

Planning Report & Statement of Consistency

**For Amendments to a Previously
Permitted Strategic Housing
Development (ABP TA09.307100)**

**On lands located at
Kilwoghan Wood,
Crodaun,
Celbridge,
County Kildare**

**On behalf of
Seattle Construction Limited**

August 2025



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Table of Contents

1	EXECUTIVE SUMMARY	3
2	INTRODUCTION	5
2.1	APPLICANT AND DESIGN TEAM	5
2.2	CONTEXT FOR THE LODGEMENT OF THIS SUBMISSION	6
2.2.1	<i>Digital Copies</i>	<i>6</i>
2.2.2	<i>Website</i>	<i>6</i>
2.2.3	<i>Compliance with Planning Regulations.....</i>	<i>6</i>
3	PRE-PLANNING MEETINGS WITH KILDARE COUNTY COUNCIL	8
3.1	SUMMARY OF PRE-PLANNING PROPOSALS AT S247 AND S32B LRD MEETING	8
3.2	STAGE 1 – PRE-PLANNING PROPOSAL.....	10
3.3	PRE-PLANNING PROPOSAL.....	10
3.4	PRE-PLANNING COMMENTS.....	11
3.5	STAGE 2 – S32B LRD – LRD2025004.....	14
3.6	PRE-PLANNING CONCLUSION	14
4	SITE LOCATION AND CONTEXT	16
4.1	SUBJECT SITE	16
4.2	SURROUNDING CONTEXT.....	17
4.3	PUBLIC TRANSPORTATION INFRASTRUCTURE.....	18
4.3.1	<i>Pedestrian Facilities</i>	<i>18</i>
4.3.2	<i>Public Transport</i>	<i>18</i>
5	PLANNING HISTORY	21
5.1	SUBJECT SITE	21
5.2	SURROUNDING SITES	21
6	DESCRIPTION OF PROPOSED DEVELOPMENT	25
6.1	KEY CHANGES ON THE FORMER SHD	25
6.2	SUMMARY OF THE PROPOSED DEVELOPMENT.....	27
6.3	RATIONALE	28
6.4	DETAILED DESCRIPTION OF THE PROPOSED DEVELOPMENT	28
7	STATEMENT OF CONSISTENCY – STRATEGIC PLANNING CONTEXT	35
7.1	STRATEGIC PLANNING POLICY DOCUMENTS	35
7.1.1	<i>National Planning Framework – Project Ireland 2040</i>	<i>35</i>
7.1.2	<i>Housing For All – All New Housing Plan for Ireland.....</i>	<i>38</i>
7.1.3	<i>Rebuilding Ireland: Action Plan for Housing and Homelessness</i>	<i>39</i>
7.1.4	<i>Regional Spatial & Economic Strategy for the Eastern and Midland Region 2019-2031</i>	<i>40</i>
8	STATEMENT OF CONSISTENCY – SECTION 28 MINISTERIAL GUIDELINES	42
8.1	SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENTS GUIDELINES, 2024	42
8.2	PLANNING DESIGN STANDARDS FOR APARTMENTS: GUIDELINES FOR PLANNING AUTHORITIES, 2025	47
8.3	URBAN DEVELOPMENT AND BUILDING HEIGHTS GUIDELINES FOR PLANNING AUTHORITIES (2018)	51
8.4	GUIDELINES FOR PLANNING AUTHORITIES ON CHILDCARE FACILITIES (2001)	52
9	STATUTORY PLANNING POLICY.....	55
9.1	CELBRIDGE LOCAL AREA PLAN 2017 - 2023.....	55
9.1.1	<i>Zoning</i>	<i>55</i>
9.1.2	<i>Supporting Policies and Objectives</i>	<i>56</i>
9.2	KILDARE COUNTY DEVELOPMENT PLAN 2023-2029	57
9.2.1	<i>Height.....</i>	<i>57</i>



9.2.2	Mix	57
9.2.3	Density	58
9.2.4	Plot Ratio and Site Coverage.....	59
9.2.5	Dual Aspect	59
9.2.6	Open Space	60
9.2.7	Car Parking.....	60
9.2.8	Cycle Parking.....	61
9.3	PART V REQUIREMENTS	62
9.4	FLOOD RISK	62
9.5	CRECHE PROVISION	62
10	CONCLUSION	63



1 Executive Summary

We, Brock McClure Planning & Development Consultants, 63 York Road, Dun Laoghaire, Co. Dublin have prepared this Planning Report on behalf of our client, **Seattle Construction Limited, Ardee House, River Road, Blanchardstown, Dublin 15, D15 HW26** for a Large-Scale Residential Development Proposal on lands located at **Kilwoghan Wood in the townland of Crodaun, Celbridge, Co. Kildare**. For clarity, the site is located within the administrative boundary of Kildare County Council.

This report is intended to identify consistency with the relevant national planning policy guidelines under section 28 of the Planning and Development Act (as amended), and with local statutory planning policy in the form of the Kildare County Development Plan 2022.

A summary of the main points of this report are set out below:

Subject Site:

- The site is located on lands at Kilwoghan Woods in the townland of Crodaun to the north of Celbridge, County Kildare. It is a large, underutilised site extending to approx. 3.943 ha.
- The area is generally characterised by single and two storey houses.
- There is an existing neighbourhood centre on the eastern side of the subject site located at the Lambs Cross junction within Sandyford Village, which is well served by existing community infrastructure and amenity space.
- The site is bound to the east and to the north by Maynooth Road which provides links to the M4 and subsequently offers wider connections to Dublin, this allows the site to form a key strategic northern ‘gateway’ to Dublin.
- There are two bus stops (Crodaun Forest Park) located on the Maynooth road running adjacent to the site towards Maynooth and Dublin City. These stops are serviced by route no. C4, C6, L59, X27 and X28 routes and offer connectivity to both Maynooth and Dublin City.

The Proposal:

- A total of 239 no. residential apartment units are proposed, which are broken down as 37 no. 1-beds and 44 no. 2-bed apartments; 12 no. 1-bed, 38 no. 2-bed and 32 no. 3-bed duplex units; 48 no. 2-bed units and 28 no. 3-bed units in block ranging from 2-4 storeys.
- A childcare facility is proposed at ground floor level of Block A and is afforded with a dedicated outdoor children’s play area.
- Variation in building height along with a mix of residential units and a childcare facility, all combined to provide a rich living environment close to a host of facilities within Celbridge.
- A variety of open spaces are proposed. These include 4 no. areas of public open spaces and 7 no. areas of communal open space for each apartment and duplex block.
- Appropriate levels of car parking will be provided to cater for the residential development. A total of 252 car parking spaces is considered appropriate given the site’s proximity to public transport and local amenities/services.
- The scheme proposed strives to maximise the use of the site whilst providing an appropriate scale, massing and unit mix on site.



Planning Context:

- The subject site is located on lands zoned ‘**C: New Residential**’ with the objective “**to provide for new residential development.**” It is considered that the proposal fulfils the objective of the ‘C: New Residential’ zoning.
- The proposal is in accordance with the relevant statutory documents and there is appropriate planning context for this proposal. Furthermore, the proposed heights and density for this scheme is well founded in the context of national planning policy.



2 Introduction

We, Brock McClure Planning & Development Consultants, 63 York Road, Dun Laoghaire, Co. Dublin are instructed by our client **Seattle Construction Limited, Ardee House, River Road, Blanchardstown, Dublin 15, D15 HW26** to prepare this Planning Report to Kildare County Council under the Large-Scale Development (LRD) process **on lands at Kilwoghan Wood in the townland of Crodaun, Celbridge, Co. Kildare** on an amendment site extending to approx. 3.943 ha.

This report is intended to specify the rationale behind the subject proposal; to identify consistency and compliance with the relevant national planning policy guidelines under Section 28 of the Planning and Development Act (as amended), and with local statutory planning policy in the form of the Celbridge Local Area Plan 2017-2023 and Kildare County Development Plan 2023-2029; and to provide a detailed description of the proposal for the benefit of Kildare County Council.

The overall proposal relates to a amendments to Phase 2 of a previously permitted Strategic Housing Development (SHD) (**ABP Case Reference 307100**). The approved development related to a mixed use development comprising 467 no. residential units (199 no. houses, 216 no. apartments, 52 no. duplexes) a childcare facility, a gym, a café and a retail unit and associated public and communal open spaces, car and bicycle parking.

We wish to highlight from the outset, that our client is committed to working with the Planning Authority to deliver on a proposal that is appropriate to the site and the surrounding context in Celbridge. The Planning Authority is aware of the Applicant's commitment to delivering a high-quality mixed use residential and commercial development as evidenced through the parent permission and now subsequent amendment application through the associated pre-planning discussions.

The proposal reflects the feedback received:

- Section 247 pre-planning consultation carried out between the project design team and Kildare County Council's Planning Department on the 22nd January 2025.
- Section 32B Meeting held with the Planning Authority on the 25th of June 2025 and subsequent Section 32B Opinion prepared by the Planning Authority, issued electronically on the 23rd of July 2025.

The proposal is in accordance with the relevant statutory documents and there is appropriate planning context for this proposal.

The residential units proposed are of exceptional quality, with high amenity layouts, community facilities, connections to public transport and car and bicycle parking facilities. Careful attention has been given to the protection of the existing levels of amenity afforded to the surrounding properties in the design of this scheme. The development also supports residential amenity services, which are wholly appropriate for this scheme.

We ask the Planning Authority to consider these points in their review of proposals and we trust that they will view this proposal as a positive move towards the delivery of much needed residential development at an opportunely located site.

The Planning Authority is now invited to review the contents of this submission and accompanying documentation to consider the proposal on it's merits and in line with the relevant statutory policy context.

We confirm that this application for a Large-Scale Residential Development is made in the form of 1 digital copy, as required.

2.1 Applicant and Design Team

Our client has appointed an experienced design team to prepare this amended residential development scheme, which will be lodged under the Large-Scale Residential Development process to Kildare County Council. The design team currently comprises of the consultants listed below:

- Seattle Construction Limited Applicant





- John Fleming Architects
- Brock McClure, Planning and Development Consultants
- Barrett Mahony Consulting Engineers
- DNV Environmental Consultants
- PC Roche, Landscape Architects
- RM Breen Lighting Consultants
- 3D Design Bureau -Daylight and Sunlight

2.2 Context for the Lodgement of this Submission

Following the receipt of the LRD Opinion from Kildare County Council under LRD2025004, it was concluded that:

*“Following consideration of the issues raised during the LRD meeting, the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the Act **would constitute a reasonable basis** for an application for Large-scale Residential Development.”*

Please refer to the response to Response to Opinion Report submitted with this application which fully addresses all concerns and notes by the Planning Authority in their opinion. We believe that all recommendations and suggestions have now been addressed to the satisfaction of Kildare County Council.

2.2.1 Digital Copies

We specifically confirm that:

- 1 digital copy of all material has been issues to the Planning Authority of Kildare County Council through the E-Planning Portal.

2.2.2 Website

We confirm that a digital copy of all material is also available to view at the following website:

www.kilwoghandrivephase2lrd.ie

2.2.3 Compliance with Planning Regulations

We confirm that prior to lodging this planning application, all relevant drawings were screened by this office with reference to the Planning & Development Regulations, 2001(as amended) and are consistent with the spirit and intent of same.

In accordance with article 22(2) (a) of S. I. No. 685 of 2006, a copy of the newspaper notices and the site notice accompanies this planning application.

In accordance with article 22(2)(b) and (d) of S. I. No. 685 of 2006 this planning application is accompanied by a site location map of sufficient size, prepared by JFA and clearly identifies, at an appropriate scale the lands which are the subject of this application outlined in red.

In accordance with article 22(2)(b) of S. I. No. 685 of 2006 the approximate location of the 3 no. Site Notices erected is identified on the Site Location Map.

In accordance with article 19(1)(b) of S. I. No. 685 of 2006 the Site Notice has been printed on indelible ink on a white background

In accordance with article 22(2)(h) of S. I. No. 685 of 2006 the appropriate fee payable to the Planning Authority with respect to this planning application is calculated and has been paid directly to Kildare County Council.

In accordance with article 23(1)(a) of S. I. No. 685 of 2006 the lands which are the subject of this application are outlined in red on the enclosed Site Layout Plan at 1:500 scale prepared by JFA.



In accordance with article 23(1)(f) of S. I. No. 685 of 2006 plans and drawings of elevations and sections indicate in figures the principal dimensions (including overall height) of any proposed structure.

In accordance with article 23(1)(g) of S. I. No. 685 of 2006 all OS mapping is appropriately identified.

In accordance with article 23(1)(h) of S. I. No. 685 of 2006 the north point is indicated on all relevant maps and plans.



3 Pre-planning Meetings with Kildare County Council

The evolution of the scheme has been brought about following engagement between the applicant's design team and the Planning Authority. The applicant and design team formally engaged in preliminary discussions with the Planning Authority on the 22nd of January 2025, presenting a draft outline of the proposed development under Reference PP6016.

Comments from the Section 247 pre-planning meeting with Kildare County Council representatives present at the meeting were considered and the design team prepared an updated proposal based on the feedback received, which was lodged under Section 32B of the Planning and Development Act 2000 (as amended) (reference LRD2025004).

A subsequent LRD Meeting was held with the Planning Authority on the 25th of June 2025. The Planning Authority then issued an Opinion on the 23rd of July 2025. As noted the LRD opinion report is dated 23rd of July 2025, and accordingly the final date to submit a LRD planning application is 23rd of January 2026 (6 months). We can confirm that this LRD application has been lodged within this timeframe.

All matters raised by the Planning Authority have, where possible, been addressed in the proposal now submitted. Where the Applicant has deviated in terms of a difference of opinion with the Planning Authority, there is a clear rationale in support of the proposal in terms of adherence to national policy.

The comments received from KCC at the LRD meeting and the applicants' responses to same are outlined in the accompanying Statement of Response to the LRD Opinion Report lodged as part of this planning application pack. We refer the Planning Authority to this document for more information.

3.1 Summary of Pre-Planning Proposals at S247 and S32B LRD Meeting

The proposal submitted at these stages are summarised below in Table 1 which sets out the key development statistics presented at Stage 1 – S247 and Stage 2 - S32B to the Planning Authority for this Large-Scale Residential Development.

Development Parameter	Proposal at S247 Stage 1	Proposal at S32B Stage 2	KCC REQUIREMENT
Application Site	3.943ha	3.9434 ha	N/A
Development Type	LRD including Childcare and Retail Facility	LRD including Childcare and Retail Facility	N/A
No. of residential units	238 no. units 1 Bed units: 42 no (17.6 %) 2 Bed units: 130 no (54.6 %) 3 Bed units: 66 no (27.7 %)	239 no. units <u>Apartments units: 81 no (34%)</u> <u>Duplex units: 82 no (34%)</u> <u>Houses: 76 no (32%)</u>	N/A
Density	62.7 uph	61 uph	Sustainable Residential Development and Compact Settlement Guidelines Metropolitan Towns Suburban/Urban Extension: 35 dph to 50 dph (net) / up to 100 dph at 'accessible' Suburban/Urban Extension Locations
Plot Ratio	0.57	0.53	N/A
Site Coverage	23%	26.2%	N/A



Communal Open Space	N/A	Total 1,133 sqm	Sustainable Residential Development and Compact Settlement Guidelines One Bed – 5 sqm (min) Two bedrooms (3 bed) – 6 sqm (min) Two bedrooms (4 bed) – 7 sqm (min) Three bedrooms – 9 sqm (min)
Public Open Space	Total 7,102 sqm (18%)	Total 5,428 sqm (13.7% of site area)	The minimum area of open space that is acceptable within the site is 15% of the total site area.
Height	2-4 Storeys	2-4 Storeys	Increased building heights in appropriate locations.
Dual Aspect Units	121 units (51%)	116 units (49%)	Planning Design Standards for Apartment Guidelines for Planning Authorities, 2025 A minimum of 25% of units within a development shall be required to be dual aspect.
Car Parking	128 spaces (ratio 0.8)	147 (ratio 0.9)	<u>Apartments</u> 1.5 spaces per unit + 1 visitor space per 4 apartments. <u>Houses</u> 1 space each for units up to and including 3 bed units and 1 space + 0.5 visitor spaces for units of 4 bedrooms or greater. <u>Creche</u> 0.5 per staff member plus 1 per 4 children.
Cycle Parking	322 (ratio 2.0)	316 Short stay: 51	<u>Apartments</u> 1 space per bedroom + 1 visitor space per 2 apartments <u>Creche</u> 1 space per 5 staff + 1 space per 10 children
Childcare Space	541 sqm (childcare facility and outdoor play area)	212 sqm (childcare facility) 51.9 sqm (outdoor play area) (47 childcare places)	Refers to the DoEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001). 20 childcare spaces for every 75 dwelling units.
Part V	N/A	N/A	20 % for social and affordable homes

Table 1 – Evolution of the Proposal from Pre-Planning (Comparative Table)





3.2 Stage 1 – Pre-Planning Proposal

In January 2025, the applicant sought to engage with the Planning Authority for a Large-Scale Residential Development (LRD) proposal, which in summary comprised of 238 no. residential units with a density of 62.7 units per ha. As previously noted, the Stage 1 - S247 Pre-Planning consultation with Kildare County Council took place on the 22nd of January 2025.

