure Design Report for DBFL drawing 170099-9005 for preliminary separation design).

To determine the level of surface water within the existing combined system during storm events, a flow monitoring survey was carried out, spanning a 48-day period from the 14th August 2019 to the 1st October 2019 at Tea Lane (refer to Appendix G attached to the Infrastructure Design Report).

Following analysis of the flow data collected, DBFL was able to establish the baseline Dry Weather Flow (DWF) for the catchment surveyed, which is estimated to be between 1.5 to 1.8 L/Sec. It is noted that during the 48-day monitoring survey the highest flow rate recorded was 80.3 l/sec which coincides with a 31mm rainfall event on the 22nd September 2019.

It is estimated that the DWF and Peak DWF for the 372 units on the Crodaun site was calculated at 1.94 L/Sec and 11.61 L/Sec, respectively. Based on this information, separating the surface water from the road area from the Square at Patrick's Park to the junction at Clane Road achieved a reduction factor of 3.83 for the 1 in 2 year event and 7.03 for the 1 in 30 in comparisons to the peak foul flow from the proposed development.

The proposed separation works have been discussed with Kildare County Council Water Services. It is noted that the Water Services Section had no objection to the proposals subject to detailed design at delivery stage. It is also noted that the applicant intends to enter a PWSA for the proposed development. Irish Water has also confirmed that it has proceeded with scoping such a PWSA (refer to DBFL and Irish Water e-mail exchanges, dated 5th February 2019 attached at Appendix E to the Infrastructure Design Report).

#### **3.7.4 Water Supply and Distribution**

An existing 12" uPVC public watermain runs along the western boundary of the site (R405). It is proposed to take a 160mm diameter connection off this existing 12" diameter public water supply line. A 160mm diameter looped water main will be provided (generally along the site's arterial roads) with a number of 110mm diameters looped branch mains provided elsewhere. Irish Water have confirmed that a water connection is feasible without network upgrades.

The proposed water main layout and connections to existing public water mains have been designed in accordance with Irish Water Standard Detail STD-W-02.

Sluice Valves are arranged in accordance with Irish Water Standard Detail STD-W-02, Note 6 (*"valves shall be arranged in such a manner to allow the network to be managed to ensure that no more than 40 properties lose water from a burst on the system, at any one time"*).

Individual houses will have their own connections (25mm O.D. PE pipe) to distribution water mains via service connections and meter / boundary boxes. These individual connections are to be installed in accordance with Irish Water Standard Detail STD-W-03.

The proposed water main layout is arranged such that all buildings are a maximum of 46.0m from a hydrant in accordance with the Department of the Environment's Building Regulations *"Technical Guidance Document Part B Fire Safety"*.

### **3.8 Architectural and Archaeological Heritage**

There are no structures or features of historic architectural significance located on the site. An Archaeological Impact Assessment was carried out by Archer Heritage Planning to inform the preparation of this application. This assessment and ongoing excavation works have informed the preparation of the Environmental Impact Assessment Report (EIAR) that accompanies this application.

Chapter 13 of the EIAR 'Cultural Heritage and Archaeology' identifies that *'a substantial stone wall bordering Castletown townlands forms the eastern and southern boundary of the site'*. No works are proposed to this wall and therefore, no direct impact on the architectural heritage will arise as a result of the proposed development. Advanced archaeological investigations discovered four probable archaeological sites of low and moderate significance.

Chapter 13 of the EIAR concludes that it is not anticipated that any residual impacts on archaeological features or sites will occur as a result of the development, as any archaeology that may be uncovered is likely to be resolved prior to the commencement of construction phase of the development.

### **3.9 Possible Effects on the Environment**

An Environmental Impact Assessment Report (EIAR) and an Appropriate Assessment Screening Report (Stage 1) have been prepared and accompany this application.

The content of the EIAR has regard to the information requirements specified in the Sixth Schedule of the 2001 Regulations, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018), and the Environmental Protection Agency's Guidelines on The Information to be Contained in Environmental Impact Statements and the Advice Notes on Current Practice in The Preparation of Environmental Impact Statements (September 2003).

In addition, the EIAR has regard to the recommendations of the EPA Draft Revised Guidelines on the Information to be Contained in Environmental Impact Statements, September 2015 and the Draft Advice Notes for Preparing Environmental Impact Statements, September 2015 and the Department of Housing, Planning, Community and Local Government's 'Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems Key Issues Consultation Paper' May 2017 in order to take account of the EIA Directive (2014/52/EU).

The preparation of the EIAR has been informed by the European Commission Impact Assessment Guidelines, 2009, and the Department of Housing, Planning and Local Government (DoEHLG) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, August 2018.

An AA Screening Report is also submitted for information purposes with this request. The report concludes that significant effects are not likely to arise, either alone or in combination with other plans or projects, to the Natura 2000 network.

## **4 PRIOR CONSULTATION**

### **4.1 Consultation with Planning Authority**

In accordance with Section 5(2) of the Planning and Development (Housing) and Residential Tenancies Act 2016, formal pre-planning consultation was undertaken with Kildare County Council on 1 November 2018.

In addition, informal consultation took place with various Departments, including the Planning Department, Traffic & Transport and Water & Drainage in respect to the detailed design of the proposed development.

#### **4.1.1 Details of Outcomes**

The principal matters discussed related to:

- Tree and hedgerow survey required to inform layout along with historic field pattern(s). Hedgerows and important trees should be retained insofar as is possible in accordance with CLAP. The hedgerow and trees to the front of the site have been identified by KCC to be of particular importance.
- Apartment Block design considerations:
  - all four sides to be articulated and balconies integrated into the design.
  - Photomontages required of apartments from the roundabout and approaches.
  - Car parking to be proximate and accessible to the apartments.
  - Flexibility could be considered in respect of a reduction of visitor parking given size of site.
- Intention regarding the zoned open space to the north of the site to be discussed and agreed with KCC Prior to lodgement of application.
- Traffic and Transportation Considerations:
  - Traffic and Transport Assessment to consider cumulative impacts of KDA lands and assess impact on M4 Junction (intel is a relevant consideration). It is expected by KCC that TII will consider this issue.
  - Junction arrangement to site to be considered in context of balance of KDA lands and requirement for a signalised junction. New junction on R405 Should be minimum of 90m from roundabout.
  - Pedestrian and cyclist movements to be considered.
  - Internal roads to be DMURS compliant.
  - Stage 2 Road Safety Audit will be required.
- Childcare Provision – preference for on-site provision given the scale of development. Visitor car parking at 10% for creche and cycle parking facilities to be provided.
- Landscaping Strategy and considerations:
  - Boundary treatment plan to be submitted. Landscaping along Celbridge entrance road to be consistent with KDA side of road.
  - Landscape and utilities to be addressed on landscape Plan.

- Preference for natural play spaces, low maintenance.
- Rear boundaries addressing open space to be minimised.
- Taking in charge map to be submitted.
- Bin and cycle storage for mid-terrace units to be agreed. Number of units using rear lanes to be minimised.
- Housing Quality Assessment for both houses and apartments to be submitted.
- Visual Impact Assessment - Photomontages/CGIs required from/to Connolly's Folly to/from Castletown House to assess potential impact on protected vista.

## **4.2 Consultation with ABP**

In accordance with Section 5(5) of the Planning and Development (Housing) and Residential Tenancies Act 2016, formal pre-planning consultation took place with An Bord Pleanála on 8 April 2019.

### **4.2.1 Details of Outcomes**

Key issues to be addressed were raised by ABP in their Pre-Application Consultation Opinion dated 26 April 2019. These are discussed in detail in the cover letter accompanying the application, and are summarised below:

- Further consideration/justification of the layout of the proposed development, particularly in relation to the following;
  - The treatment of the interface with the Maynooth Road and the potential to create a more defined urban edge.
  - The treatment of the interface with the proposed amenity lands to the north;
  - Connectivity with adjoining lands including proposed future amenity lands to the north, provision of quality, usable open space and the creation of distinct character areas within a high-quality scheme;
  - Proposed design, layout and orientation of the apartment buildings including the proposed colour palette of material.
- Further consideration/clarification regarding wastewater infrastructure constraints in the network serving the proposed development, in particular as it relates to the Lower Liffey Drainage Area Plan.
- Further consideration related to surface water management for the site with regard to the requirements of the Drainage Division as indicated in report dated 19 March 2019, contained in Appendix B of Planning Authority's Opinion.
  - Surface water management proposals should be considered in tandem with a Flood Risk Assessment specifically relating to appropriate flood risk assessment that demonstrates the development proposed will not increase flood risk elsewhere, and if practicable, will reduce overall flood risk.

## 5 STATEMENTS OF CONSISTENCY

This section provides an overview of planning policy relevant to the proposed development.

### 5.1 Ministerial Guidelines

The following is a list of Section 28 Ministerial Guidelines considered to be of particular relevance to the proposed development. Specific policies and objectives are referenced within the assessment where appropriate.

