FURTHER INFORMATION RESPONSE REPORT

Large-scale Residential Development (Reg. Ref. 26/60248)

On lands at Southgreen Road, Kildare, Co. Kildare

On behalf of Pousterle Ltd

June 2026

Brock McClure
PLANNING & DEVELOPMENT CONSULTANTS

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1.0 INTRODUCTION

Pousterle Limited, 12 Torrent Business Park, Donaghmore, Co. Tyrone, BT703BF, have instructed Brock McClure Planning and Development Consultants, 63 York Road, Dun Laoghaire, Co. Dublin, to prepare this Further Information Response Report to address a Further Information Request issued by Kildare County Council under Reg. Ref. 26/60248 on 30 April 2026. The applicant is afforded a 2 month response timeframe which extends to 29 June 2026. This response is lodged within this timeframe.

This report is a co-ordinated planning response document prepared to respond to the overall Further Information Request and should be read in conjunction with all other material prepared and submitted by the wider design team as part of this formal Further Information response submission. In this regard, reference is made within this report to specific material prepared by other consultants which should be referred to where directed. All plans and particulars included in this response are outlined on the covering letter accompanying this submission.

The formal request issued sought Further Information in relation to 12 no. items. The formal response is lodged by way of a digital copy online via the E-Planning Portal.

Section 2 of this report sets out the limited extent of the changes to the overall proposal in terms of various development parameters and outlines they key revisions for consideration as part of this Further Information response. A response to the individual items of the Further Information request is thereafter set out in Section 3.

2.0 KEY DESIGN CHANGES

For the convenience of the Planning Authority, and the relevant technical departments, we have set out below the limited extent of the key design changes to the proposed development as a result of the preparation of a Further Information response. The table below outlines a comparison of the original proposal lodged in March 2026 and the current proposal submitted as part of Further Information in June 2026.

	March 2026 Submitted for Planning	June 2026 FI Response	Key Change
Gross Site Area	6.13 ha	6.13 ha	Remains the Same
Net Site Area	4.64 ha	4.64 ha	Remains the Same
Building Height	1-3 storeys	1-3 storeys	Remains the Same
Density	Units/Ha 31.5	Units/Ha 31.5	Remains the Same
Residential Units	148	148	Remains the Same
Residential Unit Mix	7 x 2-Bed House (2 storey) 102 x 3-Bed House (2 storey) 1 x 4-Bed House (1 storey) 26 x 4-Bed House (2 storey) 5 x 1-Bed Apartment 3 x 2-Bed Apartment 2 x 3-Bed Duplex Apartment	7 x 2-Bed House (2 storey) 102 x 3-Bed House (2 storey) 1 x 4-Bed House (1 storey) 26 x 4-Bed House (2 storey) 5 x 1-Bed Apartment 3 x 2-Bed Apartment 2 x 3-Bed Duplex Apartment	Remains the Same
Open Space	Public Open Space 1 – 3,072 sqm Public Open Space 2 – 3,946 sqm	Public Open Space 1 – 2,817 sqm Public Open Space 2 – 3,946 sqm	Reduction to Public Open Space 1 by 255 sq m.
Car Parking	Residential Units: 305 no. spaces Creche: 16 no. spaces	Residential Units: 304 no. spaces Creche: 16 no. spaces	- 1 space
Bicycle Parking	Residents: 517 no. spaces Creche: 10 no. spaces	Residents: 517 no. spaces Creche: 10 no. spaces	Remains the Same

Table 1 – Comparative Table for Planning Application / Further Information Stages

The Planning Authority will note that there are no significant changes proposed as part of this Further Information Response in terms of overall unit numbers, unit mix or key design parameters.

There are limited design changes to the overall site layout to accommodate a revision to the alignment of the internal north south access spine that has a limited impact on public open space quantum's and the forward positioning of a certain number of residential units. All other details furnished as part of this

response relate primarily to matters that require clarification or further detailing in terms of original proposals lodged. In summary these include:

- Improved pedestrian and cycle connectivity associated with the proposed greenway to the north of the site.
- Revised phasing proposals to deliver an operational creche as part of Phase 1 before units are occupied.
- Internal access road realignment.
- Revised proposals for tree and hedgerows and overall biodiversity management.
- Updated Part V proposals to align with the revised site layout – overall proposal remains unchanged.
- Clarifications on landscape proposals and the delivery of footpath and cycle path infrastructure along South Green Road and Old Road.
- A minor change to Unit Type B1 (removal of a first floor window) to ensure local levels of established residential amenity are protected.

In consideration of the nature of this response, we do not envisage any of the revised proposals and documentation submitted to warrant the response made be deemed significant in nature. We divert assessment on this matter to the Planning Authority as the relevant consenting authority.

3.0 FURTHER INFORMATION RESPONSE

ITEM 1

The Greenway:

To address concerns raised by the Planning Authority in its Opinion Report of 12/09/2025 regarding prematurity of the proposed development pending the upgrade of bridge infrastructure in Kildare Town, and to accommodate the scale of development proposed, the Applicant is required to deliver a comprehensive range of active travel measures as part of this proposed development. In this regard, the Applicant is requested to re-examine the pedestrian/cyclist greenway on the northern boundary of the subject site and to submit revised plans and particulars whereby the link is integrated into the residential scheme in a meaningful way and overlooked by dwellings in order to:

(a) Align with PERM 5 in Table 7-1 and Map 7.1 and Cycle 7 in Table 7-2 and Map 7.2 in the Kildare Town Local Area Plan 2023-2029. The Applicant is invited to liaise with the neighbouring developer (Oak Church Avenue) to identify a mutually beneficial filtered permeability link for walking and cycling, to align with the Kildare County Council Permeability Guidelines. Consideration should be given to continuity of footpaths, speed reduction, passive surveillance and lighting.