An applicant response to feedback received is now outlined Appendix 2 of this report.

3.3 Pre-Planning Proposal

The proposed amendments include:

- The total no. of residential units proposed as part of the amendment application will be reduced from 239 no. units to 238 no. units.
- The total no. of apartments will be reduced, and the total number of houses will be increased. Duplex units will also be introduced as part of the amendments.
- The residential units in the northern portion of the site are composed of 2 no. apartment blocks (76 no. total units) with a creche and shop at ground floor as well as creche play area to the rear and open space.
- At the centre portion of the site, it is proposed to face 2 no. duplex units to face onto the terraced houses (Duplex Block D to be stepped back) with 6 no. rows of terraced houses located to the rear of the duplex units.
- At the southern portion of the site, it is proposed to face 3 no. duplex units onto the terraced houses (Duplex Block E and G to be stepped back) with 7 no. rows of terraced houses located to the rear of the duplex units.
- Street frontage will be delivered along the Maynooth Road with increased heights at the apartments in the northernmost section of the site.
- There will be 7102 sqm of open space delivered as part of the proposed amendments.
- The reconfiguration and redesign of the apartment units located in the southern portion of the site gives way to the creation of Open Space A and B.
- Pedestrian permeability will be offered throughout the proposed development as well as access to the R405 (Maynooth Road).
- The linear park, previously located between Phase 1 and Phase 2 of the corresponding developments will be removed to make provision of the updated site layout
- Significant amounts of green open space will be available throughout the site in addition to links to the open space at the north, permeability through the site will be reconfigured as to facilitate enhanced pedestrian movements
- Expanded parking provision will be delivered adjacent to Open Space (D) to serve the encompassing apartment blocks A and B.
- The total no. of car parking spaces provided for the apartment units will be reduced from 216 no. spaces (154 no. of which were proposed to be provided at basement level) to 128 no. spaces.
- Appropriate landscaping and all site services to be included as part of the proposed amended development.

The proposed amendments will encourage pedestrian movement throughout the site and offer a greater level of amenity for residents. The addition of a creche and shop to service the site will be of significant gain to the development and ensure the sustainability of the proposal. Street frontage and increased



building heights will create a sense of place along the Maynooth Road and act as a ‘gateway’ in and out of Celbridge.

The proximity of the site to public transport, local amenities and services means the site is opportunely located to provide for higher residential density and additional height in compliance with national planning policy, in addition, it is in accordance with applicable national, regional and local planning policy. In particular, the proposed height and density for this scheme are supported by national planning policy.

3.4 Pre-Planning Comments

Planning Department

- The Planning Department requested that detail is provided on public transport services with justification required in relation to the Sustainable Compact Settlements Guidelines.
- It was queried if the massing of the apartment blocks could be broken up with a variation in roof heights.
- Preference for recessed / glazed balconies was indicated as well as careful design for signage relating to commercial development

Applicant Response

We refer the Planning Authority to Section 2.3 of this pre-planning report which outlines the extent of the public transport infrastructure available and the proximity of the subject site in relation to the BusConnects network. The availability of high-frequency public transport at the site is reflected in the density and car parking provision in relation to the Sustainable Residential Development and Compact Settlements Guidelines.

The massing of the apartment blocks proposed has been significantly improved from the original application. There has been a reduction in the overall height of the units to 4 no. stories which reflects that of what has been built at Ardrath Heights.

We refer the Planning Authority to the drawings prepared by John Fleming Architects and attached herewith outlining full details of signage and balconies.

Roads Department

- 1 point of access was welcomed
- Concern was raised around the capacity of the Maynooth Road and it was requested to consider a four-arm junction with Ardrath in addition to the possibility of a four-arm junction and connection to the north bridge.
- A 2-way cycle track is preferable with public lighting on shared surfaces, kerb protected paths and secure bicycle parking to be made available at the front of the development.
- Footpaths are required in homezones.
- New traffic counts required following changes to the layout as well as further detail on the quantum of parking

Applicant Response

BMCE Consulting Engineers have had extensive consultations with the Roads Department of Kildare County Council following the initial S247 meeting.

The overall site was subject of a previous application (ABP 307100) which included for access points off the Maynooth Road Celbridge into the overall Kilwoghan Woods development. This amendment application is for the adjustment of part of those lands, including a section to the east closest to the



Maynooth Road in respect of Condition No. 3 of the former application which requests agreement on the access and junction arrangement.

Discussions with Senior Engineers in the Roads Department, Mr George Willoughby, Ronan Linane and Anthony Horgan and the Design Team took place in November 2024 to agree the arrangement of the junction under that condition. Kildare County Council requested for the design to include a Single access point rather than two separate entrances and that the single access and egress point be signalised and through exploring different design options it was agreed at a junction combining that of Ardrath as a single 4 arm junction was most appropriate.

This was submitted for initial review of the roads departments comment, subsequent to this the matter had been headed by Ms Annette Keaveney, since April 2025, by way of an initial on site meeting (7th April, attended by Christina Fox of BMCE) followed by separate online design sessions (12th May 2025). These discussions also included other member of KCC roads team, Joe Keane, Jonathan M Walsh, Carthac de Brí and Ronan Linnane. Ms Keaveney requested junction design modelling and forecast on the lengths etc which was carried out by BMCE. Agreement was reached with KCC that a 4 arm signalised junction was appropriate and asked us to advance with detailed design. As a result of this, BMCE have produced an engineering design drawing of the 4 arm junction that addresses council requests such as maintaining the 2 ways cycle path to the west side of Maynooth road and tying in with surrounding infrastructure as well as proposed an interconnection of the toucan crossing to the south and a zebra crossing to the north where there is presently an uncontrolled crossing close to the roundabout. This design has been submitted to the Roads Department as part of an advancement of the compliance agreement.

The current design assumes adoption of this junction design and has been taken into consideration and incorporated in the layout included in this amendment application also. The internal road network includes some relatively minor adjustments compared to the phase 1, these are mainly related to working with the reconfigured house types, houses compared to previous apartments etc. The proposed roads layout has been designed to be DMURS compliant and the internal road network included enhanced cycle path routes that were imposed under condition in the previous application.

The total unit numbers remain the same as the original application and through discussion with KCC road section it has been agreed that since permission was already granted for the same number of units and this application is an adjustment in the layout of those units there is no requirement for a revised traffic impact assessment study. The planning submission will include a detailed assessment of the junction design that has been prepared as part of the former application Compliance submission

Please refer to the Site Layout Plan prepared by John Fleming Architects and attached herewith which outlines the location of footpaths and cycle tracks in the proposed development.

Water Services

- KCC will only consider underground attenuation tanks if all other attenuation options have been exhausted in compliance with Development Plan Policy INO24.
- Increased nature based solutions and swales preferable.
- EIA Screening required
- Irish Water pre-connection enquiry required as well as Statement of Design Acceptance

Applicant Response

The proposed alterations to the approved development will not significantly alter the existing approved open space, areas and street scape.

In relation to drainage, the inclusion of enhanced nature based solutions is currently undergoing review. The stormwater strategy for the development, as outlined in the previously approved planning permission, is proposed to remain unchanged. Site investigation has established poor infiltration rates due to low permeability clays which prevent full discharge of all stormwaters on the site to ground.



Attenuation storage has therefore, been provided to accommodate the 1 in 100-year storm event including an increase of 20% for climate change and 10% for urban creep.

Runoff from the site will discharge to the Kilwoghan Stream along the southern boundary of the site and will be limited to the pre-development greenfield runoff rate, QBar using a hydrobrake. This strategy involves the construction of underground modular attenuation systems operating in series. However, to accommodate the new layout for Phase 2, it is proposed to divide the larger attenuation system into three smaller systems within Phase 2, including enhanced SuDS measures in the form of two detention basins.

Additionally, a number of SuDS measures are proposed throughout the development. These include:

- Detention Basins 1 and 2 will incorporate underground modular storage systems which will be designed to store water that falls up to and during a 1 in 30-year storm event whilst greater storm events including 1 in 100-year storm events, will be held within detention basins above at a maximum depth of 0.6m. The detention basins will have side slopes no greater than 1 in 3 and will mostly remain dry.
- Blue roof areas with underlying drainage boards for interception and attenuation storage across all flat roof apartment blocks. Where PV panels or other roof plant equipment preclude the use of green roof substrate, a gravel ballast will be provided over the drainage board so that interception storage will still be provided.
- All surface water falling onto pitched roofs within phase 2 will flow through diffuser boxes into permeable paving to act as a method of treatment and slow down the flow of water entering the surface water network.
- Ground level soft landscaped areas throughout the development will provide direct infiltration of run-off into the underlying soils.
- All car parking spaces will be constructed using permeable paving which will help to reduce run-off from the site and slow the rate of runoff. This will intercept runoff and provide a treatment medium.
- Surface water falling onto impermeable hard surfaces (roads) will drain directly or through road gullies into permeable paving, this will reduce the flow of water within the surface water network and act as a treatment method. Impermeable hard surfaces (footpaths and cycleways) will discharge surface water into permeable paving or into tree pits and filter trenches.
- A swale is proposed adjacent to the road at the southwestern corner of the site. Runoff from the impermeable road surface will be directed to the swale prior to discharging to the stormwater system. The swale will help to slow and store runoff from the road while also providing a natural filtration process improving the quality of water that enters the surface water network

In addition, please find attached EIAR Screening Report prepared by DNV and included as part of this S32B meeting request.

Housing

- Revised Part V agreement required
- Own door duplex units to be distributed around the site

Applicant Response

Please see Letter of Engagement from Kildare County Council enclosed. Full breakdown of units proposed will be provided at application stage.

Please see Proposed Site Layout Masterplan prepared by JFA Architects outlining the distribution of each of the duplex units around the site.

Environment

- Operational Waste Management Plan, Operational Noise Assessment, Surface Water Management Plan and Fire Certificates required.
- Public water connectivity to be outlined



- Raising and lowering of land to be demonstrated on drawings
- Certification needed for exporting material

Applicant Response

Full details of site servicing and operational plans will be provided at application stage.

3.5 Stage 2 – S32B LRD – LRD2025004

A subsequent LRD Meeting was held with the Planning Authority on the 25th of June 2025.

The proposal submitted provided for a Large-Scale Residential Development, which is summary consisted of 239 no. units with a density of 61 units per ha. For more details we refer to Table 2 of this report.

3.6 Pre-Planning Conclusion

As evidenced above, all feedback from Kildare County Council has been closely considered in the design of the proposal. We trust that the final proposal submitted addresses the concerns raised by the Planning Authority at the Section 247 Meeting and subsequent LRD Opinion.

In this regard it is submitted that the residential development as proposed has evolved to be a high-quality development completely adherent to the local and national standards and guidelines and fully in accordance with the proper planning and sustainable development of the area. An outline of the final proposed development is now provided for Kildare County Council below.

Development Parameter	Proposal at S247 Stage 1	Proposal at S32B Stage 2	Final Planning Application at Stage 3
Application Site	3.943ha	3.9434 ha	Gross - 41795 m2 (4.18 ha) Net - 39424 m2 (3.94 ha)
Development Type	LRD including Childcare and Retail Facility	LRD including Childcare and Retail Facility	LRD including Childcare Facility
No. of residential units	238 no. units • 1 Bed units: 42 no (17.6 %) • 2 Bed units: 130 no (54.6 %) • 3 Bed units: 66 no (27.7 %)	239 no. units <u>Apartments units: 81 no (34%)</u> <u>Duplex units: 82 no (34%)</u> <u>Houses: 76 no (32%)</u>	239 no. units <u>Houses:</u> • 2 Bed units: 48 no (20 %) • 3 Bed units: 28 no (12 %) <u>Duplex units:</u> • 1 Bed units: 12 no (5 %) • 2 Bed units: 38 no (16 %) • 3 Bed units: 32 no (13 %) <u>Apartments</u> • 1 Bed units: 37 no (15 %) • 2 Bed units: 44 no (18 %) <u>Overall Unit Mix:</u> • 1 Bed units: 49 no (21 %) • 2 Bed units: 130 no (54 %) • 3 Bed units: 60 no (25 %)
Density	62.7 uph	61 uph	61 uph



Plot Ratio	0.57	0.53	0.56
Site Coverage	23%	26.2%	26.8%
Communal Open Space	N/A	1,133 sqm	1,159 sqm
Public Open Space	Total 7,102 sqm (18%)	Total 5,428 sqm (13.7% of site area)	5,379 sqm
Height	2-4 Storeys	2-4 Storeys	2 – 4 Storeys
Dual Aspect Units	Block A – 47% Block B – 45% Block C – 100% Block D – 100% Block E – 100% Block F – 100% Block G – 100%	Block A – 43% Block B – 41% Block C – 100% Block D – 100% Block E – 100% Block F – 100% Block G – 100%	Block A – 42.5% Block B – 43.9% Block C – 100% Block D – 100% Block E – 100% Block F – 100% Block G – 100% Total - 83.8%
Car Parking	128 spaces (ratio 0.8)	147 spaces (ratio 0.9)	252 spaces
Cycle Parking	322 (ratio 2.0)	316 Short stay: 51	538 spaces
Childcare Space	541 sqm (childcare facility and outdoor play area)	212 sqm (childcare facility) 51.9 sqm (outdoor play area) (47 childcare places)	351 sqm (childcare facility) 93 sqm (outdoor play area) (94 childcare spaces)
Part V	N/A	N/A	48 no. units

Table 2 – Comparative Table demonstrating Stage 1 and 2 with current proposal

4 Site Location and Context

4.1 Subject Site

The site is located on lands at Kilwoghan Woods in the townland of Crodaun to the north of Celbridge, County Kildare. The site subject to the original application is vacant farmland in nature and the immediate site context has no discernible features. Hedgerows located on the interior of the site have been removed with the commencement notice for Phase 1. The subject lands are located between the built-up edge of Celbridge and the educational and institutional developments further north. The site, when undeveloped, offers the opportunity to consolidate the existing and proposed developments.



Figure 1 – Aerial Photo with the Subject of this Report Outlined in Red

The site subject of this planning application and full extent of the Applicant's lands is identified in Figure 2 below. The lands subject of this planning application is located at Kilwoghan Woods in the townland of Crodaun, Celbridge, Co. Kildare on a site area of approximately c.12.93 ha. The subject site of this application without constructed areas, areas under construction or to be constructed as granted (greyed out areas on Figure 2) is c 3.943 ha.

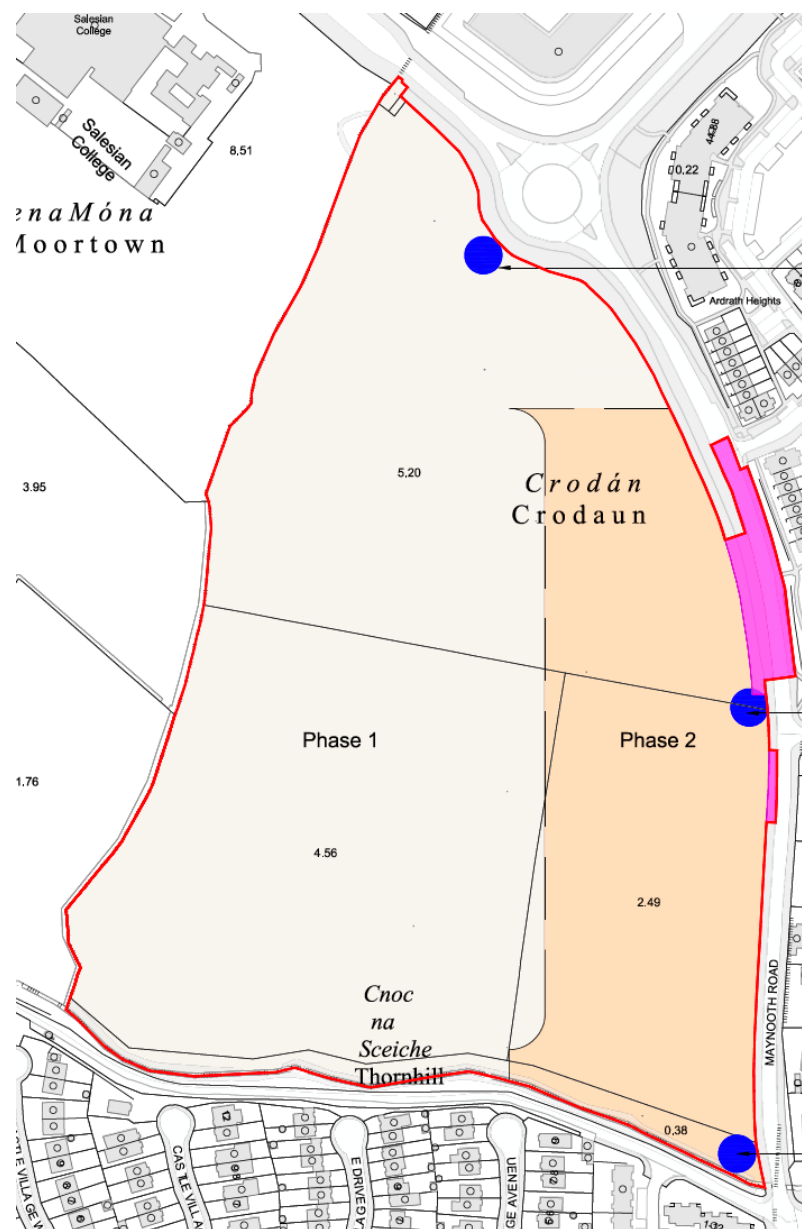


Figure 2 – Site Location Map Outlining Phase 1 (greyed out) and Phase 2 (subject of this application)

The site has the benefit of planning permission for 467 residential units under (ABP Case Reference 307100). Phase 1 is already under construction, including the delivery of roads and infrastructure serving this area.