- 'Childcare Facilities – Guidelines for Planning Authorities' (2001)
- 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (including the associated 'Urban Design Manual') (2009)
- 'The Planning System and Flood Risk Management' – Guidelines for Planning Authorities (November, 2009)
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009)
- 'Design Manual for Urban Roads and Streets' (2013)
- 'Sustainable Urban Housing: Design Standards for New Apartments' (March, 2018)
- 'Urban Development and Building Heights – Guidelines for Planning Authorities', a Consultation Draft (August 2018) published by the Department of Housing, Planning and Local Government.

#### 5.1.1 Childcare Facilities – Guidelines for Planning Authorities 2001

It is noted that these are a planning guidance document only, and standards set down in relevant childcare legislation take precedence.

Section 2.4 of the Guidelines addresses appropriate locations for childcare facilities, and with reference to facilities '*in new communities/larger new housing developments*' provides that:

*'For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate... Authorities could consider requiring the provision of larger units catering for up to 30/40 children in areas of major residential development on the basis that such a large facility might be able to offer a variety of services – sessional/drop in/after-school, etc.'*

Section 3.3.1 of the Guidelines requires the provision of childcare facilities at a ratio of 20 childcare spaces for every 75 proposed dwellings. However, the Celbridge Local Area Plan provides for a lower requirement at a rate of 20 childcare spaces per 150 proposed based on the audit of established provision that was undertaken to inform the preparation of the LAP and the determination of an appropriate ratio of provision within new developments.

Having regard to the LAP requirement of 20 spaces per 150 dwellings and current childcare legislation, the proposed development has been designed to include a childcare facility at the ground floor of Apartment Block B (measuring approximately 191 sq.m) that is capable of accommodating the required 42 childcare spaces (assuming the omission of 1 bed apartments from the equation<sup>4</sup>) to meet the

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<sup>4</sup> In accordance with Sub-section 4.7 of the *Sustainable Urban Housing: Design Standards for New Apartments* (2018)

potential childcare needs arising from the resident population of the proposed development. Given the mix of units proposed and the level of childcare provision within Celbridge, it is considered that the proposed development is consistent with the requirements of the Childcare Guidelines in this respect.

### **5.1.2 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (including the associated Urban Design Manual) (2009)**

The Guidelines contain specific policies and objectives regarding the scale and location of new residential development, the need for high quality design of residential areas, and the use and development of infill, greenfield and brownfield sites.

Section 1.9 recites general aims of sustainable residential development, including the need to prioritise walking, cycling and public transport over the use of cars, and to provide residents with quality of life in terms of amenity, safety and convenience.

Chapter 3 identifies the core principles of design, including place-making, environmental responsibility, social equity and economic viability, that are required when creating places of high quality and distinct identity. Box 2 identifies 12 'Best Practice Design Manual' criteria which should be incorporated in new residential development as follows.

1. Context: How does the development respond to its surroundings?
2. Connections: How well is the new neighbourhood / site connected?
3. Inclusivity: How easily can people use and access the development?
4. Variety: How does the development promote a good mix of activities?
5. Efficiency: How does the development make appropriate use of resources, including land?
6. Distinctiveness: How do the proposals create a sense of place?
7. Layout: How does the proposal create people-friendly streets and spaces?
8. Public realm: How safe, secure and enjoyable are the public areas?
9. Adaptability: How will the buildings cope with change?
10. Privacy / amenity: How do the buildings provide a high-quality amenity?
11. Parking: How will the parking be secure and attractive?
12. Detailed design: How well thought through is the building and landscape design?

Section 5.11 promotes a net residential density range in the order of 35-50 dwellings per hectare for 'Outer Suburban/Greenfield sites', such as the subject site. It also states that densities below 30dph will be discouraged. The proposed density of 40.5 u/ha is consistent with the recommended density.

The submitted Architectural Design Statement prepared by John Fleming Architects sets out the design rationale and how the 12 key criteria have been incorporated in the design of the proposed development.

### **5.1.3 Guidelines for Planning Authorities – The Planning System and Flood Risk Management 2009**

These Ministerial Guidelines provide a systematic approach to flood risk which is integrated into the planning process through the spatial planning process at regional, county, city and local levels, and also

in the assessment of development proposals by planning authorities and An Bord Pleanála. The guidelines require the planning system to inter alia incorporate flood risk identification, assessment and management into the process of making decisions on planning applications and planning appeals.

In the case of applications for planning permission and development consents to planning authorities and An Bord Pleanála, the Guidelines require applicants and their agents to:

- Carefully examine their development proposals to ensure consistency with the requirements of these Guidelines including carefully researching whether there have been instances of flooding or if there is the potential for flooding on specific sites and declaring any known flood history on the planning application form as required under the Planning and Development Regulations 2006.
- Engage with planning authorities at an early stage, utilising the arrangements for pre-planning application consultation with regard to any flood risk assessment issues that may arise.
- Carry out a site-specific flood risk assessment, as appropriate, and comply with the terms and conditions of any grant of planning permission with regard to the minimisation of flood risk.

A Site-Specific Flood Risk Assessment has been undertaken by DBFL Consulting Engineers in accordance with the 'Planning System and Flood Risk Management Guidelines' (DoECLG 2009). The assessment concludes that the site is located in Flood Zone C as defined by the Guidelines. It is concluded that the proposed residential development is appropriate for the site's flood zone category.

The sequential approach outlined in the Planning System and Flood Risk Management Guidelines has been adhered to and the 'Avoid' principle has been achieved. In conclusion the proposed development is considered to have the required level of flood protection up to and including the 100-year return event.

#### **5.1.4 Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009)**

The Habitats Directive sets out an obligation under Article 6(3) and 6(4) to undertake appropriate assessment to minimise the effects of development on protected sites.

Screening for Appropriate Assessment has been conducted by Openfield Ecological Services for the proposed development in accordance with the Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009) and forms part of the application documentation. The Report concludes the site is not within or adjacent to any SAC or SPA and that significant effects are not likely to arise, either alone or in combination with other plans or projects to the Natura 2000 network.

#### **5.1.5 Design Manual for Urban Roads and Streets (2013)**

Section 1.2 sets out the national policy background that states street layouts should be interconnected to encourage walking and cycling and offer easy access to public transport.

Section 3.2 identifies types of streets. Arterial streets are major routes, link streets provide links to arterial streets or between neighbourhoods, while local streets provide access within communities and to arterial and link streets.

Section 4.4.3 states that radii on turns from a link street to a local street may be reduced to 4.5m. A maximum radius of 1-3m should be used on local streets. Section 4.4.1 states that the standard carriageway width on local streets should be 5-5.5m, or 4.8m where a shared surface is proposed.

Section 4.4.3 states that large roundabouts with radii of more than 7.5m are not appropriate for urban areas. Where they already exist road authorities are encouraged to replace them with signalised junctions. Small roundabouts may be appropriate where the traffic flow would not warrant a signalised junction.

A statement on consistency of the proposed scheme with the Design Manual for Urban Roads and Streets has been prepared by DBFL Consulting Engineers and is submitted with this application.

### **5.1.6 Sustainable Urban Housing: Design Standards for New Apartments (2018)**

The Sustainable Urban Housing: Design Standards for New Apartments update previous guidance in the context of greater evidence and knowledge of current and likely future housing demand in Ireland taking account of the Housing Agency National Statement on Housing Demand and Supply, the Government's action programme on housing and homelessness Rebuilding Ireland and Project Ireland 2040 the National Planning Framework, published since the 2015 Guidelines.

The guidance notes that to increase housing supply there must be a dramatic increase in the provision of housing output, in particular apartment type development. Apartment design parameters addressed in these guidelines include:

- General locational consideration - urban and accessible locations identified as most suitable for large scale apartment development.
- Apartment mix within apartment schemes - Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).
- Internal space standards for different types of apartments:
  - Studio apartment (1 person) - 37 sq.m
  - 1-bedroom apartment (2 persons) - 45 sq.m
  - 2-bedroom apartment (3 persons) 63 sq.m (subject to a maximum of 10% of overall units)
  - 2-bedroom apartment (4 persons) - 73 sq.m
  - 3-bedroom apartment (5 persons) - 90 sq.m
- Dual aspect ratios - minimum of 50% dual aspect apartments. Ideally, any 3-bedroom apartments should be dual aspect.
- Floor to ceiling height - The suggested minimum floor to ceiling height, consistent with good room design, the use of standard materials and good building practice is generally 2.4m. Applicants and their designers may consider the potential for increasing the minimum apartment floor-to-ceiling height to 2.7 metres where height restrictions would not otherwise necessitate a reduction in the number of floors. In relation to ground floors, it is a policy requirement that ground level apartment floor to ceiling heights shall be a minimum of 2.7m and applicants and their designers should consider 3.0 metres on the ground floor of multi-storey buildings.
- Apartments to stair/lift core ratios - a maximum 12 apartments per floor per individual stair/lift core.

- Storage spaces – Refer to Table 5.1 below.
- Amenity spaces including balconies/patios – Refer to Table 5.1 below. Balconies are subject to a minimum depth of 1.5m.
- Car parking - In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard. As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required.
- Cycle Parking - a general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.
- Childcare – According to sub-section 4.7 and *'Notwithstanding the Planning Guidelines for Childcare Facilities (2001)...the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.'*
- Room dimensions for certain rooms – Refer to Table 5.1 below.