4.2 Surrounding Context

The site is bound to the east and to the north by Maynooth Road which provides links to the M4 and subsequently offers wider connections to Dublin, this allows the site to form a key strategic northern 'gateway' to Dublin. There is also a dedicated pedestrian and cycleway located along the Maynooth Road. To the south of the site there is an existing stream which runs alongside Kilwoghan Lane. This lane is lined with dense hedging and gives access to a small cul-de-sac development of 1 and 2 storey housing at its eastern edge. The remaining housing to the south of the lane is located behind mature hedging and does



not impact with Kilwoghan lane either visually or physically. To the west of the site the land is typically undeveloped and zoned for agricultural use in the Local Area Plan.

The overall site is bound by residential development to the south and to the east. To the northwest of the site there is a secondary school and to the north east of the site there is a community college, commercial park and industrial development. The site development will consolidate the space between these and the town.

During the initial pre-planning engagement with Kildare County Council, it was requested that that the proposed scheme allows for connectivity in the case that the zoning of these sites changes at a future date. The design put forward made provision for two potential vehicular connections to be formed along the western boundary. In addition to this, a local boy's secondary school (Salesian College), located to the west of the site had an influence on its design. The design approach adopted the provision of a permeable and integrated network of pedestrian and cycle routes in the south and north of the site.

The removal of the central hedgerows has taken place in line with the serving of the commencement notice. Work is currently being undertaken to set up the internal road network to install new ESB ducts in order to drop the overhead power lines.

4.3 Public Transportation Infrastructure

4.3.1 Pedestrian Facilities

The subject site is located within close proximity to the mixed-use centre of Celbridge which provides the opportunity to encourage sustainable connections between the town and the neighbourhood, in order to fulfil its potential, there has been a number of pedestrian and cycle connections integrated along the eastern boundary of the proposal.

The pedestrian and cycle infrastructure servicing the site also provide connectivity to Louisa Bridge Train Station (c. 3.6km from the subject site) where there is frequent services to Dublin Connolly and Maynooth.

4.3.2 Public Transport

There are two bus stops (Crodaun Forest Park) located on the Maynooth road running adjacent to the site towards Maynooth and Dublin City. These stops are serviced by route no. C4, C6, L59, X27 and X28 routes and offer connectivity to both Maynooth and Dublin City. Salesian College bus stop is c. 500m from the proposed development which is served by the W6 bus route and the M4 Business Park Bus Stop is c. 500m from the proposed development which is served by Route L59. The site is well serviced by a variety of public transport routes offering connectivity to Maynooth, the city centre and UCD as well as nearby rail services making it ideal for those commuting. Bus stops located within a 500 metre radius of the subject site can be seen below.



Figure 3 – Bus Stops within 500m of the Subject Site

C4 and C6 Bus Services

The C4 bus route offers connectivity from Maynooth station to Ringsend in both an easterly and westerly direction and stops at both Liffey Valley and Lucan Village. Buses depart from Maynooth and Ringsend at 5am and continue until 11pm at a frequency of 30 minutes.

The C6 bus route also offers connectivity between Maynooth station and Ringsend in both an easterly and westerly direction also stopping at both Liffey Valley and Lucan Village. This service provides a night link running from 12am to 4am at a frequency of every hour.

W6 Bus Service

The W6 orbital bus route offers connectivity between Maynooth and Tallaght, stopping at Hazelhatch train station. This route is serviced by Salesian College bus stop (ID: 3912) which is a c. 500m from the proposed development. This offers a frequency of every 30 minutes from 5:45am to 11:40pm Monday to Saturday and 7:45am until 11:45pm on Sundays and Public Holidays.

X27 and X28 Routes

The X27 bus route offers connectivity from Celbridge to UCD through Dublin City Centre making it a key mode of transport for commuters and students. These services are limited with morning departures at a frequency of every 20 minutes between 6:40am (to St. Stephens Green) until 7:40am and evening departures from UCD to Celbridge at 4:12pm and 5:11pm and from Leeson Street to Celbridge at 5:50pm and 6:10pm. These routes are limited from Monday to Friday only.



The X28 bus route also offers connectivity from Celbridge to UCD as well as Dublin City Centre departing at 7am and 7:20am (to UCD) and 6:50am, 7:30am and 7:50am to St. Stephens Green. The service offers returns then from UCD to Celbridge at 4:30pm and 5:15pm and from Leeson Street to Celbridge at 5:10 and 5:50pm.

L59 Bus Service

The L59 bus route offers connectivity between River Forest Leixlip and Hazelhatch Station. This route is serviced by M4 Business Park bus stop (ID: 7778) which is a c. 550m from the proposed development. This offers a frequency of every 30 minutes from 5:45am to 11:15pm Monday to Friday, 6:30am to 23:30pm on Saturdays and 8:30am until 11:30pm on Sundays and Public Holidays.

BusConnects

Phase 2 of the BusConnects Network Redesign launched on 28th of November 2021, introducing the C-Spine including the following routes: C1, C2, C3, C4, X25, X26, X27, X28, X30, X31 and X32, L51, L52, L53, L54, L58 and L59C5 and C6.

The subject site is located adjacent to BusConnects Spine / Branch Route which is serviced by the C4 bus Route as well as X27 and X28 Peak Time Routes.

The C4 bus route will offer a frequency of every 30 minutes Monday to Friday and the X27 and X28 bus routes offer a frequency of 2-5 minutes at peak hours.

Your local area map

How BusConnects gets you where you want to go.

• Celbridge • Leixlip • Maynooth

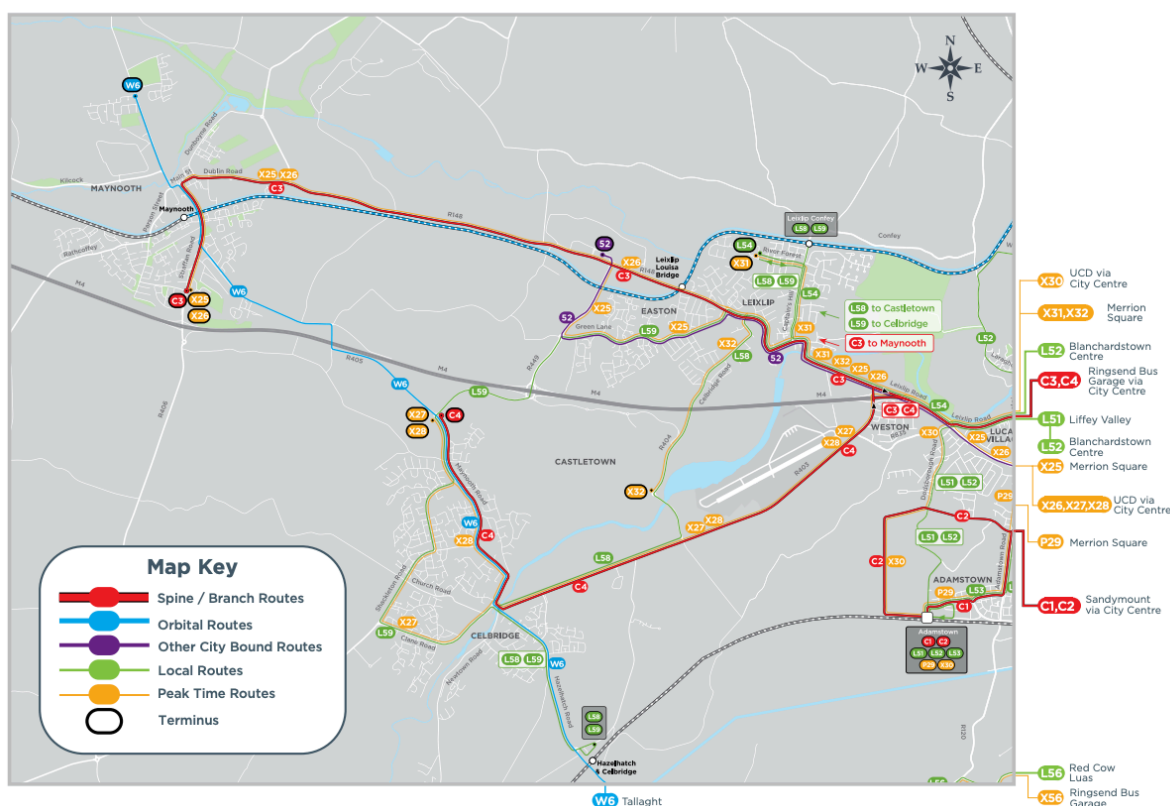


Figure 4 – BusConnects Map

5 Planning History

There is an extensive planning history pertaining to the subject site and immediate surrounding which has been given consideration in the design of the scheme. This section of the report identifies the Planning History of the subject site and the immediate surrounding area.

5.1 Subject Site

ABP Case Reference 307100 – Planning permission **GRANTED** on the 8th September 2020 for a Strategic Housing Development to consist of 467 Residential Units, 199 no. houses, 216 no. apartments, 52 no. duplexes, childcare facility, gym, café and retail unit and associated site works.



Figure 5 – Planning Reg. Ref. No. 20307100 (ABP Reg. Ref. 307100)

Reg. Ref. No. 2560543 – Permission **GRANTED** on the 15th of July 2025 to modify a permitted Strategic Housing Development (SHD) permission (ABP-307100) by way of a planning application for a Large-Scale Residential Development (LRD) permission. The minor modifications to the permitted SHD consists of:

- 1) The change of permitted House Type A to House Type H (12 no. units)
- 2) The change of permitted House Type A1 to House Type H1 (2 no. units)
- 3) The change of permitted House Type A2 to House Type H2 (2 no. units)
- 4) The change of permitted House Type B2 B3 to House Type F.a and F.b (4 no. units) and all associated site development works

This decision was subject to 7 no. conditions.

5.2 Surrounding Sites

Reg. Ref. No. 052210 – Planning permission **GRANTED** on the 31st July 2007 for the erection of a three-storey detached building to accommodate 10 no. wholesale warehouse units at ground floor level with



associated office and storage space at first floor level ranging in sizes from c. 315 sqm to c. 476 sqm and for general office use etc.

Further information was submitted on the 28th of February 2006, 20th April 2006 and the 4th of July 2007.

Reg. Ref. No. 101234 – Planning permission **REFUSED** on the 3rd November 2011 for development consisting of 2 blocks as follows: - a single storey block comprising of one large retail unit, - a two storey block comprising of two retail units at ground floor level and medical consulting rooms at first floor level and associated car parking site works, drainage and services.

This application was **REFUSED** planning permission 3rd November 2011 on the following grounds:

- 1) *Having regard to the location of the proposed development at a peripheral out of centre location, some two kilometres from the defined core retail area, the inadequacy of a robust assessment of alternative town centre and edge of town centre site as required under the Retail Planning Guidelines 2005, it is considered that notwithstanding the zoning of the site, the proposed location of the development is unacceptable. It is the policy of the Planning Authority as set out in the Celbridge Local Area Plan 2010 and the Retail Planning Guidelines for Planning Authorities 2005, to protect the vitality and viability of the town centre. The proposed development at this out of centre location would have an adverse impact on the vitality and viability of the town centre, would be contrary to the Retail Planning Guidelines 2005 as issued under Section 28 of the Planning and Development Act 2000-2011 and would therefore be contrary to the proper planning and sustainable development of the area.*
- 2) *The proposed development would be situated at a peripheral location beyond the existing continuous built-up area of the town of Celbridge. It is considered that, at this location, over two kilometres from the centre of the town, the proposed development would cater predominantly to car-borne patronage that would detract from the vibrancy of the town centre. Furthermore the proposed development materially contravenes Objective RTO 7 of the Kildare County Development Plan 2011-2017 which seeks to align new retail development with the existing and proposed public transport infrastructure. It would thereby undermine a stated objective (RTO 6) of the County Development and a development goals, as set out in the Celbridge Local Area Plan, 2010, which is to protect and further develop the role of the town centre as a focal point for economic, cultural and social activity. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.*
- 3) *It is an objective of the Kildare County Development Plan 2011-2017 'To support existing retail facilities and to facilitate the provision of new facilities as appropriate where such proposals are in accordance with the RPPGDA, the Draft Kildare County Retail Strategy and the proper planning and sustainable development of the area' (Objective RTO 9 and RTO 6 of the Kildare County Development Plan, it is considered that the proposed development materially contravenes the stated objectives of the County Development Plan. The proposed development would therefore be contrary to the proper planning and sustainable development of the area.*
- 4) *The proposed development by reason of its design, location and orientation would be seriously injurious to the amenities of the area, is considered to be an inappropriate form of development on one of the main approach roads to the historic town of Celbridge and therefore would be contrary to the proper planning and sustainable development of the area.*

Reg. Ref. No. 11141 – Planning permission **GRANTED** on the 16th January 2012 for 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 the adjacent site; final entrance to be formed on completion of adjacent site roads; associated boundary fencing, car parking, site works, drainage and services.

Reg. Ref. No. 082040 - Planning permission **GRANTED** on the 4th of June 2009 for the construction of a 2,733 sqm two-storey over basement fitness centre and associated works comprising the following:



swimming pool, treatment/ consultants rooms, gymnasium, changing, shower and toilet facilities, plant room, car parking and access roads etc.

Reg. Ref. No. 191229 - Planning permission **GRANTED** on the 3rd July 2020 for development to consist of:

- 1) Construction of a Maintenance Station-Aviation Industry light industrial unit on two levels consisting of a process area of 2,808sqm and office, training facilities and ancillary areas of 912sqm with a total floor area of 3,720sqm;
- 2) The provision of a secure yard to the north-west of the new building with secure 2.5m high mesh fencing and access gates within the boundary fencing;
- 3) New access road, approximately 74 metres long, on Kildare County Council lands to the north-west of the site including street lighting and access control barrier;
- 4) Construction of ESB substation on the western corner of the site outside the boundary fence;
- 5) Associated site works including car parking for 80 cars, bicycle parking for 40 bicycles, boundary treatment and hard and soft landscaping.

ABP Case No. 306504 - Planning permission **GRANTED** on the 3rd September 2020 for the demolition of existing structure, construction of 372 no. residential units (218 no. houses, 154 no. apartments), childcare facility and associated site work.

Reg. Ref. No. 211809 – Planning permission **GRANTED** on the 11th November 2022 for the construction of 3 warehouses and associated drainage work, 1 warehouse of 200 sqm in area and 2 warehouses each of 276 sqm in area. Total area of buildings will be 752 sqm.

Reg. Ref. No. 22419 – Planning permission **GRANTED** on the 27th July 2022 for:

- 1) A new synthetic Astro Platform 102 metres x 66 metres to be used as an all-weather soccer pitch at the location of the existing grass soccer pitch which is located to the rear and left hand side of our grounds when viewed from the public road.
- 2) Fencing to the perimeter of the pitch which consists of 2.40 metres high of double 868 mesh with 2.60 metres high ball stopping netting giving a total height of 5.00 metres.
- 3) To the rear of the goals at either end of the pitch for a distance of 28 metres the 2.60 metres high ball stopping netting is to be increased to 10.60 metres giving a total height of 13.00 metres at these two locations.
- 4) To lay a temporary hardcore and gravel construction roadway to the right hand side of our College when viewed from the public road. Also, a Contractor's compound located beside the existing hard surface basketball court located to the rear of the site.
- 5) Eleven number lateral drains under the proposed Astro Pitch connected to a main drain and discharging to a soakaway designed and constructed to BRE 365 and approved by the County Council.
- 6) All ancillary ground works associated with the above project. The above works to be carried out on our site.