**Table 5.1 Summary of other relevant Quantitative Standards**

**Minimum aggregate bedroom floor areas**

One bedroom	11.4 sq m
Two bedrooms (3 person)	13 + 7.1 sq m = 20.1 sq m
Two bedrooms (4 person)	11.4 + 13 sq m = 24.4 sq m
Three bedrooms	11.4 + 13 + 7.1 sq m = 31.5 sq m

**Minimum storage space requirements**

Studio	3 sq m
One bedroom	3 sq m
Two bedrooms (3 person)	5 sq m
Two bedrooms (4 person)	6 sq m
Three or more bedrooms	9 sq m

**Minimum floor areas for communal amenity space**

Studio	4 sq m
One bedrooms	5 sq m
Two bedrooms (3 person)	6 sq m
Two bedrooms (4 person)	7 sq m
Three bedrooms	9 sq m

**Minimum floor areas for private amenity space**

Studio	4 sq m
One bedroom	5 sq m
Two bedrooms (3 person)	6 sq m
Two bedrooms (4 person)	7 sq m
Three bedrooms	9 sq m

The submitted Housing Quality Assessment prepared by John Fleming Architects demonstrates compliance with the relevant residential sizes and standards.

**5.1.7 Urban Development and Building Heights – Guidelines for Planning Authorities’ (2019)**

This National Planning Guidance emphasises the need for urban consolidation, intensification and densification of both brownfield and greenfield development land. The Guidelines outline the negative impacts of generic maximum building heights and how they undermine national policy objectives when inflexibly or unreasonably used. The Guidelines outline wider strategic policy considerations and a more performance driven criteria approach that planning authorities should apply, alongside the statutory development plans, in securing the strategic outcomes of the National Planning Framework, and in particular compact urban growth.

Sections 3.4 – 3.8 deal specifically with building height in suburban/edge locations, such as the subject site. Paragraph 3.4 as follows:

*‘Newer housing developments outside city and town centres and inner suburbs, i.e. the suburban edges of towns and cities, typically now include town-houses (2-3 storeys), duplexes (3-4 storeys) and apartments (4 storeys upwards). Such developments deliver medium densities, in the range of 35-50 dwellings per hectare net. Such developments also address the need for more 1 and 2 bedroom units in line with wider demographic and household formation trends, while at the same time providing for the larger 3, 4 or more bedroom homes across a variety of building typology and tenure options, enabling households to meet changing accommodation requirements over longer periods of time without necessitating relocation. These forms of developments set out above also benefit from using traditional construction methods, which can enhance viability as compared to larger apartment-only type projects.’*

The guidance goes on to state in Paragraph 3.7 that:

*‘Such development patterns are generally appropriate outside city centres and inner suburbs, i.e. the suburban edges of towns and cities, for both infill and greenfield development and should not be subject to specific height restrictions.’*

Following adoption of the Guidelines in December 2018, all Development Plans will need to be reviewed to ensure consistency with a number of Specific Planning Policy Requirements (SPPRs) contained therein, including SPPR 4 , that states as follows:

*‘It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:*

- 1. the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled “Sustainable Residential Development in Urban Areas (2007)” or any amending or replacement Guidelines;*
- 2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and*

3. *avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.'*

The proposed building heights are predominantly characterised by two storey housing forms supplemented on the north- and south- western parts of the site by two 4-storey apartment blocks. The apartment blocks create a well-defined and legible edge to the development and on the approach to the town centre and provides a mix of building typologies in line with wider demographic and household formation trends. Taller elements have been sensitively located adjacent to public open spaces and along the primary road frontages of the site to provide a strong urban edge. In addition, the proposed building heights assist in achieving appropriate densities in accordance with the Sustainable Residential Development in Urban Areas Guidelines. On this basis, the proposed building heights are fully consistent with the provisions of the Urban Development and Building Heights Guidelines.

### **5.1.8 Statement of Consistency**

The proposed development has been informed by the foregoing Guidelines and has incorporated the relevant policies and objectives as contained therein. Accordingly, it is submitted that the proposed development is consistent with the overarching purpose and principles of the Ministerial Guidelines outlined above.

## **5.2 Plans and Other Guidance**

### **5.2.1 National Planning Framework**

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland to the year 2040 and replaces the National Spatial Strategy 2002-2020. The NPF requires the preparation of Spatial and Economic Strategies for each region by the Regional Assemblies, to be completed in early 2019. County Kildare is in the Eastern and Midland Regional Assembly. Under the NPF the Eastern and Midland Region is targeting an increase in population between 490,000 – 540,000 additional people. The NPF has 10 strategic outcomes comprising the following;

1. Compact Growth
2. Enhanced Regional Accessibility
3. Strengthened Rural Economies and Communities
4. Sustainable Mobility
5. A Strong Economy supported by Enterprise, Innovation and Skills
6. High-Quality International Connectivity
7. Enhanced Amenity and Heritage
8. Transition to Low Carbon and Climate Resilient Society
9. Sustainable Management of Water, Waste and other Environmental Resources
10. Access to Quality Childcare, Education and Health Services

Relevant National Policy Objectives include;

**National Policy Objective 3a** - Deliver at least 40% of all new homes nationally within the built-up footprint of existing settlements.

**National Policy Objective 4** – Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

**National Policy Objective 6** – Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.

**National Policy Objective 7** – Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on: - ...

- Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth;
- Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities;
- Addressing the legacy of unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlement of all sizes;
- In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.

**National Policy Objective 11** – In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

**National Policy Objective 13** - In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.

**National Policy Objective 32** – To target the delivery of 550,000 additional households to 2040.

**National Policy Objective 33** – Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

**National Policy Objective 34** – Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.

**National Policy Objective 35** – Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.

It is submitted that the proposed development has been designed in accordance with the Policy Objectives of the National Planning Framework. The site forms part of a designated key development area on the edge of the urban footprint of Celbridge and is suitably located with regard to existing commercial and employment generating land uses. The site is within 350 metres of the M4 Business Park and within 2.5 kilometres as the crow flies of the Collinstown Industrial Park containing the Intel

Leixlip Campus. Celbridge Town Centre, and the businesses and services therein, are within 1.5km of the subject site. The subject site forms half of the Crodaun KDA, with the second part located across the R405, creating a new neighbourhood on the northern edge of Celbridge.

It is submitted that this proposed development is consistent with the objectives of the NPF in providing sustainable residential development within the urban footprint of Celbridge, in close proximity to and in support of local businesses, services and facilities.

### **5.2.2 Rebuilding Ireland - Action Plan for Houses and Homelessness**

The Action Plan for Housing and Homelessness was published on 19 July 2016 in response to Ireland's worsening housing shortage. The Plan is designed to accelerate housing supply through Five Key Pillars;

- Pillar 1 – Address Homelessness
- Pillar 2 – Accelerate Social Housing
- Pillar 3 – Build More Homes
- Pillar 4 – Improve the Rental Sector
- Pillar 5 – Utilise Existing Housing

The 'Housing Challenges' section of the Action Plan lists the pressing challenges to overcome in Ireland's housing sector, including; Decline in House Completions, Persistent Under-Supply, Location and Land Supply. 'Pillar 3: Build More Homes' states the key objective of this pillar is to "Increase the output of private housing to meet demand at affordable prices". The Key Action under Pillar 3 is the doubling of housing output to deliver over 25,000 units per annum up to 2021.

A review and comparison of the Department of Housing, Planning, Community & Local Government – Homelessness Report July 2016 and April 2019 indicates that homelessness in County Kildare has risen by 54% since this Action Plan for Housing and Homelessness was published.

This current proposal seeks to provide housing in the short term and is the first piece to unlock further development on these strategic key development lands. It is proposed to provide 372 no. units in 16 no. housing types, incorporating a mix of 1, 2, 3- and 4-bedroom dwellings in the form of terraced/semidetached/detached houses, duplexes and apartments. By providing a mix of housing types it is anticipated that this development will meet the varied needs of all members of the community and inbuilt adaptability allows the units to change over time with their residents.

### **5.2.3 Eastern and Midland Regional Assembly's Regional Spatial & Economic Strategy**

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region was adopted on the 3rd May 2019 and came into effect on the 28th June 2019. As a highly urbanised settlement, Celbridge forms part of the wider Dublin Metropolitan area. Under the RSES a Dublin Metropolitan Area Strategic Plan (MASP) has been prepared to manage the sustainable and compact growth of Dublin. The MASP area covers 7 local authorities, including Kildare. It is anticipated that during the lifetime of the RSES the population of the MASP area will increase by 16%, or 250,000 people.

The MASP seeks to achieve its aims through the implementation of Guiding Principles, including compact sustainable growth and accelerated housing delivery. The RSES estimates a requirement of 7,500 units per year to meet the annual target of 25,000 new homes set by the NPF and Rebuilding Ireland. A sequential approach to development is supported.

Policies of relevance under the RSES MASP include the following:

**RPO 5.4:** Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential Development in Urban Areas', 'Sustainable Urban Housing; Design Standards for New Apartments Guidelines' and 'Urban Development and Building Heights Guidelines for Planning Authorities'.

The proposed development ensures the development of a specified key development area identified to consolidate the urban area of Celbridge. The provision of 372 no. units at the subject site will assist in achieving an appropriate density consistent with the provisions of the RSES.

### **5.3 Kildare County Development Plan 2017-2023 (KCDP)**

#### **5.3.1 Core Strategy and Settlement Strategy**

Celbridge is identified as a tier 3 settlement (Moderate Sustainable Growth Towns) in the Metropolitan Area in the KCDP. These towns are to continue having a strong role in the consolidation of the Metropolitan Area. Future growth is related to the capacity of high-quality public transport connections and the capacity of social and physical infrastructure. Connectivity to adjoining suburbs, towns and employment locations within the Metropolitan Area is also a key requirement particularly focused on local rail, bus, cycle and pedestrian connections.

The Settlement Strategy seeks to *'direct growth into the Large Growth Towns, followed by Moderate Sustainable Growth Towns and Small Towns, whilst also recognising the settlement requirements of rural communities'* (Policy SS2). Objective SO 1 seeks to *'support the sustainable long-term growth of the Metropolitan Area towns of Leixlip, Maynooth, Celbridge and Kilcock and zone additional lands, where appropriate, to meet the requirements of the Core Strategy and Settlement Hierarchy of this Plan'*. The housing unit allocation (Table 3.3) for Celbridge is 3,250 no. additional units over the period 2016-2023.

Chapter 4 of the Development Plan provides that residential expansion will focus on the creation of sustainable communities at locations that can be served by the necessary infrastructure. This approach will make the best use of the county's land and infrastructure resources by ensuring that new development is linked to existing transport services, physical and social infrastructure and amenities.

Table 4.2 of the KCDP sets out general density parameters for different categories of site. Based on the site's Outer Suburban / Greenfield location within a large town, table 4.2 supports a density range of 30-50 units per hectare. Table 4.1 provides guidance on the appropriate location for new residential development in Kildare. Regarding Outer Suburban / Greenfield locations it emphasises the necessity to achieve net residential densities that make efficient use of such lands.

#### **5.3.2 Residential Development and Other Relevant Policies**

Section 17.2 and 17.3 of the KCDP state the following general standards relating to residential developments:

- **Building Height:** The appropriate maximum or minimum height of any building will be determined by; the prevailing building height in the surrounding area, the proximity of existing housing and the formation of a cohesive streetscape pattern, including height and scale of proposed development relative to width of street or area of open space.
- **Site Coverage:** The maximum site coverage shall be 50% for residential development.

- **Plot Ratio:** Table 17.1 of the KCDP states that the plot ratio for outer suburban development, proximate to public transport is 0.35-0.5. The plot ratio for outer suburban development, remote from public transport is 0.25-0.35.
- **Overlooking:** In general, a minimum distance of 22 metres between opposing above-ground floor level windows is required for habitable rooms. A separation distance of 35 metres will normally be required in the case of overlooking living room windows and balconies at upper floors.

Section 17.4 of the KCDP states the following standards relating to residential developments and dwelling houses:

- **Floor Areas and Storage Areas for Dwelling Houses:**

Table 17.4 of the KCDP (inset, right) sets out the minimum floor and storage areas for dwelling houses. Storage should be additional to kitchen presses and bedroom furniture but may be partly provided in these rooms. Storage should be provided off a hallway or landing to facilitate access. Hot presses or boiler space do not count as general storage areas. As a rule, no individual storage room within a dwelling should exceed 3.5 sq.m.

Unit Type (House)	Floor Area	Storage Area
One Bedroom	55m <sup>2</sup>	3m <sup>2</sup>
Two Bedroom	85 m <sup>2</sup>	6m <sup>2</sup>
Three Bedroom	100 m <sup>2</sup>	9m <sup>2</sup>
Four Bedroom	110m <sup>2</sup>	10m <sup>2</sup>

Dwellings may provide storage for bulky items outside individual units and this may satisfy part of the general storage requirement.

- **Private Open Space requirements for Dwelling Houses:**

Table 17.5 of the KCDP (inset, right) sets out the minimum private open space requirements for dwelling houses.

Unit Type (House)	Floor Area
One Bedroom	48m <sup>2</sup>
Two Bedroom	55 m <sup>2</sup>
Three Bedroom	60 m <sup>2</sup>
Four Bedroom or more	75m <sup>2</sup>

- **Public Open Space:**

On Greenfield sites, the minimum area of open space required is 15% of the total site area.

SuDS are not generally acceptable as a form of public open space provision, except where they contribute in a significant and positive way to the design and quality of open space. Where the Council considers that this is the case, in general a maximum of 10% of the open space provision shall be taken up by SuDS.

- **Boundary Treatment:**

- A 1.8m – 2m high wall of solid block, capped and plastered on both sides is generally acceptable as boundary treatment enclosing private open space; alternative treatments shall be considered on their merits.
- Boundaries between the rear of existing and proposed dwellings shall be a minimum of 1.8m high, constructed as capped, rendered concrete block or brick walls.
- Post and wire or timber post and panel fencing is not permitted.

- Concrete post and base with timber panel fencing will be considered for the side boundaries between rear gardens, provided a 2m length of 1.8-2m high block wall, capped and plastered, is provided for the initial 2m from the rear building line of the house.
- 2m high screen walls should be provided between all areas of public space and rear gardens. Where concrete screen walls along the edge of public areas are proposed (e.g. open space or footpaths) they should be suitably rendered and capped. Proposals for planting along the public side of the wall shall be included on a landscaping plan. An additional inner grass verge shall be provided at the footpath to facilitate this if necessary.
- In the interest of passive surveillance, where side boundary walls adjoin the public footpath, the walls shall be a maximum of 1 metre in height as far as the rear building line of the dwelling (beyond which a 2m wall may be provided).
- **Dual Aspect:** All dwelling units shall be dual aspect.
- **Waste Storage:** Adequate provision for the storage and collection of 3 'wheelie' bins per dwelling, screened where necessary.
- **Separation Distances:** A minimum distance of 2.5m between semi-detached and detached housing.

Section 17.4.6 of the KCDP relating to apartment design standards has been superseded by the more recent S28 Guidance, contained in 'Sustainable Urban Housing: Design Standards for New Apartments' (2018), as set out above.

### 5.3.3 Car Parking Standards

Car parking standards are set out in Table 17.9 of the Plan and require 2 spaces per house, 1.5 spaces per apartment unit, 1 visitor space per 4 apartments and 0.5 spaces per staff member plus 1 per 4 children for crèches. The guidance emphasises that the design quality of the street is paramount and that new residential development should not be dominated by car parking along access streets. In this regard it is advised that new developments take account of the different criteria regarding car parking, including:

- Vehicular parking for detached and semi-detached housing should be within curtilage of the house;
- Vehicular parking for apartments where appropriate should generally be at basement level. Where this is not possible, parking for apartments and terraced housing should be in informal groups overlooked by residential units; and
- Consideration needs to be given to parking for visitors and people with disabilities.

### 5.3.4 Bicycle Parking Standards

Section 17.7.7 of Volume 1 of the KCDP states that the planning authority requires a minimum level of secure cycle parking facilities in association with new development. Where cycle parking facilities are intended for use by the staff of that particular development, stands should be covered and located within the curtilage of the development to ensure security and supervision.

Table 17.10 of Volume 1 of the KCDP sets out the cycle parking standards and requires the provision of 1 space per 5 staff members plus 1 space per 10 children for crèche developments. Apartment developments require 1 space per unit plus 1 visitor space per 2 units.

### 5.3.5 Statement of Consistency

The proposed development is consistent with the requirements of the Core Strategy and the Settlement Strategy which seeks to focus growth towards Moderate Sustainable Growth Towns within the Metropolitan Area. The proposed development will contribute towards meeting the 3,250 dwellings allocation target for the 2017-2023 period.

The proposed development is consistent with the residential development guidance and standards as identified in the KCDP. In this regard, it is noted that:

- The proposed development of 372 units on a net site area /developable area of 9.18ha provides a net residential density of 40.52 units per hectare, including open space provision. This is consistent with Table 4.2 of the KCDP, which supports a density range of 30-50 units per ha for residential development at outer suburban and greenfield locations.
- The scale, height and design of the proposed dwellings has had due regard to the existing residential developments to the south and east. The majority of dwellings are two-storeys in height. Two 4-storey apartment blocks are located at the western corners of the site to provide a strong urban edge to the R405 and R449.
- The proposed site layout and design statement provided by John Fleming Architects demonstrate that the proposed units incorporate minimum separation distances of 22m between opposing first floor level windows of habitable rooms. Dwellings along the southern and eastern boundaries of the site are two storeys in height and incorporate appropriate separation distances to mitigate against any potential residential amenity impacts on adjoining properties.
- The schedule of accommodation and site layout demonstrate compliance with the quantitative floorspace, storage, private open space and amenity space requirements of the Development Plan for the proposed units:

**Table 5.2 Dwelling House Floor Areas Consistency**

House	Floor Area Required (sqm)	Floor Area Provided (sqm)
Two Bedroom	85	87.5
Three Bedroom	100	102 – 124.6
Four Bedroom	110	133 – 145.6