Reg. Ref. No. 22418 – Planning permission **GRANTED** on the 27th July 2022 for:

6 No. 15 metre high columns to the perimeter of our soccer pitch which is located to the left and rear of our site when viewed from the public road. These columns are to be used to mount floodlights to illuminate the pitch.

Reg. Ref. No. 2560601 – Planning permission is sought for amendments to the Warehouse and Light Industrial Development permitted under Kildare County Council Reg. Ref. 22/627 (as amended by Kildare County Council Reg. Ref. 24/87 and 24/88 and proposed to be amended by Kildare County Council Reg.



Ref. 25/60553). The amendments principally comprise: the omission of Unit B (Warehouse with a Gross Floor Area of 2,622 sq m) and its associated infrastructure including 46 No. car parking spaces; and the provision of an ancillary car park comprising 193 No. spaces to serve Block C in the M4 Interchange Business Park. Access to the ancillary car park will be via the M4 Interchange Business Park. The amendments will also comprise: modifications to the permitted landscaping and boundary treatments; provision of bicycle parking; gates; and all associated site and development works.

A Further Information request was made on the 23rd of July 2025.

Reg. Ref No. 2560650 – Planning permission was sought for amendments to the Warehouse and Light Industrial Development permitted under Kildare County Council Reg. Ref. 22/627 (as amended by Kildare County Council Reg. Ref. 24/87 and 24/88 and proposed to be amended by Kildare County Council Reg. Ref. 25/60553 and 25/60601) and amendments to an existing Maintenance Station-Aviation Industry Light Industrial Unit (currently operated by Lufthansa Technik). The amendments principally comprise: the omission of Unit A (a permitted Warehouse with a Gross Floor Area of 2,708 sq m) and the relocation of the existing delivery yard and select existing car parking spaces to facilitate the construction of an extension to the existing Maintenance Station-Aviation Industry Light Industrial Unit. The extension, which requires the removal of the existing northwest facing gable wall (17.6 sq m), will have a maximum height of 13.15 metres and a Gross Floor Area of 3,990 sq m (resulting in the overall Maintenance Station-Aviation Industry Light Industrial Unit having a Total Gross Floor Area of 7,710 sq m). The development will also include: the decommissioning of the existing site entrance to / exit from the Maintenance Station-Aviation Industry Light Industrial Unit in Esprit Logistics Park. Access to / egress from the proposed extended Maintenance Station-Aviation Industry Light Industrial Unit will be via the proposed reconfigured permitted Unit A site access / egress. The development will also include: the omission of the permitted height restrictor at the site access / egress at the R405; the provision of 21 No. car parking spaces in lieu of the 27 No. previously permitted to serve Unit A (resulting in the overall Maintenance Station-Aviation Industry Light Industrial Unit having 101 No. car parking spaces); gates; canopy; plant; modifications to the permitted hard and soft landscaping and boundary treatments; and all associated site and development works above and below ground.

A Further Information request was made on the 30th of July 2025.

Planning History Conclusion

The aforementioned planning history shows that a strong pattern of development has been emerging in the land surrounding the subject site. A spate of industrial, commercial and residential development has taken place showing that the land is favoured for development. The proximity of the site to the M4 as well as Dublin city ensures that it is viable for development. The residential development in the surrounding sites has set a strong precedence for ongoing residential development and the site offers the opportunity for consolidation. The parent application which was granted permission as a SHD will be modified and improved to reflect the context of the site. The design of the amended application will be sympathetic to its receiving environment while complementing what has been granted in the surrounding sites.

6 Description of Proposed Development

6.1 Key changes on the former SHD

As discussed under Section 5 of this report, an application for a Strategic Housing Development scheme was lodged to An Coimisiún Pleanála formally An Bord Pleanála on this site for the construction of 467 no. residential units on the 8th of September 2020. Planning Application Reference ABP 307100 refers.

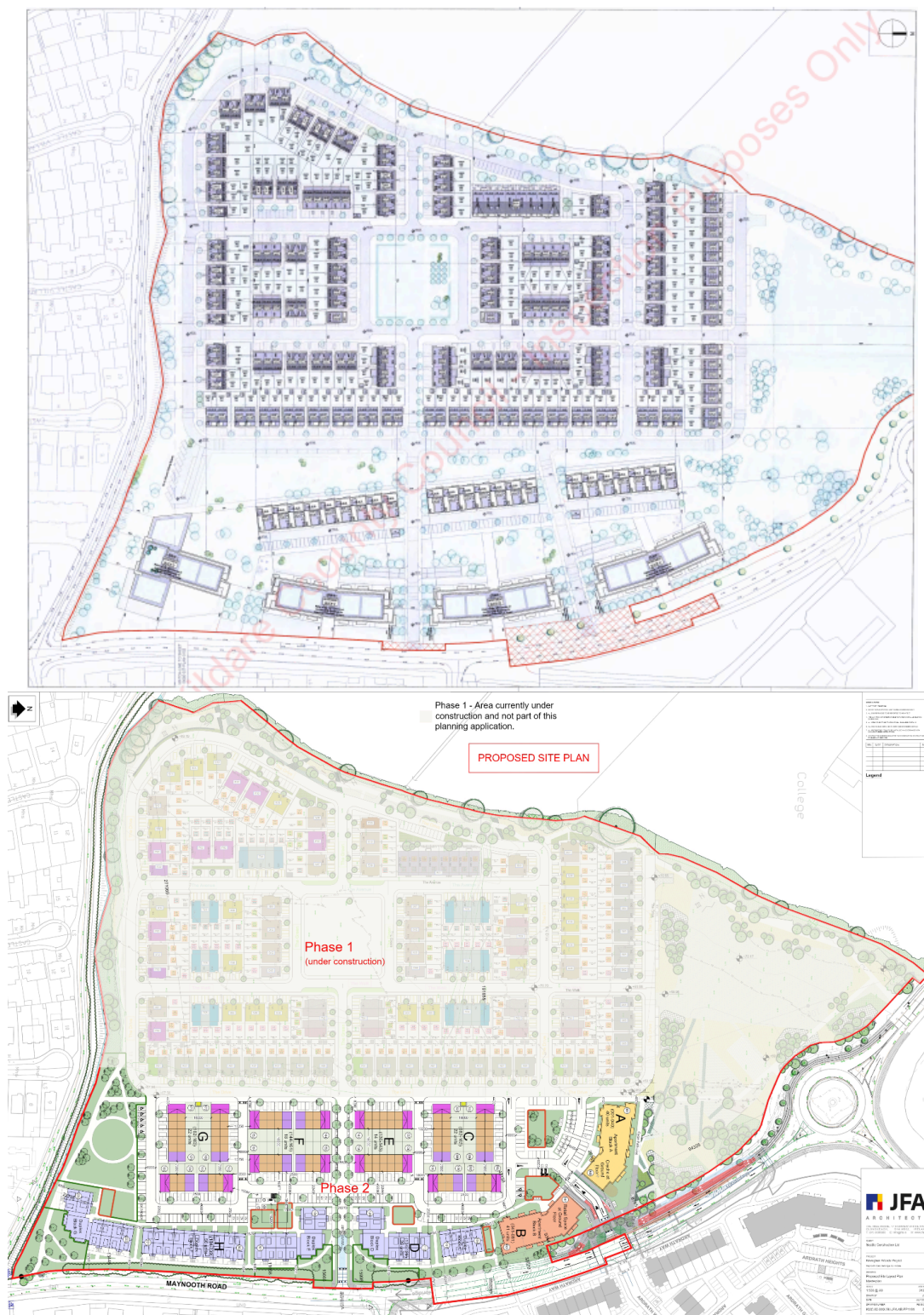


Figure 6 – Previous SHD (left) compared to current LRD (right)



A comparison of the key development parameters are set out below.

DEVELOPMENT PARAMETER	ABP REF. TA09.307100	CURRENT PHASE 2 DEVELOPMENT PROPOSAL AT LRD APPLICATION STAGE
Application Site	12.68 ha (Phase 1 and Phase 2)	Gross - 41795 m ² (4.18 ha) Net - 39424 m ² (3.94 ha)
Development Type	SHD including Childcare Facility, Gym and Cafe	LRD including Childcare Facility
Unit Mix	Total: 467 Houses: 3 Bed units: 87 no. (18.5%) 4 Bed units: 92 no. (20%) 5 Bed units: 20 no. (4%) Apartments: 1 Bed units: 18 no. (4%) 2 Bed units: 210 no. (45%) 3 Bed units: 40 no. (8.5%)	Total: 239 Houses – • 2 Bed units: 48 no (20 %) • 3 Bed units: 28 no (12 %) Duplex – • 1 Bed units: 12 no (5 %) • 2 Bed units: 38 no (16 %) • 3 Bed units: 32 no (13 %) Apartments – • 1 Bed units: 37 no (15 %) • 2 Bed units: 44 no (18 %) Overall Unit Mix – • 1 Bed units: 49 no (21 %) • 2 Bed units: 130 no (54 %) • 3 Bed units: 60 no (25 %)
Density	43 dph	61
Plot Ratio	0.43	0.56
Site Coverage	19.3%	26.8%
Communal Open Space	2, 945 sqm	1,159 sqm
Public Open Space	20,000 sqm	5,379 sqm
Height	2 – 6 Storeys	2 – 4 Storeys
Dual Aspect	38%	83.8%
Car Parking Spaces	709	252
Cycle Parking	574	538
Childcare	766 sqm	351 sqm
Part V	10%	48 units

Table 3 – Comparative Table of LRD Proposal and Previous SHD

We trust that Table 13 will assist the Planning Authority in reviewing the key differences between the former SHD proposal and that of the current LRD proposal subject of this request.



6.2 Summary of the Proposed Development

Seattle Construction Limited intend to apply to Kildare County Council for permission for development to amend a previously permitted Strategic Housing Development (SHD) (ABP Case Reference 307100-20) on a site of approx. 12.93 ha located on lands at Kilwoghan Woods in the townland of Crodaun, Celbridge, Co. Kildare.

The proposed amendments relate to phase 2 (c.3.94ha) of the overall permitted development and, will include amendments to 239 no. residential units. (The overall total number of permitted 467 no. units in phase 1 and 2 remain unchanged).

The proposed development comprises a redesign of phase 2 to include:

- a) The construction of 2 no. 4-storey apartment blocks at the north of the site (81 no. units in total) to include a creche (351sqm – 94 children) with outdoor play area at ground floor;
 - i. Block A - 38 no. units consisting of 17 no. 1 bed and 22 no. 2 bed units
 - ii. Block B - 43 no. units consisting of 20 no. 1 bed and 23 no. 2 bed units
- b) 5 no. 3-storey apartment and duplex units to be located on the eastern boundary of the site;
 - i. Duplex C - 08 no. units consisting of 4 no. 2 beds and 4 no. 3 beds
 - ii. Duplex D - 18 no. units consisting of 4 no. 1 beds, 8 no. 2beds, and 6 no. 3 beds
 - iii. Duplex E – 18 no. units consisting of 4 no. 1 beds, 8 no. 2beds, and 6 no. 3 beds
 - iv. Duplex F – 20 no. units consisting of 10 no. 2beds, and 10 no. 3 beds
 - v. Duplex G – 18 no. units consisting of 4 no. 1 beds, 8 no. 2beds, and 6 no. 3 beds
- c) 76 no. terraced houses consisting of;
 - i. 48 no. 2 bed mid terrace units;
 - ii. 12 no. 3 bed end terrace units;
 - iii. 16 no. 3 bed end terrace dual frontage units
- d) 252 no. of car parking spaces which includes 2 no. car sharing spaces, 14 no. motorcycle spaces and 538 no. bicycle parking spaces will be provided for in phase 2.
- e) Amendments to the previously permitted open space in phase 2 to now provide 5,379sqm Public Open Space, 1,159 sqm Communal Open Space and 3,313 Amenity Space. Each of the units are afforded their own private open space in the form of private gardens, balconies or terraces.
- f) Amendments to internal residential access roads and cyclist/pedestrian paths to allow for the 4 arm entrance junction and a new shared pedestrian / cycle path through the site running north to south.
- g) All associated site development works, services provision, infrastructural and drainage works, internal access roads, home zones, cycle and pedestrian infrastructure, bin stores, car and bicycle parking, public lighting, communal open spaces, private open space in the form of gardens, terraces and /or balconies, landscaping and boundary treatment works.
- h) All application documentation and information is available for public viewing at the following website (www.kilwoghandrivephase2lrd.ie)

The proposed amendments will encourage pedestrian movement throughout the site and offer a greater level of amenity for residents. The inclusion of the permitted creche and shop to service the site will be of significant gain to the development and ensure the sustainability of the proposal. Street frontage and increased building heights will create a sense of place along the Maynooth Road and act as a 'gateway' in and out of Celbridge.

The proximity of the site to public transport, local amenities and services means the site is opportunely located to provide for higher residential density and additional height in compliance with national planning policy, in addition, it is in accordance with applicable national, regional and local planning policy. In particular, the proposed height and density for this scheme are supported by national planning policy.

We refer the Planning Authority to the Design Statement prepared by John Fleming Architects for further details and drawings for the proposed scheme layout.



6.3 Rationale

Amendments are proposed to the previously granted scheme for a number of reasons. The proposed scheme will respond more efficiently to the locational characteristics of the site proximate to neighbouring residential, commercial and institutional developments. The reconfiguration of the site layout encompasses the open space to the north more effectively and will improve the overall amenity for residents and members of the public. Furthermore, the design of the amendments is in consideration of development in the receiving environment and will preserve its integrity.

NPO 43 of the National Planning Framework seeks to prioritise the delivery of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to the location.

The introduction of duplexes and the dispersal of the terraced houses proposed as part of the amendments in the scheme improves the structure of the site layout and while maintaining a high level of permeability and open space which will benefit from passive surveillance. In addition to this, the building type selected will improve the structure on the Maynooth Road through increased setbacks and a softer approach, the result of this will be the formation of a high-quality street with improved frontage. An urban edge will be created with the duplexes and the apartment blocks which run along the site boundary to the north of the site in line with the natural slope of the site which will stand to improve on the previous site design.

6.4 Detailed Description of the Proposed Development

Having regard to the location of the site as well as the planning history it is considered that the subject site is eminently suitable for the proposed amendments. The design is sought to respond to the locational characteristics of the site proximate to proximate residential developments and provides a development that also responds to the site characteristics and the opportunities presented.

The current design has considered this context and has sought to deliver height ranging from 2 to 4 storeys, which is considered appropriate given the prevailing building heights in the adjacent residential and commercial developments. Furthermore, the design has been prepared in the context of the surrounding development, maintaining significant separation distances.

There has been a distinct change in the layout of the site in addition to the changes of the units provided. Previously the eastern border of the site had been composed of 4 no. of apartment blocks which provided a mix of unit sizes and then 3 no. rows of terraced houses were located on the inside of these.

The amendment proposal submitted provides for a Large-Scale Residential Development (LRD). The following indicative summary mix is identified for the total 239 no. proposed units to include all boundary treatment and landscaping works, site services connections and all site development works:

Site Schedule	Hectares
Overall Site Area	12.93
Net Developable Area (Phase 2)	3.9434
Public Open Space (Phase 2)	0.5379 ha / 5379 sqm (13.7%)
Density – Phase 1 & Phase 2 (Units/Ha)	37

Table 4 – Overall Site Development

Residential Mix

- 49 no. 1-bedroom units (21%)
- 130 no. 2-bedroom units (54%)
- 60 no. 3-bedroom units (25%)



Type	1-bed unit	2-bed unit	3-bed unit	Total	% Total
Phase 1				288	100%
Phase 2				239	100%
Houses					
Mid-Terrace		48		48	20.1%
End-Terrace			12	12	5%
Bed Dual Frontage			16	16	6.7%
Duplex					
Duplex C		4	4	8	3.4%
Duplex D	4	8	6	18	7.5%
Duplex E	4	8	6	18	7.5%
Duplex F		10	10	20	8.4%
Duplex G	4	8	6	18	7.5%
Apartments					
Block A	17	21		38	16.7%
Block B	19	22		43	17.2%
Total	49	130	60	239	100%

Table 5 – Proposed Scheme

Residential Density

The density proposed on an overall granted site gross area of 12.93 ha for 467 units between Phase 1 and Phase 2 of development is 37 units per hectare. The proposed amendments will not affect the overall density at the site as there is no change to the no. of units provided.

The residential density proposed as part of Phase 2 of the scheme is 61 units per hectare. This density is based on a calculation of 239 no. units on lands that are 3.9434 ha. The density proposed is considered acceptable given the mandate in national policy and the connectivity to public transport within walking distance to the site. We refer the Planning Authority to Section 8.1 for a calculation of the net density proposed and justification for same in line with the Sustainable Residential and Compact Settlements Guidelines, 2024.