**Table 5.3 Dwelling House Storage Areas Consistency**

House	Storage Area Required (sqm)	Storage Area Provided (sqm)
Two Bedroom	6	7.5
Three Bedroom	9	9.2 – 12.6
Four Bedroom	10	10.1 – 10.8

**Table 5.4 Dwelling House Private Open Space Consistency**

Unit Type (House)	Area Required (sqm)	Area Provided (sqm)
Two Bedroom	55	58 – 74
Three Bedroom	60	62 – 134
Four Bedroom	75	77 – 269

**Table 5.5 Apartment / Duplex Floor Areas Consistency**

(Apartment/Duplex)	Floor Area Required (sqm)	Floor Area Provided (sqm)
One Bedroom	45	51.4 - 61
Two Bedroom (3 Person)	63	67.3 – 99.7
Two Bedroom (4 Person)	73	78.6 – 99.7

**Table 5.6 Apartment / Duplex Storage Areas Consistency**

Apartment/Duplex	Storage Areas Required (sqm)	Storage Area (sqm)
One Bedroom	3	3 – 4.6
Two Bedroom (3 Person)	5	5.1 – 7
Two Bedroom (4 Person)	6	6 – 6.4

**Table 5.7 Apartment / Duplex Private Amenity Space**

Apartment/Duplex	Private Space Required (sqm)	Private Space Provided (sqm)
One Bedroom	5	7 – 4.1
Two Bedroom (3 Person)	6	7 – 8.2
Two Bedroom (4 Person)	7	7 – 18.5

- The site layout plan incorporates approximately 2,865 sq.m of open space proximate to the proposed apartment blocks.
- The proposed development provides approximately 13,026 sqm of public open space (14.2% of the site area). Where possible and appropriate, natural features such as hedgerows and trees of value have been incorporated into the main area of public open space. Please refer to the Landscape Proposals prepared by Landmark Designs Ltd.

- Details of the proposed boundary treatment are set out in sub-section 13.2 of the submitted Urban Design Statement, prepared by John Fleming Architects and is indicated on the submitted Landscape Boundary Treatment Drawing No. 03, prepared by Landscape Design Ltd. In summary, the boundary treatments can be summarised as follows:
  - External Site Boundaries comprise a 1200mm timber fence in conjunction with native hedgerow planting along the north-east, north-west and western boundaries. A number of breaks in the fence will allow pedestrian permeability from the existing public pathways through the site into the potential future amenity space to the north-east. This proposed timber fence and planting will augment an established hedgerow that runs along the north-west boundary of the site. This hedgerow will be maintained and managed as part of the construction process. The existing stone boundary wall delineating the common boundary with the adjoining Crodaun Forest Park development will be retained.
  - Internal Plot Boundaries - In general the boundaries to the front of houses will be treated with low railings and hedges. Where necessary fences will be integrated within this landscape design to ensure clear delineation and security between private ownerships. Private amenity space to the rear of houses will generally be completed in a mixture of post and rail fencing with block walls. Where walls are adjacent to public amenity spaces these will be finished in brickwork with a precast concrete capping.
- Adequate provision for the storage and collection of 3 'wheelie' bins has been provided in the rear gardens of most dwelling houses. Where this has not been possible (mid-terraced units), provision is made in curtilage to the front of such dwellings. Waste storage and collection areas have been conveniently located within apartment blocks to facilitate easy access and collection.
- A minimum of 50% of apartments are dual aspect.
- A total of 633 no. car parking spaces are proposed to serve the proposed development, allocated as follows:
  - A total of 436 in-curtilage car parking spaces are provided for the proposed dwelling houses at a ratio of 2 spaces per house.
  - A total of 149 car parking spaces are provided on-street for the proposed 113 Apartments at a ratio of 0.97 spaces per unit. Whilst this level of provision is below the KCDP recommendation, it is consistent with national guidance that seeks to reduce ancillary car parking for apartment development in appropriate locations. A further 38 car parking spaces are provided at a rate of 1 space for every 4 apartments for visitor parking, as required by the KCDP.
  - A total of 10 car parking spaces are provided on-street for the proposed childcare facility within Block B. On-street visitor car parking has been provided throughout the development which can also be utilised by staff and parents, as required.
- Bicycle Storage / Parking - A total of 340 no. bicycle parking spaces are proposed, comprising 232 no. spaces for the apartment blocks and 102 for visitors. In addition, provision is made for 6 visitor spaces dedicated for use by the crèche.

Accordingly, the proposed development is compliant with the Kildare County Development Plan 2017-2023 having been informed by the KCDP and incorporating the relevant policies and objectives as contained therein.

## 5.4 Celbridge Local Area Plan 2017-2023 (LAP)

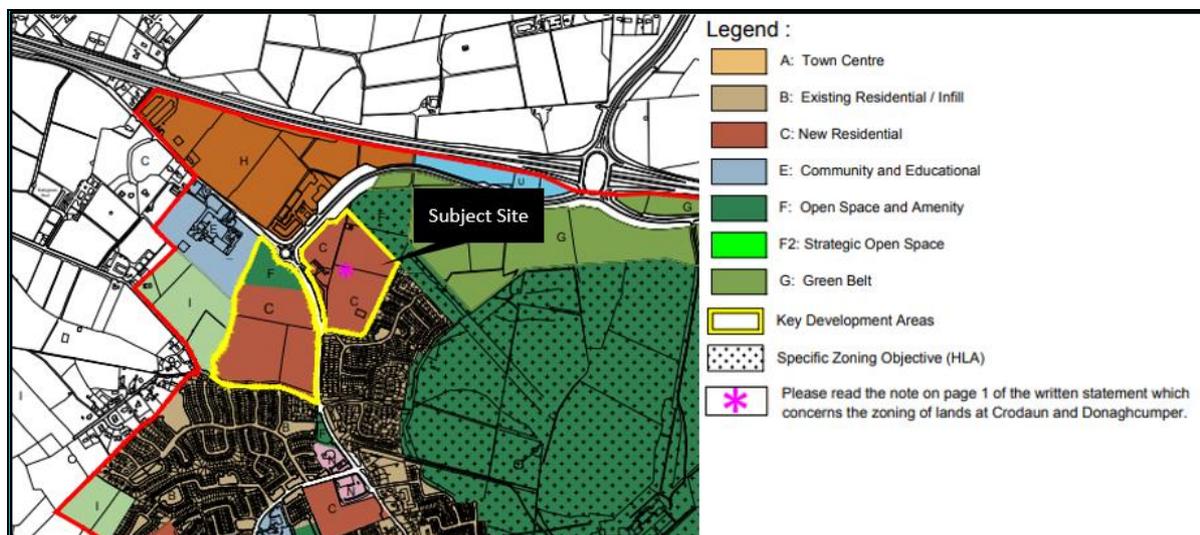
### 5.4.1 Zoning

The following statement is included in the written statement, and cross referenced to the Zoning Map, which relates to the subject site:

*'Updated NOTE: Section 31 (Ministerial Direction) Celbridge LAP 2017-2023*

*'On May 10th 2018 the Ministerial Direction referred to above was quashed by Order of Certiorari of the Commercial Court, on Judicial Review, in the case of Longport Developments Limited –v- The Minister for Housing, Planning & Local Government, the Minister for State and the Department of Housing, Kildare County Council, Ireland and the Attorney General (The High Court – Record No. 2018/18JR). The map entitled 'Land Use Zoning Objectives Map' of the Celbridge LAP 2017 – 2023 has been amended in accordance with the Court Order to reflect the position prior to the amendments made on the issue of the Ministerial Direction and now indicates (i) Objective C: New Residential zoning of lands at Crodaun adjoining the east of the junction R405 and R449 and (ii) Objective F2: Strategic Open Space of lands at Donaghcumper adjoining to the north of the R403.'*

**Figure 5.1 Extract of CLAP, 2017-2023 - Zoning Map**



The site is zoned Objective C (New Residential) and is adjoined to the north-east by lands zoned Objective F (Open Space) with a specific Objective HLA attached.