Height

The permitted development ranges in height from 5-6 storeys. The proposed development now before the Planning Authority proposes to reduce the height to 2-4 storeys which is considered to be more acceptable given the prevailing building heights surrounding the site.



Apartment block A and apartment block B located to the north of the site are 4 storeys in height and will act as a landmark to the adjacent site entrance. As well as this, the creche and the creche play area will be located on the ground floor as part of these. Apartment and duplex units located to the east of the site are 3 storeys in height.

It is considered that the revised heights are appropriate for the site and surrounding area and will not contribute to any issues with overlooking, overbearing, overshadowing or subsequent loss in amenity.

Landscaping and Open Space

Permitted Scheme

The permitted development made provision for 199350 sqm / 1.935 ha of public open space in 'F' zoned lands to the north of the site. The spatial extent of the permitted park was proposed to extend beyond the 'F' zoned lands into the 'New Residential' zoned lands (1322 sqm / 0.1322 ha) with the total area of the park measuring (20680 sqm / 2.068 ha).

Separate to this, a total of 19330 sqm / 1.933 ha of public open space was permitted to be provided in the 'New Residential' zoned lands (17.99%) consisting of:

- A centrally located village green which is connected to the open space to the east and west of the housing;
- A generous area of quality open space between the row of 3 storey dwellings and the houses further west to allow a connection between the stream at the shout and the park to the north;
- An area of public open space at the southern and western perimeters of the site, as well as the southernmost part of the eastern boundary.

The permitted scheme proposed a total of 1,159 sqm / 0.1159 ha of communal open space for the proposed apartment units exceeding the minimum requirements.

Proposed Scheme

The proposed amendments to Phase 2 will deliver 1159 sqm / 0.1165 ha of communal open space for the apartment and duplex units across the amendment area. In addition to this there will be a total of 5,379 sqm / 0.5357 ha of public open space delivered throughout the amendment area accommodating outdoor seating, planting, pedestrian and cyclist links.

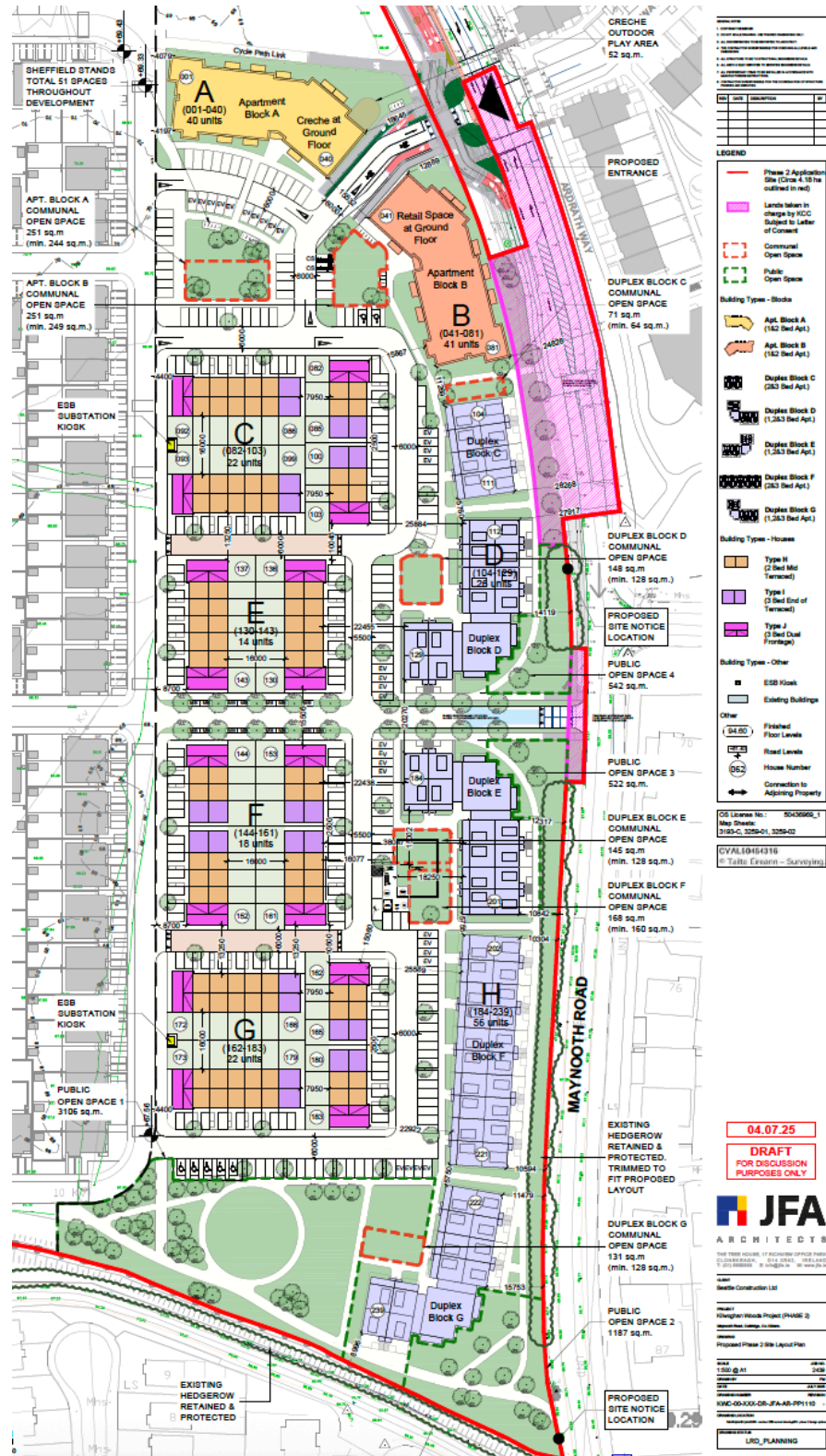


Figure 7 – Site Layout Plan

There are 4 no. areas of Public Space incorporated into the proposed development. POS 1 is located to the south of the development fronting onto Kilwoghan Lane. POS 2 is located on the south-east corner of the development fronting onto both Kilwoghan Lane and Maynooth Road. POS 3 and POS 4 are both fronting onto the Maynooth Road, located either side of the entrance between Block D and Block E. Public Open Space as part of the proposed development is outlined in the table below.



Public Open Space	Sqm
POS 1	3,106
POS 2	1,183
POS 3	534
POS 4	556
Total	5,359

Table 6 – Public Open Space

There are 7 no. areas of communal open space included as part of the proposed development. These communal open space areas are located to the south of Apartment Block A, the south-west of Apartment Block B, north of Duplex Block C, west of Duplex block D, west of Duplex Block E, east of Duplex Block F and west of Duplex Block G. Communal Open Space as part of the proposed development is outlined in the table below.

Communal Open Space	Sqm
Apt Block A	234
Apt Block B	262
Duplex Block C	71
Duplex Block D	148
Duplex Block E	145
Duplex Block F	168
Duplex Block G	131
Total	1,155

Table 7 – Communal Open Space

It is an objective of the landscape proposals to ensure that the application for Phase 2 lands will not interfere with the materials and finished proposed to complete

We refer to the enclosed material submitted by John Fleming Architects and PC Roche Landscape Architects enclosed outlining the detail of these areas.

Boundary Treatment

Proposed boundary treatments will ensure appropriate levels of privacy are afforded to each garden and that there are no undue instances of overlooking.

We refer to drawings enclosed herewith by PC Roche Landscape Architects for further details.



Private Open Space

All apartments, duplexes and houses have access to private open space in the form of balconies, terraces and gardens in compliance with the Sustainable Residential Development and Compact Settlement Guidelines, the recently adopted 2025 Apartment Guidelines and the Development Plan 2022-2028.

Private open space is offered in the form of back gardens for the terraced units ranging 31.8 sqm for the terraced units and 61.8 sqm for the end of terrace units. For further details we refer the Planning Authority to the material submitted by John Fleming Architects included as part of this application.

Dual Aspect

The scheme provides 83.8% dual aspect apartment units, 117 no. apartment units in total as identified on the enclosed Accommodation Schedule.

Car Parking

A total of 252 no. car parking spaces are proposed as part of this development. A total of 7 no. of these 252 no. spaces are accessible, 15 no. spaces are EV enabled spaces and 2 no. spaces are car share spaces. The subject proposal indicates 49 no. car parking spaces for apartments, 92 no. car parking spaces for duplexes, 104 no. car parking spaces for houses and 7 no. car parking spaces for the proposed creche. It is noted that there are already 12 no. visitor parking spaces included in Phase 1.

The appropriate infrastructure (e.g. ducting) will be provided to allow for the future fit out of a charging point at all parking spaces.

Unit Type	Car Parking
Apartments	49
Duplex	92
Houses	104
Creche	7
Total	252

Table 8 – Proposed Car Parking

Bicycle Parking

A total of 538 no. bicycle parking spaces will be provided as part of this development in the form of 446 no. long stay spaces and 92 no. short stay spaces.

A total of 446 no. long stay spaces will be provided for apartments, duplexes and houses, as well as the proposed creche unit.

- 63 no. paces (incl. 1 no. cargo bike space per block) will be provided for Apartment Block A;
- 67 no. paces (incl. 1 no. cargo bike space per block) will be provided for Apartment Block B;
- 164 no. bicycle parking spaces will be provided for duplex apartment blocks;
- 152 no. spaces will be provided for the houses; and
- 2 no. spaces will be provided for the creche unit.



A total of 92 no. short stay spaces will be provided as follows:

- 41 no. spaces for Apartment Block A & B;
- 41 no. spaces will be provided for duplex apartment blocks; and
- 10 no. spaces for the creche unit.

Access

The main vehicular and pedestrian access to the proposed amendment area is via the Maynooth Road (R405) adjacent to the site on the eastern boundary. In addition to this there is separate dedicated pedestrian and cycle access at 3 no. points throughout the development.

Traffic Impact

There is no change in the proposed no. of units. Therefore, it is submitted that the amendment will have no impact on traffic volume generation compared to what was permitted under the parent permission.

Part V

Part V proposal provides for 48 units, (20.1% of the total 239 no. units), which meets the social housing requirements of Kildare County Council.

Childcare Provision

A childcare facility of c. 351 sqm is proposed at ground floor level of Block A. The childcare facility has been designed to provide for the childcare needs of the proposed development with a capacity of up to 94 no. children depending on ages. The creche is also afforded an appropriate outdoor play area (c.93 sqm).



7 Statement of Consistency – Strategic Planning Context

7.1 Strategic Planning Policy Documents

It is our considered opinion that the key policy documents for consideration as part of this Statement of Consistency are identified as follows:

- National Planning Framework – Project Ireland 2040 – First Revision
- Housing for All – A New Housing Plan for Ireland (2021)
- Rebuilding Ireland: Action Plan for Housing and Homelessness
- Regional Spatial & Economic Strategy for the Eastern and Midland Region 2019-2031
- Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025)
- Urban Development and Building Height Guidelines (2018)
- Sustainable Residential Development and Compact Settlements Guidelines (2024)
- Guidelines for Planning Authorities on Childcare Facilities (2001)

The parent LRD permission under Ref. ABP TA09.307100 has been assessed in detail and is consistent with the National and Regional Planning policy context. We note that the proposed amendments are relatively minor in nature and small in scale and will not alter the character of the permitted LRD. As such, the proposed development will continue to comply with National and Regional planning policies.

We note that since the parent LRD permission has been granted, there is now a revised national planning context. Following a decision of Government in June 2023, the preparation of a revised National Planning Framework commenced. This Draft Framework was published in July 2024, an Updated Draft First Revision to the NPF was published in November 2024 and the First Revision of the NPF was published in April 2025. The revised Framework sets out that in the period between 2022 and 2040 it is expected that there will be roughly an extra one million people living in our country. The updated projection is that the population of Ireland will increase to approximately 5.7 million by 2030 and 6.1 million people by 2040. This population growth will require new jobs and new homes.

Further, we note that as part of the Draft Programme for Government, the government has approved revised housing targets in November 2024 for the period 2025 to 2030, aiming to deliver a total of 303,000 new homes across Ireland. This ambitious plan sets an average 50,000 homes per year, with a pathway to achieve 60,000 homes annually in 2030 and thereafter. To reach the total of 303,000 homes by 2030, an annual increase in housing delivery, starting from 41,000 homes in 2025 and rising incrementally to 60,000 homes by the end of the period has been agreed by Government.

Given the nature of the proposed amendments, this report will assess the proposed development's compliance with the Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025 and the Sustainable Residential Development and Compact Settlements Guidelines, 2024.

7.1.1 National Planning Framework – Project Ireland 2040

Project Ireland 2040

National Planning Framework First Revision

April 2025

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040. The NPF was originally published in 2018 and replaced the National Spatial Strategy as the overall spatial planning and development strategy for Ireland. Planning legislation provides for the Government to revise or replace the NPF every six years. Following a decision of Government in June 2023, the preparation of a revised National Planning

Framework commenced, with a draft revision being displayed in July 2024. Based on feedback from the consultation, an updated version of the draft revised NPF was then published in November 2024.



Following such, on the 8th of April 2025, the Government approved the Revised National Planning Framework which, subject to the approval of both Houses of the Oireachtas, signals the conclusion of the NPF revision process, which has been underway since June 2023 and is detailed below.

The NPF has been updated to address evolving challenges and needs, including population growth, housing demands, infrastructure requirements, and climate change for example.

The Framework focuses on:

- Growing our regions, their cities, towns and villages and rural fabric.
- Building stronger regions – accessible centres of scale.
- Better outcomes for communities and the environment, through more effective and coordinated compact, smart and sustainable growth.

The key high - level objectives of the Plan are:

- To continue a path of economic prosperity, environmental sustainability, and climate action across all regions to compete internationally and be drivers of national and regional growth.
- To ensure that Ireland's many unique assets can be built upon, with an emphasis on improving economic output and stability as well as quality of life, environmental performances and the liveability of Dublin, our cities, towns, and rural areas.
- To set out likely future change in Ireland and the spatial pattern required for effective and co-ordinated investment in a range of sectors to best accommodate and support that change.
- To put in place a strategy for the sustainable development of places in Ireland and how that can be achieved through planning, investment, and implementation.

Overall, the Framework caters for:

- The extra one million people that will be living in Ireland by 2040.
- The need for approximately 50,000 additional households per annum to 2040.
- The demand for additional school places, special education provision, and third-level education places.

The site's zoning allows for residential development and is considered appropriately serviced with appropriate infrastructure to deliver on a sustainable form of development.

The population of Limerick City and Suburbs is expected to grow to more than 150,000 people by 2040. It is submitted the current proposal for 285 no. new residential units will deliver on the above objectives of the NPF. We note specifically that the addition of 1, 2 and 3 bed units typologies is appropriate at this highly accessible site within Limerick City, catering to a wide demographic of potential future residents.

The following policies are considered key in the context of this site:

National Policy Objective 3 –

Eastern and Midland Region: approximately 470,000 additional people between 2022 and 2040 (c. 690,000 additional people over 2016-2040) i.e. a population of almost 3 million.

National Policy Objective 7 –

Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth.

National Policy Objective 14 –

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, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals.



National Policy Objective 20 –

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 22 –

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.

National Policy Objective 41 –

Prioritise the alignment of targeted and planned population and employment growth with investment in:

- *A childcare/ECCE planning function, for monitoring, analysis and forecasting of investment needs, including identification of regional priorities;*
- *The provision and timely delivery of childcare facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, including in support of infill and brownfield development, that meet the diverse needs of local populations and act as a key enabler for housing development, thereby contributing to the development of sustainable communities;*
- *The expansion and consolidation of Further and Higher Education facilities, particularly where this will contribute to wider regional development, and*
- *Programmes for life-long learning, especially in areas of higher education and further education and training where skills gaps are identified.*

National Policy Objective 42 –

To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.

National Policy Objective 43 –

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 44 –

Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.

National Policy Objective 45 –

Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development.

It is submitted that the current proposal for 239 no. new residential units and a childcare facility will deliver on the above objectives of the NPF.
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7.1.2 Housing For All – All New Housing Plan for Ireland

Housing for All

A new Housing Plan for Ireland



The Housing for All (HFA) plan has been introduced by the Government in order to achieve a more sustainable housing system with a planning system that is fit for purpose and that will create long-term vibrant communities with the necessary supporting infrastructure. It caters for:

- Preventing homelessness
- Protecting tenants
- Supporting social inclusion

The plan focuses on:

- Introducing incentives and measures to bring vacant and derelict properties back into residential use.
- Supporting homeownership and increasing affordability.
- Preventing homelessness, protecting tenants and supporting social inclusion and increasing social housing delivery.
- Increase the levels of new housing stock with the goal of ending homelessness by 2030.
- Achieve a more sustainable housing system with a planning system that is fit for purpose and that will create long-term vibrant communities with the necessary supporting infrastructure.
- Increasing the capacity and efficiency of delivery in both public and private sectors.
- Over 300,000 new homes to be built by 2020, including a projected 54,000 affordable homes for purchase or rent and over 90,000 social homes.
- Setting out a pathway to economic, societal and environmental sustainability in the delivery of housing.

The HFA is to be the largest State led building programme in our history and is financed by the biggest State funding commitment ever. The HFA also has the largest ever housing budget in the history of the State to transform our housing system, with an excess of €20 bn in funding through the Exchequer, the Land Development Agency (LDA) and the Housing Finance Agency over the next five years.

It is also apparent from the HFA plan that high-density housing is to be supported. Within the plan, a new fund the Croí Cónaithe (Cities) Fund has been introduced to further the implementation of planning permissions for apartments. Housing policy objective 15, no. 15.1 states that the HFA plan will “*Introduce the Croí Cónaithe (Cities) Fund to ensure that planning permissions for apartments in high density areas already secured by 2021 are activated by the end of 2025 for build to sell.*”

In addition to this, the new fund will focus on “*activating housing supply through enhanced viability measures targeted at developing properties for individual household purchasers, including first-time buyers and right-sizers.*” The fund will “*stimulate activation of existing planning permissions for **build-to-sell apartment developments** of four floors or more, above a certain density threshold, and this will be complemented by the sanction of a tax to activate vacant lands for residential purposes.*”

Moreover, housing policy objective 11, no. 11.2 supports high-density housing: “Develop section 28 Guidelines for Planning Authorities on Sustainable and Compact Settlement Guidance (SCSG), including guidance on housing typologies to facilitate innovative approaches to medium and higher densities.”

Additionally, housing policy objective 12, no 12.2 is to deliver a new approach to active land management: “Develop proposals for new Urban Development Zones, to DHLGH deliver a coordinated and transparent approach to the delivery of residential and urban development, particularly on brownfield sites, meeting the compact growth objectives of the National Planning Framework.”

Furthermore, the HFA plan will drive economic sustainability and reduce constructions costs. Objective 23, 23.11 states that the HFA plan will “Reduce C&D waste and associated costs by working with the construction industry on demonstration projects to show how best practice (specifically in relation to

urban high-rise apartment developments) waste segregation and other waste management measures, can reduce overall C&D disposal costs.”

The subject proposal provides 239 no. new residential units which will contribute towards the government’s target deliverance of 33,000 new residential units per year between 2021 and 2030.

We submit that the proposal is consistent with the Housing for All – A new Housing Plan for Ireland.

7.1.3 Rebuilding Ireland: Action Plan for Housing and Homelessness



The action plan for housing and homelessness recognises that a significant increase in new homes is required. The action plan outlines a 5 pillar approach as follows:

- 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 plan outlines that “Accelerating delivery of housing for the private, social and rented sectors is a key priority for the Government. Ensuring sufficient stable and sustained provision of housing that is affordable, in the right locations, meets peoples different needs and is of lasting quality is one of the greatest challenges facing the country at present.”

The plan repeatedly states the need for housing to be in appropriate locations, “In addition to the scale of housing provision, the delivery of housing in the right place is also central to enabling a good standard of living and improving quality of life. Locating housing in the right place provides the opportunity for wider family and social networks to thrive, maximises access to employment opportunities and to services such as education, public transport, health and amenities, while also delivering on sustainability objectives related to efficiency in service delivery and investment provision.”

The proposed development supports Pillar 3 of the plan specifically by way of the delivery of 239 no. new residential units at a key location adjacent to services and amenities. The site has the benefit of accessibility to public transport services along Maynooth. Road and is considered a significant opportunity site for the delivery of residential units. The proposal also supports Pillar 2 and will provide for 48 no. Part V units.

We submit that the proposal is consistent with the Action Plan for Housing and Homelessness.

7.1.4 Regional Spatial & Economic Strategy for the Eastern and Midland Region 2019-2031



The *Regional Spatial and Economic Strategy for Eastern and Midland Regional Assembly (RSES)* was published and adopted in 2019. This Strategy provides the policy framework to manage spatial planning and economic development in the Region. The document consists of the following:

- **Spatial Strategy** – to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- **Economic Strategy** – that builds on our strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.
- **Metropolitan Plan** – to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin metropolitan area.
- **Investment Framework** – to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- **Climate Action Strategy** – to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

Celbridge is identified as falling within the Dublin Metropolitan Area as identified on the map below. Growth enablers for the Dublin Metropolitan Areas includes:

- To sustainably manage Dublin's growth as critical to Ireland's competitiveness, achieving growth to 1.4 million people in Dublin City and Suburbs and 1.65 million people in the Dublin Metropolitan Area by 2031.
- To realise ambitious compact growth targets of at least 50% of all new homes to be built, to be within or contiguous to the existing built up area of Dublin city and suburbs and a target of at least 30% for other metropolitan settlements, with a focus on healthy placemaking and improved quality of life.
- To deliver strategic development areas identified in the MASP, located at key nodes along high-quality public transport corridors in tandem with the delivery of infrastructure and enabling services to ensure a steady supply of serviced sites and to support accelerated delivery of housing.
- To increase employment in strategic locations, providing for people intensive employment at other sustainable locations near high quality public transport nodes, building on commercial and research synergies in proximity to large employers, industry clusters and smart specialisation and activating strategic sites to strengthen the local employment base in commuter towns.
- Enhance co-ordination across local authorities and relevant agencies to promote more active land management and achieve compact growth targets through the development of infill, brownfield and public lands, with a focus on social as well as physical regeneration and improved sustainability.
- Protect and improve access to the global gateways of Dublin Airport and Dublin Port for the Region and to serve the Nation, and safeguard and improve regional accessibility and service by rail, road and communication, with a key focus on the Dublin-Belfast Economic Corridor.

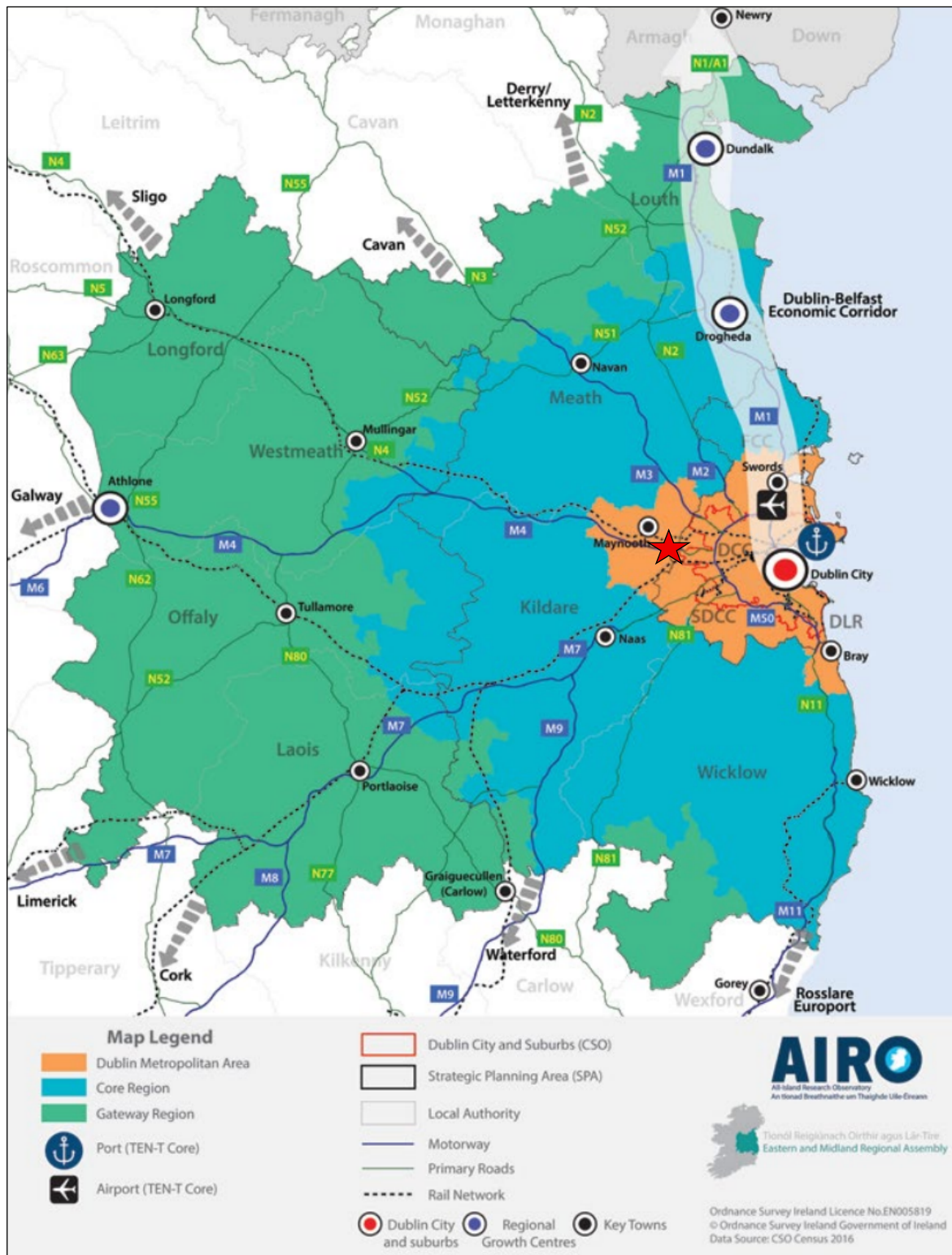


Figure 8 – EMRA RSES Growth Strategy Map (Subject Site in Red)

We submit that the proposal is consistent with the Regional Spatial and Economic Strategy for the Eastern & Midland Region.

8 Statement of Consistency – Section 28 Ministerial Guidelines

8.1 Sustainable Residential Development and Compact Settlements Guidelines, 2024

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities



The Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024) referred to as the 2024 Guidelines from hereon in within this report, set out policy and guidance in relation to the planning and development of urban and rural settlements with a focus on residential development and the creation of compact sustainable settlements.

These 2024 Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities published in 2009 and provide updated guidance to take account of current policy and economic, social and environmental considerations. There is a renewed focus in the 2024 Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality design and placemaking to support sustainable and compact growth.

Given the NPF priorities for compact growth and reflecting the variety of settlements and settlement contexts where residential development takes place. The Government considers that it is necessary to expand on the number of density bands contained in the 2009 Guidelines to ensure that densities are efficient while, at the same time, tailored to the settlement context.

Section 3.3 identifies settlements, area types and density ranges for cities and metropolitan (MASP) areas. It's noted that the strategy for all cities is to support consolidation and intensification within and close to the existing built-up footprint of the city and suburbs area and metropolitan towns; and to support sustainable urban extension at locations served by public transport.

The following sets out the key development parameters, as they relate to the site at Kilwoghan Woods:

The Guidelines state that it is a policy and objective that residential densities in the range of 35 dph to 50 dph be applied at metropolitan towns in Suburban and Urban Extension locations and that densities of up to 100 dph shall be open for consideration at 'accessible' suburban / urban extension locations.

Section 3.2.2 identifies the settlement categories and density ranges at various site locations. The national settlement hierarchy as defined by the NPF, RSES and County Development Plan forms the basis of the density approach.

The proposed amendments to Phase 2 will result in a residential density of 61 units per hectare based on the provision of 239 no. residential units on a net developable site area of 3.943 ha. The overall density on the site based on a site area of 12.93 ha is 37 units per hectare. This level of density is considered appropriate given the location of the subject site in proximity to public transport infrastructure. The east of the site is serviced by several bus routes at a high frequency at peak hours which offer connectivity from Dublin City Centre to Maynooth.

Step 1: Density Range

Section 3.2.2 of the Guidelines reviews what are termed 'settlements, area types and density ranges' for various site locations. Table 3.3 of the Guidelines outlines density ranges for Metropolitan Towns and Villages. The ranges are broken down into 'Metropolitan Towns (>1,500 population) – Centre and Urban Neighbourhoods', 'Metropolitan Towns (>1,500 population) – Suburban / Urban Extension' and 'Metropolitan Area – Village (<1,500 population).

In terms of categorisation, it would be our opinion that the subject site currently falls under the definition of 'Metropolitan Town (>1,500 population) – Suburban / Urban Extension' as follows:

'City Suburban/Urban Extension: Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of



the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns, and that densities of up to 100 dph (net) shall be open for consideration at ‘accessible’ suburban / urban extension locations (as defined in Table 3.8).’

For absolute clarity, a bus stop which serves No. C4, C6, L59, X27, X28 and W6 bus routes (Maynooth to Dublin City) are located or within c.500m of the site on the eastern boundary.

These guidelines note that the density ranges should be considered and refined based on considerations of proximity and accessibility to services and local character and amenity of the area. We have included these considerations below for the convenience of the Planning Authority.

Step 2: Refining Density

Consideration of Proximity and Accessibility to Services

Within Step 1 of Refining Density the accessibility of the site has been evaluated where there is a requirement for planning authorities to encourage density at or above the mid density range at the most central and accessible locations in each area.

The definition of an ‘Accessible Location’ is outlined in Table 3.8 of the Guidelines as follows:

Accessible Location

- Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.

We can confirm that the subject site meets the criteria above as its proximity to the existing public transport services namely Crodaun Forest Park Bus Stop (Stop ID: 3911) that provides an efficient and high capacity service at this location to and from both Maynooth and Dublin City Centre during peak hours as well as providing a night service to Dublin City Centre. Hazelhatch train station is also accessible via public transport from this location.

With the above in mind, densities at or above the mid density range are encouraged at this site.

Land Uses	Sqm
Convenience Shopping	3,106
Schools	1,187
Bus Line	522
Primary Care Centre	542

Table 9 – Distance from Local Amenities

Considerations of Local Character and Amenity

These guidelines note that within Step 2 of refining density new developments should respond to the receiving environment in a positive way and should not result in a significant negative impact on the character including historic character, amenity or the natural environment.

The scale and massing of the proposed development has been given significant consideration from the outset of the project. The prevailing building heights proximate to the site on the southern and eastern boundaries are typically two storeys with increased heights in the development to the north east of the site.



The site does not impact any areas of architectural significance or areas of natural heritage.

With regard to water supply there is an existing 300mm uPVC watermain running along the Maynooth Road along the eastern boundary of the proposed development. A Statement of Design Acceptance (SODA) and a Confirmation of Feasibility (COF) were received from Uisce Éireann (UÉ) in March 2020 for a development of up to 491 residential units. In addition, another COF was received from Uisce Eireann dated 10th July 2025 for Phase 2 relating to 240 units. The watermain design will be in accordance with the previously granted planning permission (ref. 20307100).

Regarding wastewater, there is an existing 225mm diameter foul sewer located within the Crodaun Forest Park housing development to the east of the development. In accordance with the previously granted planning permission (ref. 20307100), it is proposed to discharge to the 225mm diameter foul sewer located within the Crodaun Forest Park housing development to the east of the proposed development.

The foul sewer network design will be in accordance with the previously granted planning permission (ref. 20307100).

SPPR 1 – Separation Distances

It is a specific planning policy requirement of these Guidelines that statutory development plans¹⁵ shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms 16 at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.

There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.

In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

It is submitted that minimum separation distances of 16 m are followed throughout the full development. Distances have been determined based on considerations of privacy and amenity, informed by the layout, design and site characteristics of the subject development.

SPPR 2 – Minimum Private Open Space Standards for Houses

It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:

- 1 bed house - 20 sq.m
- 2 bed house - 30 sq.m
- 3 bed house - 40 sq.m
- 4 bed + house - 50 sq.m

The houses proposed as part of this amendment application meet the requirements set out by the Guidelines as below:



Building Type	Private Open Space
Two Bed Mid Terrace	31.8 - 38 sqm per unit
Three Bed End Terrace	48.4 – 57.7 sqm per unit
Three Bed End Terrace – Dual Frontage	45.3 – 61.8 sqm per unit

Table 10 – Private Open Space Delivered for Houses

Public Open Space

Policy and objective 5.1 – Public Open Space states that new residential development shall provide public open space of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances.

As previously mentioned, the proposal provides for 13.6% of Public Open Space. This equates to a total of 5,379 sqm, which includes the following:

- POS 1 – 3,106 sqm
- POS 2 – 1,183 sqm
- POS 3 – 534 sqm
- POS 4 – 556 sqm

SPPR 3 – Car Parking

It is a specific planning policy requirement of these Guidelines that:

In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

The proposal consists of 239 no. units in the form of 76 no. houses, 82 no. duplexes and 81 no. apartments. The proposed parking provision for the total development is 252 no. spaces which equates to approx. 1.05 spaces per dwelling. The parking is divided between the various property types and is consistent with SPPR 3 of the Compact Settlements Guidelines as follows:

Unit Type	Car Parking Spaces
Houses	104
Apartments	49
Duplexes	92

Table 11 – Car Parking Delivered

Car parking will be provided in the curtilage of the terraced house units and appropriate infrastructure (e.g. ducting) will be provided to allow for future fit out of a charging point at all parking spaces.