### 5.4.2 Residential Development Guidance and Policies

A strategic objective of the LAP is to accommodate 10% of Kildare's housing growth over the period 2017-2023 in accordance with the CDP Core Strategy. In terms of residential development and capacity, the LAP seeks to establish a framework for the provision of housing that takes account of the demographic profile of Celbridge and its position within Kildare and the Greater Dublin Area. The framework comprises two strands:

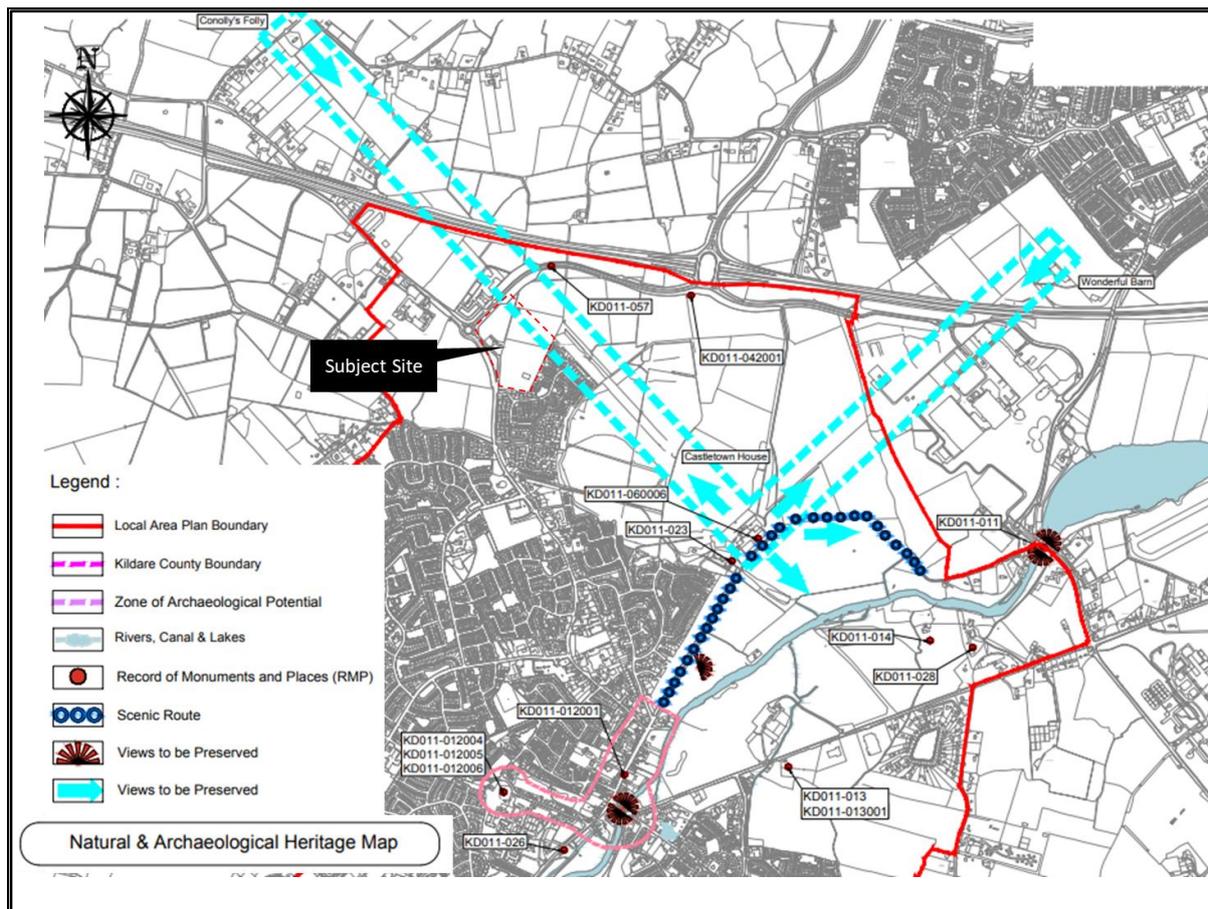
*'(i) Supporting intensification and consolidation in the existing built up area including redevelopment and infill opportunities, where appropriate and*

*(ii) Focusing new housing development into Key Development Areas (KDAs), based on the design guidance for each area, set out in Chapter 12. The KDAs extend the urban footprint of Celbridge at appropriate locations having regard to potential for development, existing patterns of development and potential for connectivity.'*

Policy RD2 (Residential Density, Mix and Design) requires that all new developments across all Key Development Areas provides for a sustainable mix of house types, sizes and tenures and that new development complements the existing residential mix. Objective RDO2.2 seeks to ensure a good mix of housing types and sizes are provided in each KDA, while Objective RDO2.4 specifies a standard 10% requirement for social housing pursuant to Part V of the Planning and Development Act 2000 (as amended).

Objective MTO4.1 (a) states it is an objective of the Council *'require parking provision for new development in accordance with the standards set out in the County Development Plan.'* Car parking provision at a rate of 2 spaces per house and 1.5 spaces per apartment plus 1 visitor space per 4 apartments is referenced.

**Figure 5.2 Protected View between Conolly's Folly and Castletown House**



It is an objective of both the LAP and the KCDP to protect the axial views between the Castletown House and Conolly's Folly, as shown in Figure 5.2 above. In this regard, the north-east / south-west axis of this view run along the northern part of the site. Policy SRV1 (Scenic Routes and Views) states that it is the

policy of the Council to ensure that the proposed location, siting and design of buildings and structures and any mitigation measures identified in the LAP to protect the special character of the identified views are implemented. The zoned open space area that coincides with the above Protected View to the north east of the subject site is a designated Historic Landscape Area (HLA).

Objective HLAO1.1 seeks to protect the special landscape character of historic landscape areas by ensuring that new development enhances the special character and visual setting of the historic landscape and to prevent development that would have a negative impact on the character of the lands within the Historic Landscape Area.

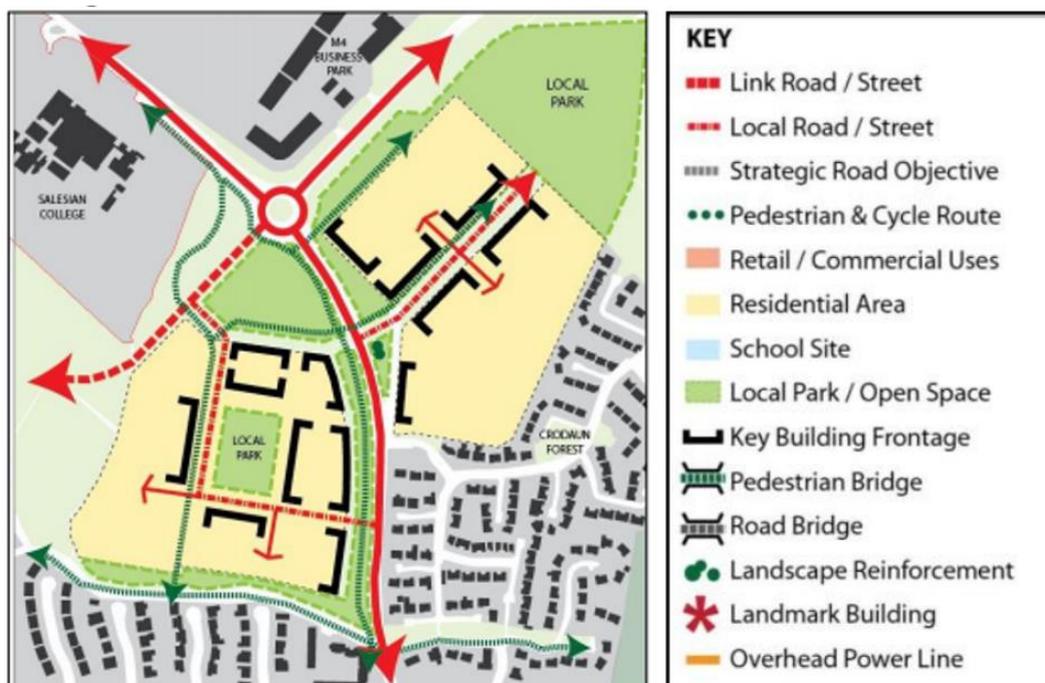
### 5.4.3 Key Development Area No. 4 – KDA4 Crodaun

The site forms part of KDA4, as identified on Figure 12.3 of the LAP. The LAP includes a Design Brief that was prepared for KDA4. In this regard, the LAP states:

*'Design briefs have been prepared to guide development in KDA's 2, 3, 4 and 5. These design briefs set out broad parameters for the future development of these areas. The briefs are based on an appraisal of each area in relation to its urban and landscape setting. While principal access points and connections, key building frontages and public spaces should generally be regarded as fixed requirements, a degree of flexibility can apply. For example, access points from the main road network and key connections within the KDA will be required but the actual position of each connection could be altered subject to appropriate traffic safety considerations. Key building frontages may be varied where it is demonstrated that there is a strong urban design rationale and that passive supervision of public spaces is not compromised.'*

Objective CSO 1.2 states it is an objective of the Council to 'to support new residential development in Key Development Areas (KDAs) in tandem with the delivery of supporting physical and social infrastructure.'

**Figure 5.3 Design Concept for KDA4 – Crodaun**



**Figure 5.4 Design Guidance for KDA4 – Crodaun**

<b>Vision</b>
A residential area and public park that consolidates development to the north of the town and presents a landscaped edge to the Maynooth Road.
<b>Connectivity/ Movement</b>
The primary means of vehicular access to this KDA will be off the Maynooth Road. New streets and spaces should provide for a cycle and pedestrian friendly environment with connections to the Maynooth Road and Kilwogan Lane. A permeable and integrated street network shall be a key requirement of development proposals.
<b>Built Form</b>
The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates. A mix of housing types that range from two to three storeys in height is encouraged. Landmark / feature buildings should be provided along prominent routes and at key junctions to provide for variety and legibility in the urban environment and to reinforce a hierarchy of streets and spaces. This site will accommodate medium to low-density residential development in the order of 25 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 30 units per hectare may be achievable.
<b>Landscape and Spaces</b>
New residential areas at Crodaun should comprise a hierarchy of open spaces. Larger open spaces should provide a focus for the developments on both sides of the road with smaller areas of open space being utilised to provide a landscape buffer to the Maynooth Road and incidental open spaces within the site.