SPPR 4 – Bicycle Parking and Storage

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.

The following requirements for cycle parking and storage are recommended:

- (i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.***
- (ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.***

The proposal provides for a total of 538 no. bicycle parking spaces (446 no. long-stay and 92 no. short-stay), which equates to a ratio of 2.25 parking spaces, which accords with the requirements set out above.

We submit to the Planning Authority that the proposal is consistent with the overall principles of the Sustainable Residential Development and Compact Settlements Guidelines (2024).



8.2 Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025

Planning Design Standards for Apartments

Guidelines for Planning Authorities, 2025

The Planning Design Standards for Apartments: Guidelines for Planning Authorities 2025 were published on the 8th of July 2025, replacing the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2023.

The Guidelines are intended to promote sustainable housing, by ensuring that the design and layout of new apartments provide satisfactory accommodation for a variety of household types and sizes, including families with children over the medium to long term.

The current proposal provides for 285 no. residential units and this statement of consistency sets out the compliance of the proposal with the key policy requirements and standards as they relate to the proposed apartment units within the scheme as follows:

Specific Planning Policy Requirement 1

- (A) *With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.*
- (B) *Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.*

Applicant Response to SPPR1

We submit the proposal is in compliance with the above SPPR given that the development mix of units proposed for the amendment area is as follows:

No. of Beds	No. of Units	%
1-bed	49	21
2-bed	130	54
3-bed	60	25
Total	239	100

Table 12 – Unit Mix

Specific Planning Policy Requirement 2

Minimum Apartment Floor Areas (Studio apartment (1 person) 32 sq.m; 1-bedroom apartment (2 persons) 45 sq.m; 2-bedroom apartment (3 persons) 63 sq.m; 2-bedroom apartment (4 persons) 73 sq.m; 3-bedroom apartment (4 persons) 63 sq.m) and 3-bedroom apartment (5 persons) 90 sq.m).

Applicant Response to SPPR2

The proposed development seeks to amend the existing permission through the addition of 163 no. apartment and duplex units ranging in size as follows:



Apartment Block A & B	
37 no. - 1 bed 2 person apt	49.3-52 sqm
44 no. - 2 bed 4 person apt	76.9-84.8 sqm
Duplex Block C	
4 no. - 2 bed 4 person apt	69.7-89.4 sqm
4 no. - 3 bed 5 person apt	78.1-80.8 sqm
Duplex Block D	
4 no. - 1 bed 2 person apt.	52.8-52.9 sqm
8 no. - 2 bed 4 person apt.	69.7-89.4 sqm
6 no. - 3 bed 5 person apt	78.1-80.8 sqm
Duplex Block E	
4 no. - 1 bed 2 person apt.	52.8-52.9 sqm
8 no. - 2 bed 4 person apt.	69.7-89.4 sqm
6 no. - 3 bed 5 person apt.	78.1-80.8 sqm
Duplex Block F	
10 no. – 2 bed 4 person apt.	69.7-89.4 sqm
10 no. - 3 bed 5 person apt.	78.1-80.8 sqm
Duplex Block G	
4 no - 1 bed 2 person apt.	52.8-52.9 sqm
8 no - 2 bed 4 person apt.	69.7-89.4 sqm
6 no - 3 bed 5 person apt	78.1-80.8 sqm

Table 13 – Apartment Floor Areas

For further information in this regard, please refer to the enclosed architectural drawings prepared by John Fleming Architects, which provide confirmation that the proposed development is consistent with the design standards of SPP2.

Specific Planning Policy Requirement 3

“In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

(i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.



(ii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.”

Applicant Response to SPPR3

The development is located in this instance is located on appropriately zoned lands in an accessible location within the Celbridge area. The proposed development will deliver a minimum of 45% dual aspect units.

Given this, the proposed development complies and exceeds with the dual aspect ratio required of SPPR for the subject site.

Building Type	Dual Aspect (%)
Building A - Apartments (1 & 2 Bed)	42.5
Building B - Apartments (1 & 2 Bed)	43.9
Building C - Duplexes	100
Building D - Duplexes	100
Building E - Duplexes	100
Building F - Duplexes	100
Building G - Duplexes	100

Table 14 – Dual Aspect Units

Specific Planning Policy Requirement 4

“Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.”

Applicant Response to SPPR4

We can confirm that the ceiling heights of the apartment units proposed meets the minimum requirements of SPPR4. For more details we refer the Planning Authority to the material prepared by John Fleming Architects enclosed.

Specific Planning Policy Requirements 5

“There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.”

Applicant Response to SPPR5

We can confirm that the number of apartments per floor per core do not exceed 12 no. in any block.

Specific Planning Policy Requirements 6

“The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes.”



Applicant Response to SPPR6

The Kildare County Development Plan 2023–2029 does not identify any specific locations within the settlement hierarchy where communal, community, or cultural facilities are required to be provided as part of apartment schemes. As such, the requirement for these facilities does not apply to the subject site under the terms of the Plan.

Notwithstanding this, the proposed development includes the provision of a childcare facility at ground floor level within Block A, with an associated secure outdoor play area. This facility will serve the needs of future residents as well as the surrounding community and represents a significant contribution to local social infrastructure.

The inclusion of the childcare facility reflects a proactive approach to supporting the creation of a sustainable and inclusive residential environment.

In addition to the Specific Planning Policy Requirements noted above the ‘Guidelines’ sets out additional requirement for the following items:

Internal Storage

Unit Type	Min. Storage Requirements	Proposed
1-bed	3 sqm	3 – 3 sqm
2-bed (3 person)	5 sqm	5 – 5 sqm
2-bed (4 persons)	6 sqm	7 sqm

Table 15 – Storage Requirement and Provision

We submit that compliance with the minimum required areas for internal storage space is achieved in all units. We refer the Planning Authority to the accompanying Housing Quality Assessment prepared by JFA Architects for further information in this regard.

Private Amenity Space

The proposed development complies with the requirements set down in respect of private amenity open space in the guidelines. All of the units are provided with private open space comfortably in accordance with the minimum requirements, as shown in the Housing Quality Assessment prepared by JFA Architects.

Unit Type	Min. Private Open Space Req.	Proposed
1-bed	5 sqm	8.9 – 9.6 sqm
2-bed (3 person)	6 sqm	8.9 – 9.6 sqm
2-bed (4 persons)	7 sqm	7 – 19.6 sqm
3-bed	9 sqm	9 – 9.2 sqm

Table 16 – Private Amenity Space Requirement and Provision

We submit that compliance with the minimum required areas for private amenity space is achieved in all units. We submit this is consistent with the design standards and is acceptable in this instance given the overall design quality put forward.

All balconies will meet or exceed the minimum depth requirement of 1.5 m.

Communal Amenity Space

Unit Type	Minimum Area per unit	Requirement
1-bed	5 sqm	49 x 5 = 245 sqm
2-bed (3 person)	6 sqm	6 x 6 = 36 sqm
2-bed (4 persons)	7 sqm	124 x 7 = 868 sqm
3-bed	9 sqm	32 x 9 = 288 sqm
Total		1,437 sqm

Table 17 – Communal Amenity Space Requirement and Provision



The current proposal exceeds the minimum requirement of 1,437 sqm and provides a total of 3,313 sqm of communal amenity space.

We submit to the Planning Authority that the proposal is consistent with the overall principles of the Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025).

8.3 Urban Development and Building Heights Guidelines for Planning Authorities (2018)

Urban Development and Building Heights

Guidelines for Planning Authorities

December 2018

Urban Development and Building Heights Guidelines for Planning Authorities (2018) are intended to set out national planning policy guidelines on building heights in relation to urban areas, as defined by the census, building from the strategic policy framework as set out in Project Ireland 2040 and the National Planning Framework.

The proposed amendments have reduced the height of the units proposed and seek to improve on the legibility of the site while improving the streetscape. The following Specific Planning Policy Requirements thus are of relevance to the development of the site:

SPPR1: *In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.*

SPPR 4: *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.*

Building heights at the proposed development vary from 2 to 4 storeys and deliver the heights in a mix of different unit types. These include houses, duplexes and apartment blocks. Increased building height will be delivered at the northeastern portion of amended site layout which will reflect the increased building height in the neighbouring commercial development adjacent to the site. The proposed block layout will deliver active frontage along the road while deliver passive surveillance to the open space on the inside of the site. The proposal to include terraced houses, duplex units and apartments will diversify the dwellings available on the site and help avoid a mono-type building typology as set out in SPPR4.

The prevailing building height in the receiving environment varies from 2 to 4 storeys and are typically residential in nature with the exception of a commercial unit and a creche located in the apartment development in the northeast portion of the site. These 4 storey apartment blocks proposed will reflect this higher building height and form part of the ‘urban edge’ while delivering frontage at the institutional and commercial lands surrounding in the site.



Figure 6 - Building heights proposed as part of the amended application

8.4 Guidelines for Planning Authorities on Childcare Facilities (2001)

Childcare Facilities

Guidelines for Planning Authorities

The Childcare Guidelines provide a framework to guide local authorities in preparing development plans and assessing applications for planning permission, and developers and childcare providers in formulating development proposals. The Guidelines are intended to ensure a

consistent approach throughout the country to the treatment of applications for planning permission for childcare facilities.

The Guidelines state: “Access to quality childcare services contribute to the social, emotional and educational development of children. There are clear economic benefits from the provision of childcare. The lack of accessible, affordable and appropriate childcare facilities makes it difficult for many parents/guardians to access employment and employment related opportunities.”

The Guidelines identify several appropriate locations for childcare facilities, which include the following:

- New Communities/Large Housing Developments
- The vicinity and concentrations of workplaces, such as industrial estates, business parks and any other locations where there are significant numbers working
- In the vicinity of schools
- Neighbourhood, District and Town Centres
- Adjacent to public transport corridors, park and ride facilities, pedestrian routes, and dedicated cycle ways



Notwithstanding the locations identified above, the Guidelines state that proposals should have regard to the following:

- Childcare (Pre-School Services) Regulations, 1996.
- Suitability of the site for the type and size of facility proposed.
- Availability of outdoor play area and details of management of same.
- Convenient to public transport nodes.
- Safe access and convenient parking for customers and staff.
- Local traffic conditions.
- Number of such facilities in the area; and
- Intended hours of operation.

Assessment

The recommendation for new housing developments is the provision of 1 facility providing for a minimum 20 childcare places per approximately 75 dwellings. The relevant guidelines state that if it is assumed 50% of units can be assumed to require childcare in a new housing area of 75 dwellings, approximately 35 will need childcare. However, one-bedroom units are not considered to contribute to the childcare provision under the new apartment's guidelines. This may also apply in part to the provision of 2-bedroom units. With regard to the proposed development the threshold for provision for facilities should be established having regard to the scale and unit mix of the proposed development

Phase 2

The following indicative summary mix is identified for the total 239 proposed units (including apartments, duplexes & houses):

- Total 1 Bed units: 49 no (21 %)
- Total 2 Bed units: 130 no (54 %)
- Total 3 Bed units: 60 no (25 %)

It is noted that the 2 and 3 bed units should only be considered as contributing to a requirement for childcare in accordance with the provisions of the statutory planning context. **A total of 190 units (excluding 1 bed units) therefore have the potential to require childcare facilities.** This is the upper most demand in terms of requirements for childcare given that not all 2 bed units will require childcare. Notwithstanding this, we note the following calculations based on these uppermost requirements.

- 190 units & 1 facility required for every 75 units = $190/75 = 2.5$
- 20 childcare spaces required for every 75 units = $20 \times 2.5 = 50$

Based on the above calculations, **50 no. spaces** are required to address the requirements of the proposed Phase 2 development.

Overall Development

The following indicative summary mix is identified for the total 469 proposed units (including apartments, duplexes & houses):

- Total 1 Bed units: 69 no (14.7 %)
- Total 2 Bed units: 158 no (33.7 %)
- Total 3 Bed units: 155 no (33 %)
- Total 4 Bed units: 85 no (18.1%)
- Total 5 Bed units: 2 no (0.4%)

It is noted that the 2 and 3 bed units should only be considered as contributing to a requirement for childcare in accordance with the provisions of the statutory planning context. **A total of 400 units**



(excluding 1 bed units) therefore have the potential to require childcare facilities. This is the upper most demand in terms of requirements for childcare given that not all 2 bed units will require childcare. Notwithstanding this, we note the following calculations based on these uppermost requirements.

- 400 units & 1 facility required for every 75 units = $400/75 = 5.3$
- 20 childcare spaces required for every 75 units = $20 \times 5.3 = 106$

Based on the above calculations, **106 no. spaces** are required to address the requirements of the proposed Phase 2 development.

The subject proposal provides a total of 94 childcare places within the childcare facility. We note that the current application is an amendment application and a childcare facility providing 69 childcare spaces was granted as part of the parent application. It is our view that this demand can be catered for within the proposed creche area, equating to 351 sqm. The Creche facility has been designed to have capacity for the childcare needs of the proposed development and is located at the entrance of the development, to facilitate ease of access. The creche is also afforded an appropriate outdoor play area (93 sqm) and car parking to serve staff and drop off.

According to the Section 12.4.5.3 of the Development Plan, a minimum of 4% of car parking spaces provided shall be reserved for parent and child parking for childcare uses. Table 12.4 'Car Parking Zones and Standards' also refers to childcare parking provision, which is based on the Gross Floor Area of 1 space per 40 ($351 \text{ sqm}/40 = 8.7$). The requirement for the proposed Childcare Facility is 9 car parking spaces and there is a total of 10 no. car parking spaces provided for the creche facility.

We welcome the views of the Planning Authority on this element of the proposal and initial assessment detailed above.

The current proposal is therefore in compliance with the key objectives of the Guidelines for Planning Authorities on Childcare Facilities (2001).

9 Statutory Planning policy

9.1 Celbridge Local Area Plan 2017 - 2023

Kildare County Council will have regard to the existing Celbridge LAP until such time that it is reviewed or another plan made.

It is submitted that it is the design team's full intention for the subject scheme to be in compliance with the site zoning, key development policies, objectives and standards.

Regarding Development Management, the LAP states:

This LAP outlines specific policies and objectives of the Council with regard to developing Celbridge. The overarching policies and objectives of the Kildare County Development Plan also apply, specifically the Development Management Standards set out in Chapter 17. Where conflict exists between the LAP and the CDP, the CDP will take precedence.

9.1.1 Zoning

The site is zoned 'C: New Residential', the objective 'to provide for new residential development.'

The objective of lands that are subject to the provisions of 'Key Development Areas' is to:

"To ensure development proposals conform with best practice urban design principles of the basis that well planned and integrated development will enhance the town and its environs and improve the quality of life of its residents".

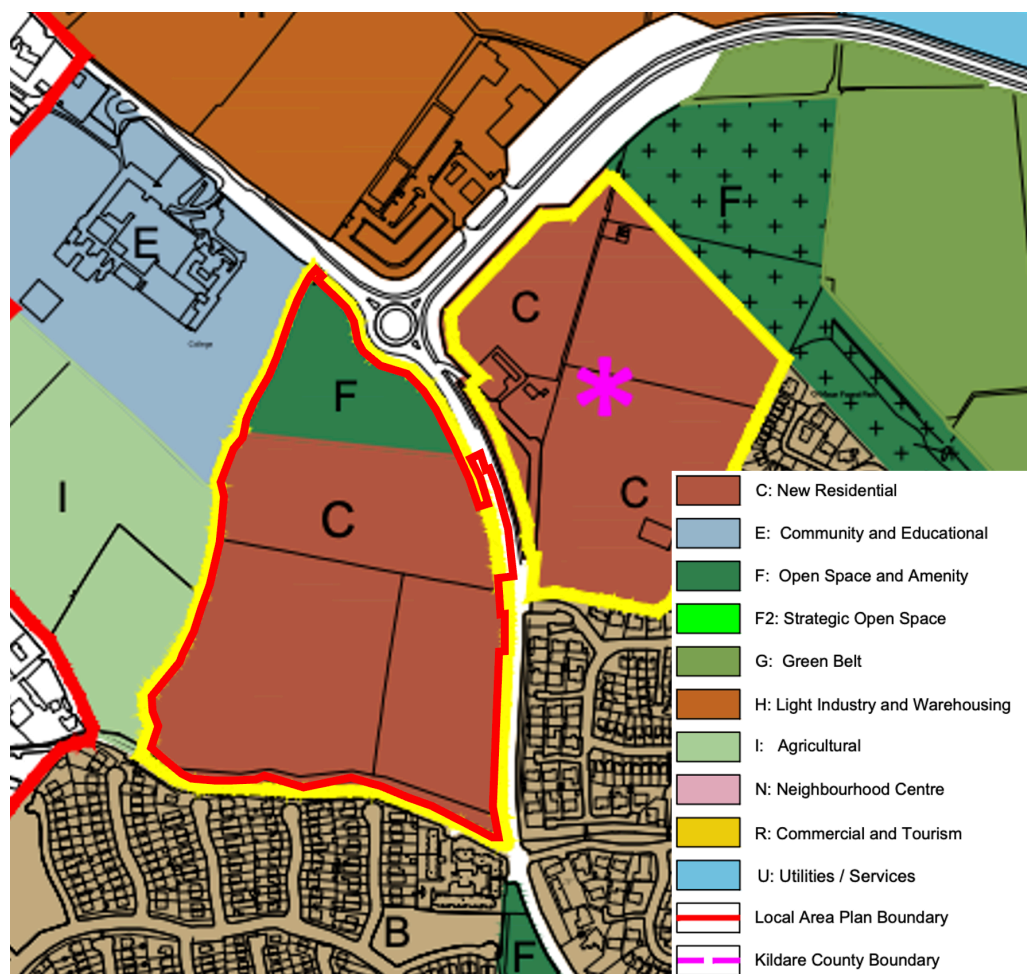


Figure 9 – Site Zoning (indicated in red) as per the Celbridge Local Area Plan 2017-2023



The following use classes are **Permitted in Principle** under this zoning:

Creche / Playschool, Dwelling, Nursing Home / Housing for the Elderly, Park/ Playground.

The following uses are **Open for Consideration** under this zoning:

Community / Recreational / Sports Building, Cultural Uses / Library, Guest House / Hotel / Hostel, Medical Consultancy/ Health Centre, Offices, Petrol Station, Places of Worship, Playing Fields, Pub, Restaurant, School, Shop (Convenience), Utility Structures.

The proposal for a residential development is fully compliant with the zoning objective for the lands.

The site is also subject to the provisions of 'Key Development Areas' as per the Celbridge LAP – KDA4 which makes up 21.9 hectares and has a vision to deliver a residential areas and public park which consolidates development to the north of the town and presents a landscaped edge to the Maynooth Road.

The Plan states that each phase of development must be completed in its entirety prior to the commencement of any subsequent phases. A statement of compliance with the phasing requirements of the LAP is required for new housing developments with planning applications in Key Development Areas. In addition to this, infrastructure required to service future phases of development may be delivered upfront, prior to the completion of earlier phases of development.

It is submitted that the proposed development is in line with the zoning provision made for the site and will meeting the phasing requirements associated with the development.

9.1.2 Supporting Policies and Objectives

CSO1.1: *To support and facilitate sustainable intensification and consolidation in the town centre and in established residential areas.*

CSO1.2: *To support new residential development in Key Development Areas (KDAs) in tandem with the delivery of supporting physical and social infrastructure.*

CSO1.5: *To support and facilitate development on zoned lands based on the policies and objectives of the Kildare County Development Plan 2017-2023 and the Celbridge Local Area Plan 2017-2023.*

RDO1.1: *To promote and facilitate the phased development of identified Key in accordance with the guidance set out in Chapter 12.*

RDO1.4: *To focus the majority of new housing in Celbridge within walking or cycling distance of a school cluster, the town centre, neighbourhood centre or transport routes.*

RDO2.1: *To require all new residential developments meet the standards and guidance set out in:*

- *The Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, DEHG (2009)*
- *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2015)*
- *The Design Manual for Urban Roads and Streets, DTTS and DECLG (2013)*
- *The policies, objectives and development management standards contained in this LAP and the Kildare County Development Plan*

RDO2.2: *To ensure that a good mix of housing types and sizes is provided in each Key Development Area to meet the future needs of the population of Celbridge.*

MT01.8: *To require new housing developments to deliver filtered or full permeability to adjoining development in so far as is possible and, in the case of adjoining greenfield sites, to ensure the potential for such provision is addressed.*



9.2 Kildare County Development Plan 2023-2029

The Kildare County Development Plan 2023-2029 is the relevant statutory planning context governing the subject site. This Plan will remain valid for 6 years subject to any review, variations, extensions or alterations made during the lifetime of the permission.

It is submitted that it is the Design Team's full intention for the subject site to be in compliance with the site zoning, key development objectives and key development standards.

The subject site is now put forward in accordance with this Development Plan Policy.

9.2.1 Height

The Kildare Development Plan states that planning applications shall be assessed against the Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025) or any subsequent guidelines and the Urban Development and Building Height Guidelines (2018). The Development Plan also states that there will be a presumption in favour of increased building heights in other urban locations with good public transport and accessibility.

The proposed urban edge apartment blocks located to the north of the amendment area will be 4 storey in height, to the east of the amendment area the duplex units will be 3 storey in height and the terraced units will be 2 storey in height. This variety in height reflects the prevailing heights of the adjacent residential and commercial developments.

We note that the proposal will demonstrate compliance with the Specific Planning Policy Requirements (SPPR's) of the Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025) and the Urban Development and Building Height Guidelines for Planning Authorities (2018) as demonstrated in Section 6 above.

9.2.2 Mix

The Development Plan states that in accordance with HO O15 a 'Statement of Housing Mix' is required in support of applications that propose 10 or more units. This is to ensure that there is an appropriate mix of house types sizes and sizes within individual residential development schemes and that they can cater for a range of population types.

HO O15:

- a) *Require that new residential developments provide for a wide variety of housing types, sizes and tenures.*
- b) *Specify target housing mixes, as appropriate, for certain sites and settlements as part of the Local Area Plan process.*
- c) *Require the submission of a 'Statement of Housing Mix' with all applications for 10 or more residential units.*
- d) *Require that all new residential developments in excess of 5 residential units provide for a minimum of 20% universally designed units in accordance with the requirements of 'Building for Everyone: A Universal Design Approach' published by the National Disability Centre for Excellence in Universal Design.*

The following policies and objectives have been set out by the Celbridge Local Area Plan 2017-2023 which are applicable to the site:

Policy RD 2 – Residential Density, Mix and Design

It is the policy of the Council to require that all new residential development provides for a sustainable mix of house types, sizes and tenures and that new development complements the existing residential mix.



RDO2.2: To ensure that a good mix of housing types and sizes is provided in each Key Development Area to meet the future needs of the population of Celbridge.

RDO2.3: To require the submission of a Design Statement (CDP Section 17.3 refers) and Housing Mix Statement (CDP Section 17.4.3 refers) with applications for residential development in accordance with the provisions of the County Development Plan.

RDO2.4: To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 (as amended) to all sites that are zoned solely for residential use or for a mixture of residential and other uses (save where the development is exempt from the provisions of Part V).

It is submitted that the current proposal complies with the Development Plan requirements for residential mix which consists of the following:

House Types	Number	%
2 Bed Mid Terrace House	48	20.1%
3 Bed End of Terrace House	12	5%
3 Bed Dual Frontage	16	6.7%
Apartment Block A	38	16.7%
Apartment Block B	43	17.2%
Duplex Block C	8	3.4%
Duplex Block D	18	7.5%
Duplex Block E	18	7.5%
Duplex Block F	20	8.4%
Duplex Block G	18	7.5%
Total	239	100%

Table 18 – Unit Mix

9.2.3 Density

The KCC Development Plan states that indicative density levels of density are set out under Table 3.1 of Chapter 3.

Category	Location for New Residential Development	General Parameters (Units per Hectare)
Larger Towns (Population > 5,000)	Town Centre & Brownfield Sites	Site Specific
	Public Transport Corridors	50 units per ha
	Inner Suburban/ Infill	Site Specific
	Institutional Lands	35-50 units per ha
	Outer Suburban / 'Greenfield'	30-50 units per ha

Table 19 – KCC Density Requirements



The Celbridge LAP states that the housing allocation for Celbridge is based on average of approx. 30 units per hectare. Density in Celbridge is in consideration of Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, DECLG (2009) with higher densities considered in town centre infill locations and proximate to public transport links, these guidelines have since been replaced by now replaced by the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

The Development Plan which supersedes the Local Area Plan states that when meeting the requirements of minimum densities, SPPR4 of the Sustainable Residential Development in Urban Areas Guidelines for Planning for Authorities, DECLG (2009) which have now been replaced by the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

The Guidelines state that it is a policy and objective that residential densities in the range of 35 dph to 50 dph be applied at metropolitan towns in Suburban and Urban Extension locations and that densities of up to 100 dph shall be open for consideration at ‘accessible’ suburban / urban extension locations.

Section 3.2.2 identifies the settlement categories and density ranges at various site locations. The national settlement hierarchy as defined by the NPF, RSES and County Development Plan forms the basis of the density approach.

The proposed development will result in a residential density of 61 based on the provision of 239 no. residential units on a net developable site area of 3.943 ha. The overall density on the site based on a site area of 12.93 ha is 37 units per hectare. The proposed amendment application will not affect the permitted density on the site as there is no increase in the no. of units provided.

This level of density is considered appropriate given the location of the subject site in proximity to public transport infrastructure. The east of the site is serviced by several bus routes at a high frequency at peak hours which offer connectivity from Dublin City Centre to Maynooth.

We refer the Planning Authority to Section 8.1 above which calculates the density on site in line with the provisions of the Sustainable Residential Development and Compact Settlements Guidelines (2024).

9.2.4 Plot Ratio and Site Coverage

The plot ratio of the proposed development is c.0.56, while the site coverage is 26.8%, based on a total net site area of 3.943 hectares. The proposed plot ratio and site coverage of the development have arisen from designing the scheme to provide minimum impact on the surrounding residential properties and responding to site constraints.

9.2.5 Dual Aspect

Section 15.4.6 of the Development Plan states that apartment schemes shall deliver a minimum of 33% or 50% of units (depending on circumstances) as dual aspect in accordance with the criteria as set out in the Sustainable Urban Housing; Design Standards for New Apartments (SPPR4). This has now been replaced by the Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025 SPPR3 which outlines the following;

“In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

(i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.

(ii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.”



We refer the Planning Authority to Section 8.1 above in which it is demonstrated that the proposed development meets government guidance and Development Plan standards on the delivery of dual aspect units.

9.2.6 Open Space

The Development Plan recognises the role of open space in the provision of high-quality green infrastructure for communities and the design of such must demonstrate how it is an integral part of the layout of all residential schemes / mixed schemes from the outset, being addressed at the initial design stages. As part of this the Plan requires a minimum of 15% open space on greenfield sites.

As set out in the accompanying material prepared by John Fleming Architects and PC Roche Landscape Architects, the proposed landscape plan seeks to provide extensive public open space and a green infrastructure network. The design of it reflects the original permitted Strategic Housing Development as well as the evolution from the preceding Section 247 meeting held. As such, the following open space provision for the proposed development includes:

Public Open Space

Public Open Space	5,379 sqm / 0.5379 ha
	13.7% (10% required)

Table 20 – Public Open Space Delivered

Public Open Space	Sqm
POS 1	3,106
POS 2	1,187
POS 3	522
POS 4	542
Total	5,357

Table 21 – Breakdown of Public Open Space

Private Open Space

As demonstrated in Table 6 above the private open space proposed for the terraced housing units is in line with SPPR2 of the Sustainable Residential Development and Compact Guidelines for Planning Authorities.

The layout of the open space areas have been arranged to ensure that these spaces are safe, secured and well maintained. The spaces will have the benefit of passive surveillance from the proposed residential units.

For full details on the nature and design of the open space proposed, we refer the Planning Authority to the Site Layout Plan and material prepared by John Fleming Architects.

9.2.7 Car Parking

The Development Plan sets out the maximum car parking standards for proposed developments. The proposed car parking and maximum quantum of car parking standards have been set out below.



Units Type	Maximum	Provided
Apartment Blocks A & B	1.5 spaces per unit	49
Duplex Apartment Block C, D, E, F & G	1.5 spaces per unit	92
Houses	1 space per unit	104
Creche	0.5 per staff member plus 1 per 4 children	7
Total		252

Table 22 – Maximum Car Parking Standards and Proposed Car Parking

9.2.8 Cycle Parking

The Development Plan states that cycle parking must be in line with the policies and objectives of the National Sustainable Mobility Policy (2022) and the Draft GDA Cycle Network Plan (NTA, 2021) which was adopted in 2023. The proposed cycle parking and minimum quantum of cycle parking standards have been set out below:

Units Type	Requirement	Provided
Apartment Blocks A & B		
Block A	1 space per bedroom (62)	63
Block B	1 space per bedroom (63)	67
Total	125	130
Duplex Apartment Block C, D, E, F & G		
Duplex Block C, D, E, F & G	1 space per bedroom (184)	164
Houses		
Mid-Terrace	Not Specified	96
End-Terrace	Not Specified	24
Dual Frontage	Not Specified	32
Total	Not Specified	152
Creche		
Creche	1 space per 5 staff	2
Total		448

Table 23 – Cycle Parking Delivered (Long Stay)



In addition to these the following short stay visitor cycle parking facilities have been included:

Units Type	Requirement	Provided
Apartment Blocks A & B	1 visitor space per 2 apartments (41)	41
Duplex C, D, E, F & G	1 visitor space per 2 apartments (41)	41
Creche	1 space per 10 children 10	10
Total		92

Table 24 – Cycle Parking Delivered (Short Stay)

Given the dedicated cycle network in Celbridge and the connectivity that it delivers to Louisa Bridge Train Station it is considered that this level of bicycle parking provision will encourage the use of this active transit mode and other facilities and amenities within the vicinity of the scheme.

9.3 Part V Requirements

As part of the parent application a letter of agreement from Kildare County Council Housing Section was included confirming that 10% of the units delivered would be for Part V use.

Part V proposal provides for 48 units, (20.1% of the total 239 no. units), which meets the social housing requirements of Kildare County Council.

9.4 Flood Risk

The site specific flood risk assessment prepared by Barrett Mahony Consulting Engineers and included herewith concluded that based on available and recorded information, the site has not been subject to flooding in recent history, the risk of tidal flooding is considered low as the proposed sites lies outside the 0.1% AEP and the risk of pluvial flooding is considered low due to the site location and proposed measures for the development. The proposed development falls in Flood Zone C.

9.5 Creche Provision

As part of the amendments made to Phase 2 of the granted application it is proposed that a creche (351 sqm) and associated creche play area (93 sqm) be delivered as part of the apartment units located in the northern portion of the site.

The capacity of the creche proposed is 94 no. children



10 Conclusion

On review of the new LRD scheme, we confirm that the proposal is in accordance with relevant statutory documents governing the site and that there is an appropriate planning context for this proposal. We note specifically that this new LRD proposal has had specific regard to new policy, objectives and standards for residential mix, height and density and we are of the considered view that the current proposal is consistent with the provision Kildare County Council 2023 – 2029.

The proposed development has also been advanced following careful consideration of the feedback provided by Kildare County Council representatives present at the Section 247 meeting and Section 32B LRD Opinion. In light of this, we now invite the Planning Authority to consider the proposal now put forward in the application documents attached herewith. We note the following key summary points:

- A total of 239 no. residential units are proposed, which are broken down as 37 no. 1-beds and 44 no. 2-bed apartments; 12 no. 1-bed, 38 no. 2-bed and 32 no. 3-bed duplex units; 48 no. 2-bed units and 28 no. 3-bed units in block ranging from 2-4 storeys.
- The introduction of a creche at ground floor level of Block A with an associated creche play area as part of the amended apartment blocks;
- A total of 6,538 sqm open space in the form of public open space and communal open space to be delivered across the site;
- A creche (351 sqm) and creche outdoor play area (93 sqm);
- 446 no. bicycle parking spaces (long stay) and 92 no. bicycle parking spaces (short stay).
- A total 252 no. of car parking spaces.
- It is our considered view that the proposal now submitted delivers on the ambitions of relevant National Guidelines (e.g. Housing for All, NPF, Rebuilding Ireland and RSES) and we ask that that is considered in the review of this proposal.
- The proposed use is acceptable in principle at this site and under the 'C: New Residential' zoning. There is therefore an appropriate planning context for this proposal along with the childcare facility proposed.
- We confirm that we have addressed insofar as possible all feedback and Opinion Items received from Kildare County Council.

The applicant is eager to proceed with a permission for this site and it is hoped that this application will be the all-encompassing permission that will enable construction to commence on site.

All considered, the current proposal represents a significant development opportunity for the immediate locality in that it delivers a suitable residential scheme on zoned and serviced lands. This accords with the national policy mandate for the delivery of housing and services at appropriate locations.

The proposed alterations above do not change the substance of what was improved by An Bord Pleanála and will not injure the character of the permitted development or residential amenities of the area and will not reduce the amenities of future residents and it is submitted that the proposal is therefore consistent with the proper planning and sustainable development of the area.

We ask that these points are considered in the review of the proposal, and we trust that this planning submission will be viewed as a more positive move towards the delivery of sustainable development on suitably zoned, serviced, accessible lands.