**5.4.4 Childcare Facilities**

Section 6.3.2 of the LAP states that the availability of good quality and accessible early childcare and education facilities is important to support the development of sustainable communities and to support economic development. Any childcare facilities, which may be required over the plan period, should be based on the capacity of existing facilities and/or the needs arising as a result of new development within the LAP area. It is further stated that 20 childcare spaces per 150 dwellings represents an adequate level of provision in conjunction with new housing development.

Within a KDA there is a requirement to outline proposals to meet childcare requirements on a pro-rata basis in accordance with the phasing strategy set out in section 13.5.1 of the LAP. Objective COMO1.2 requires the provision of childcare spaces in KDA's in accordance with the phasing requirements set out in Chapter 13.

<b>KDA 4 – Crodaun</b>		
<b>Type of Infrastructure</b>	<b>Description</b>	<b>Phasing</b>
Childcare	Compliance with objective CPFO 1 of the Kildare County Development Plan 2017 – 2023.	Pro-rata provision for dwellings 1-150 to be completed prior to the commencement of dwelling no. 151 in KDA5. Pro-rata provision for remainder to be completed prior to the completion of development in this KDA.

**5.4.5 Other LAP Policies and Objectives**

Other Policies and Objectives of the LAP which relate to the proposed development include the following:

- **MTO3.6:** *'To ensure that all significant development proposals for the KDAs are subject to a Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA (2014). The requirement for TIA will be determined, by the Planning Authority, on a case-by-case basis.'*
- **MTO3.7:** *'To require all new developments to comply with the requirements of the Kildare Local Authorities Noise Action Plan 2013 and any revisions of this plan (this may be viewed on the Kildare County Council website at the following address; [www.kildarecoco.ie](http://www.kildarecoco.ie)).'*
- **MTO3.8:** *'To require all new developments to comply with the recommendations of the Design Manual for Urban Roads and Streets (DMURS) and National Cycle Manual, or any subsequent relevant publication.'*
- **MTO4.1:** *'a. To require parking provision for new development in accordance with the standards set out in the County Development Plan.'*
- **INFO2.2:** *'To require Sustainable Urban Drainage Systems (SUDS) as part of all plans and development proposals in Celbridge. Proposals for KDAs should address the potential for SUDS at a local and district level to control surface water outfall and protect water quality.'*
- **NHO1.1:** *'To ensure an Appropriate Assessment, in accordance with Article 6(3) and Article 6(4) of the Habitats Directive and with DEHLG guidance (2009), is carried out in respect of any plan or project not directly connected with or necessary to the management of a Natura 2000 site to determine the likelihood of the plan or project having a significant effect on a Natura 2000 site, either individually or in combination with other plans or projects and to ensure that projects which may give rise to significant cumulative, direct, indirect or secondary impacts on Natura 2000 sites will not be permitted (either individually or in combination with other plans or projects) unless for reasons of overriding public interest.'*
- **NHO1.2:** *'To identify, protect, conserve and enhance wherever possible, wildlife habitats and species of local importance, not otherwise protected by legislation. Such habitats would include woodland, river, grassland areas and field boundaries (hedgerows, stone walls and ditches). Such features form part of a network of habitats and corridors, which allow wildlife to exist and flourish and contribute to compliance with Article 10 of the Habitats Directive.'*
- **GIO 1.4:** *'To ensure key hedgerows identified, 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.'*

#### **5.4.6 Statement of Consistency**

The application site is zoned Objective C for New Residential Development under the Celbridge Local Area Plan 2017-2023 (LAP). Dwellings and Crèches are permitted in principle under the zoning objective. The proposed residential development contributes to the consolidation of Celbridge through the development of a greenfield site located on the north–western urban fringe of the town, adjoining open fields to the north east and the rear gardens of dwellings in the established residential development of Crodaun Forest Park to the east and south. Residential development adjoining the site are primarily in the form of one and two-storey semi-detached and detached houses.

The proposed residential development comprises 68 no. one bed dwellings; 106 no. two bed dwellings; 140 no. three bed dwellings and 58 no. four bed dwellings. Unit types include terraced, semi-detached

and detached houses, along with apartments, maisonettes and duplexes. The proposed development also includes the provision of a childcare facility, incorporated into the ground floor of Apartment Block B, measuring approximately 191 sq.m in extent, which is designed to exceed the requirements of Section 6.3.2 of the Celbridge LAP.

The proposed residential development is consistent with the land use zoning objective for the lands and objectives RDO1.1, CSO1.1 and CSO1.5, which promotes the intensification and consolidation of Celbridge through the development of appropriately zoned sites and Key Development Areas. In addition, it is submitted that the residential unit mix and design of the proposed development has had due regard to the context of the surrounding developments and the amenity of adjoining properties, consistent with Section 6.2.2 and Policy RD 2 of the Celbridge LAP.

The design and layout of the proposed development has been informed by the Celbridge LAP and has incorporated the relevant policies and objectives as contained therein. In this regard, it is noted that:

- Vehicular, cycle and pedestrian access to the development area will be via an access point on the R405, to the west of the site. 5 no. additional pedestrian connections are located along the R405 west of the site and the R449 to the north of the site, providing direct access to the public open space area and the crèche. 2 no. possible future pedestrian links are provided to the zoned open space north of the subject site. As per Objective MTO3.8 of the Celbridge LAP, the roads and streets of the proposed development have been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) – please refer to sub-section 6.2, below.
- The proposed 633 proposed residential car parking spaces is in accordance with Table 17.9 of the County Development Plan and Objective MTO4.1 of the Celbridge LAP, with the exception of the ancillary parking provision in connection with the proposed apartments which is provided at a lower ratio of 1 space per unit plus an additional visitor space for every 3 to 4 units. This level of car parking is consistent with national guidance for apartment style development in this location.
- The proposed layout seeks to achieve pedestrian and cyclist permeability throughout the site, providing for future potential linkages to lands to the immediate west, consistent with Objective MTO1.8 of the LAP.
- In accordance with Objective INFO2.2 of the Celbridge LAP, SUDS have been incorporated into the design of the proposed surface water drainage system to reduce run-off volumes and improve run-off water quality. Surface water runoff from the proposed development will be attenuated to greenfield runoff in accordance with the recommendations of the Greater Dublin Strategic Drainage Study (GSDSDS).
- The proposed development provides 13,026 sqm of quality public open space (approximately 14.2% of the subject site) at 6 no. areas throughout the site. Large open spaces of 2,850 sqm and 2,837 sqm are provided along the northern and western boundaries of the site, with existing hedgerows being retained where appropriate. Centrally an open space is provided measuring 1,857 sqm providing an identifiable node assisting in navigation through the site and providing relief for pedestrians and cyclists on their way to the future potential amenity space north of the site. Three pocket parks are provided, one in the north proximate to the apartment blocks measuring 1,823 sqm and two in the southern part of the site measuring 2,617 sqm and 1,042 sqm. Elements of play are incorporated into the northern pocket park while the southern pocket parks will provide a kick about area for the families in the larger homes in this section of the site.

Existing trees and hedgerows are retained where appropriate along the northern and western boundary consistent with Objectives NHO1.2 and GIO1.4 of the LAP. Passive surveillance of the public open spaces is provided by surrounding residential units. Please refer to the Landscape Proposal, prepared by Landmark Designs Ltd.

- An AA Screening Report has been prepared for the proposed development, consistent with Objective NHO1.1 of the LAP. The AA Screening Report concludes that the subject site is not located within, or adjacent to, any SAC or SPA and that significant effects are not likely to arise, either alone or in combination with other plans or projects to Natura 2000 areas in its zone of influence.
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## **6 TRAFFIC AND TRANSPORTATION**

### **6.1 Statement on Traffic and Transportation Issues**

A Traffic & Transport Assessment Report (TTA) has been prepared by DBFL Engineers and is submitted with this application. The purpose of the TTA is to quantify the existing transport environment and detail the results of assessment work undertaken to identify the potential level of transport impact generated as a result of the proposed residential development.

The TTA has conducted a range of assessments for an opening year of 2021, full occupancy year (2026) and a future design year assessment of 2036.

Based upon the information and analysis detailed within the TTA it has been demonstrated that:

- The subject site is ideally located to maximise access to and from the site by sustainable transport modes including walking and cycling to local amenities and public transport connections.
- The proposals are in accordance with the land use zoning for the subject development site.
- Apart from the ancillary apartment parking, which is provided at a rate of 0.97 spaces per unit and 1 visitor space for every 4 units, the proposals comply fully with the local authority's development standards in terms of the quantum and size of car parking spaces being provided on-site. The proposed level of ancillary apartment car parking is consistent with national guidance for apartment style development.
- An appropriately located, sized and designed site access junction is being provided.
- The new site access will comply with DMURS for design standards and sightlines for a 50kph road being achievable ensuring its safe operation.
- The analysis shows that the proposed development will not cause excessive delays or queueing, nor will junction capacity issues arise as a result of the proposed development.

The TTA concludes that the subject development will generate marginal impacts across the local road network.

#### **6.1.1 Pedestrian & Cycle Linkages**

The R405 is subject to a speed limit of 50kph and benefits from the provision of street lighting. In the vicinity of the subject site pedestrians can benefit from the provision of footways on both sides of the R405, separated from the road by cycle lanes. Formal pedestrian crossing facilities are available along the R405.

Pedestrian and cycle access to the site will be primarily provided via the proposed site access to the west of the site along the R405. Five additional pedestrian access points are provided along the western and northern boundaries, proximate to the public open space and crèche facility. Two potential future pedestrian links are also indicated for access to the zoned open space north of the subject site. Accordingly, the subject site will be highly accessible to both pedestrians and cyclists.

#### **6.1.2 Public Transportation**

Dublin Bus operates daily service route numbers 67, 67N and 67X from Celbridge, which travel in both directions providing links to Dublin City Centre/UCD and Maynooth. The closest bus stop to the subject site in a southbound direction is located approximately 120m from the proposed site entrance, while the closest northbound serving bus stop is located within approximately 250m of the proposed site

entrance, both on the Oldtown Road. Bus Eireann provides five routes connecting Celbridge with Dublin, Naas, Tullamore, Kildare and Mullingar, from a bus stop at The Mill on Main Street approximately 2.5km from the subject site.

The site is well located to access two train stations serving Celbridge. The Hazelhatch/Celbridge Train Station is located approximately 3kms to the southeast of the site and contains car parking and sheltered bicycle parking facilities. There are several daily services operating to and from Dublin via the station, as well as to Cork, Limerick, Waterford, Galway, and Kildare. The Leixlip – Louisa Bridge Train Station is located approximately 3.9km to the northeast of the site and lies on the Maynooth Commuter Route. This station also provides car parking and sheltered cycle parking facilities.

### **6.1.3 Scope**

The scope of the TTA covers transport and sustainability issues including access, pedestrian, cyclist and public transport connections. Recommendations contained within the report are based on existing and proposed road layout plans, site visits, on site traffic observations and junction vehicle turning count data.

The TTA has been prepared in reference to the requirements of the National Roads Authority '*Traffic and Transportation Assessment Guidelines*' and also the Kildare County Council Development Plan and LAP.

## **6.2 Statement of Consistency with Design Manual for Urban Roads & Streets**

A statement on consistency of the proposed scheme with the Design Manual for Urban Roads and Streets has been prepared by DBFL Consulting Engineers and accompanies this application.

## **APPENDIX A**

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### **CORRESPONDENCE SUBMITTED TO KILDARE COUNTY COUNCIL IN RESPECT OF PART V**

**and**

**KCC RESPONSE DATED 7 JANUARY 2020**

Comhairle Contae Chill Dara  
Kildare County Council



7<sup>th</sup> January 2020

Mr. Eoghan Power  
Development Manager,  
Ardstone Homes,  
48 Fitzwilliam Square,  
Dublin 2.

**Re: SHD Ref 2019.01 Proposed development of 372 dwellings on site at Crodaun, Celbridge, Co. Kildare.**

Dear Mr. Power,

I wish to confirm that Ardstone Homes have been liaising with the Housing Department on the Part V proposal for the above Strategic Housing Development.

The proposal provides for the provision of 37 Part V units as follows;

Unit Type	Unit Ref	Unit Size (sq.m)	Number of Units
4-Bed End of Terrace House	D3	145.6	3
3- Bed Mid Terrace House	C5	102	8
2-Bed Mid/End Terrace House	B1	87.5	10
2 Bed Duplex	B2	99.7	2
1 Bed Duplex	A3	54	2
1 Bed Maisonettes	A1/A2	45	12
		<b>Total</b>	<b>37</b>

While the proposed housing mix satisfies the Council's social housing requirements, the applicant should ensure that the storage requirements under the County Development Plan standards are adequately met.

Should you require any further information or assistance please do not hesitate to contact me at 045 980970.

Yours sincerely,

*pp A. Cassidy*  
\_\_\_\_\_  
Mary Mc Carthy  
Administrative Officer

An Bord Pleanála  
 64 Marlborough Street  
 Dublin 1

20<sup>th</sup> January 2020

**Re: Part V of the Planning and Development Act 2000**

**Site at Crodaun, Celbridge, Co. Kildare**

Dear Sir/Madam,

On behalf of Ardstone Residential Partners Fund ICAV C/O Ardstone Homes, the applicant for a new 372 unit residential development at Crodaun, Celbridge, Co. Kildare, we have detailed below a proposal for the Part V allocation on the site. In accordance with Section 96 (3) of the Planning and Development Act, we propose to build and transfer completed units within the development to Kildare County Council.

**Proposed Part V Allocation**

It is proposed that 37 no. units in total will be transferred to the planning authority on completion. The location of the units can be identified on Dwg. No. P-S-0-4, provided by John Fleming Architects, enclosed herewith.

The table below outlines a list of the proposed unit types:

House Type	Description	Size	No of Units
Type D3	4-Bed End of Terrace House	145.6	3
Type C5	3- Bed Mid Terrace House	102	8
Type B1	2-Bed Mid/End Terrace House	87.5	10
Type B2	2 Bed Duplex	99.7	2
Type A3	1 Bed Duplex	54	2
Type A1/A2	1 Bed Maisonettes	45	12
		<b>Total</b>	<b>37</b>

The estimated cost of each of the Part V units is set out in the table below. These estimated costs have been calculated in accordance with the methodology set out in the *'Guidelines issued by the Minister for Housing, Planning, Community and Local Government under section 28 of the Planning and Development Act (2000)'*, published January 2017.

House Type	Description	Size	Indicative Cost
Type D3	4-Bed End of Terrace House	145.6	€272,375.04
Type C5	3- Bed Mid Terrace House	102	€253,919.60
Type B1	2-Bed Mid/End Terrace House	87.5	€243,919.60
Type B2	2 Bed Duplex	99.7	€245,217.75
Type A3	1 Bed Duplex	54	€233,415.11
Type A1/A2	1 Bed Maisonettes	45	€190,351.70

I trust that this is the information you require. Please do not hesitate to contact me with any questions you may have.

Yours sincerely,

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**Eoghan Power**

**On behalf of Ardstone Homes**

## **APPENDIX B**

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# **ASSESSMENT OF COMMENCED AND PIPELINE DEVELOPMENT IN CELBRIDGE FOR THE PERIOD UP TO 2023 AND 2026**

<b>Planning Ref.</b>	<b>Description of Development</b>	<b>Status of Development</b>	<b>Expiry Date</b>	<b>Extant permissions due by 2023</b>	<b>Pipeline to 2023 (non-commenced)</b>	<b>Pipeline development to 2026</b>
16251	8 no. 2 storey semi-detached houses	Not Commenced	06/01/2022		<b>8</b>	
16260	79 houses and the provision of 6,833sqm of landscaped open spaces together with ancillary car parking provision and vehicular / pedestrian / bicycle access provision.	Commenced	14/02/2022	<b>79</b>		
1763	6 No. semi-detached four bedroom houses	Commenced	06/12/2022	<b>6</b>		
17914	11 No. dwellings which has been reduced at further information stage to a total of 9 no. permitted units.	Not Commenced	17/07/2023		<b>9</b>	
171481	Demolition of Existing House and Mechanic's Garage and associated out houses, sheds and boundary walls and erection of 6 no. houses with private driveways and rear gardens to each house, revised layout to laneway and footpaths between houses, and landscaped area to North West section of the site and associated site works.	Not Commenced	15/01/2024		<b>6</b>	
18303295-ABP	STRATEGIC HOUSING DEVELOPMENT for the construction of 251 no. residential units to include 167 no. dwelling houses (comprising a mix of 2, 3 & 4 bed detached, semi-detached and end & mid terrace houses); and 84 no. apartments (comprising a mix of 1, 2 & 3 bed apartments/duplexes) which range in height from two to three storeys; (b) 1 no. crèche; (c) the erection of two new ESB pylons to intercept existing overhead wires and the diversion and undergrounding of two existing 38kV overhead cables; (d) the upgrading of existing junction at the corner of Shackleton	Pre-commencement compliance submitted	12/04/2024		<b>188<sup>1</sup></b>	<b>63</b>

<sup>1</sup> 251 / 4 years = 63 units per annum assuming a 4 year built out period by 2024

<b>Planning Ref.</b>	<b>Description of Development</b>	<b>Status of Development</b>	<b>Expiry Date</b>	<b>Extant permissions due by 2023</b>	<b>Pipeline to 2023 (non-commenced)</b>	<b>Pipeline development to 2026</b>
	Road and Oldtown Road to accommodate a new filter lane and crossing point; and provision of new vehicular entrance onto Shackleton Road and two new vehicular entrances onto Oldtown Road; (e) all associated ancillary site development works including drainage, footpaths, cycle lanes and pedestrian access, landscaping and amenity areas, bicycle and car parking, public lighting and all other ancillary development.					
19200	Demolition of existing single storey dwelling house and small shed and construction of 4 No. 3 bedroom two storey terrace dwelling houses, surface parking for 6 No. cars, bike and bin stores. Application to replace previously permitted identical planning permission planning Ref. No. 08/878.	Commenced	24/07/2024	<b>4</b>		
<b>Sub-Totals</b>				<b>89</b>	<b>211</b>	<b>63</b>
<b>Totals</b>					<b>300</b>	<b>63</b>