(b) Provide walking and cycling permeability links to this Greenway from the proposed residential estate.

(c) Provide walking and cycling permeability links from this Greenway into the future Southgreen Amenity Lands (zoned F1 for the purposes of a community sports campus in the Kildare Town Local Area Plan 2023–2029) located to the north.

APPLICANT RESPONSE

As response to this item we note that the applicant and design team have re-examined the pedestrian/cyclist greenway link on the northern boundary of the subject site and have submitted revised plans and particulars to ensure this link is integrated into the residential scheme in a meaningful way and one which benefits from the passive surveillance of proposed dwellings.

As a response to each of the items (a-c) we note the following:

a) MCORM Architects have considered how the overall pedestrian / cycle link aligns with PERM 5 in Table 7.1 and Map 7.1 and CYCLE 7 in Table 7.2 and Map 7.2 in the Kildare Local Area Plan 2023-2029. It is noted that there are slight differences in the overall alignment of the pedestrian/cycle link between maps 7.1 and 7.2. Notwithstanding this, the design currently brought forward is delivered to generally follow the route in Maps 7.1 and 7.2 with proposed site levels and points of connectivity generally dictating the exact location of the route on the drawings.

   It is submitted that this route fundamentally aligns with the overall principles of PERM 5 in Table 7.1 and Map 7.1 and CYCLE 7 in Table 7.2 and Map 7.2 in the Kildare Local Area Plan 2023-2029 with minor amendments made at the points where the pedestrian/cycle route connect along both South Green Road and Old Road. These amendments are made to ensure that there are appropriate points of connectivity with adjacent lands and to ensure there is appropriate provision made for potential future permeability links with future neighbouring development. The greenway has also been integrated into the residential scheme in a meaningful way in that it is overlooked by dwellings 66, 68-77; 115-119; and 129-133 to ensure that passive surveillance of the area is delivered.

   In addition, we note the response from Waterman Moylan Consulting Engineers enclosed which sets out that "*The delivery of this greenway aligns with the objectives of Kildare County Council document, "Permeability Guidelines Reconnecting our Communities" specifically the objectives of connecting new development to existing neighbourhoods and ensuring new developments connect to future developments to ensure that all new development supports the concept of the 10-minute neighbourhood and therefore improves quality of life for the residents of towns, villages and neighbourhoods within Kildare.*" In this regard, the greenway offers up clear potential connection

points to future development at Old Road and indeed any future potential for connectivity to undeveloped lands to the west beyond South Green Road.

We also wish to highlight that the applicant has engaged with the neighbouring developer at Oak Church Avenue and both parties have agreed that the route shown is a mutually beneficial filtered permeability link for walking and cycling, which again demonstrates alignment with the Kildare County Council permeability guidelines referenced above. This engagement took place over June 2026 at a time where the neighbouring site and developer has a design proposal that is currently live under planning application Reg. Ref. 26/60468 with a decision due on 23 June 2026. At this point, it cannot yet be determined if the site layout submitted will be the subject of a grant of permission. There may be changes to this layout or development proposal during the development management process including a potential Further Information request.

With this in mind, the applicant has shown indicative proposals for the delivery of a pedestrian / cyclist connection point that lies outside of the red line boundary but on lands within the applicant's control. The applicant is willing to accept a condition to agree the final design and point of connection for the pedestrian and cycle footpath with the neighbouring site where development of this site comes forward. For clarity the extent of works coming forward as part of the current application in relation to the greenway extend to that shown within the current red line boundary.

Lastly, we wish to set out that consideration has been given to the continuity of footpaths, speed reduction, passive surveillance and lighting in the overall design of the pedestrian / cycle link. We note in particular that the original lighting layout covers the extent of the greenway shown within the red line boundary.

b) Both walking and cycling permeability links have been provided to the proposed greenway from the proposed residential estate in the form of 2 no. connections as shown on the revised site layout prepared by MCORM Architects (SGK-MCORM-AR-00-DR-P4-ZZ-XX-1003 refers) and the revised landscape masterplan prepared by Hayes Ryan (Sheet 1 Masterplan).

c) Permeability links from the proposed greenway into the future Southgreen Amenity Lands to the north are also proposed in the form of 2 no. connections. The locations of these connections align with the indicative layout proposed (overlayed onto site layout plan, as pictured below).



Figure 1 - Proposed Greenway

The applicant also directs the attention of the Planning Authority to the input from Hayes Ryan Landscape Architects as part of this response, which sets out that the landscape plans attached now reflect the updated architects site layout in relation to the re-positioned and re-aligned east-west greenway route and linkage to further infrastructure to the east. As requested in 1(b), there are permeability links now incorporated from the proposed residential estate, and as per 1(c) there are proposed permeability linkages to the F1 zoned Amenity lands to the north. New native hedging divisions along the northern boundary, extensive tree planting and biodiverse planting for corridor effect have been modified accordingly along the northern boundary area.

We trust that this response is to the satisfaction of the Planning Authority.

ITEM 2

Creche:

The proposed scheme proposes to build the creche within the second phase of development and is therefore contrary to Objective SC O79 in the Kildare County Development Plan 2023-2029 (as varied) which states it is an objective of the council to 'ensure childcare provision is delivered in new communities prior to or in tandem with phase 1 of any residential or commercial development and is fully operational prior to the occupation of any residential units within the subject site.' The Applicant is therefore requested to submit revised proposals whereby the proposed creche into Phase 1 of the development.

APPLICANT RESPONSE

As response to this item, the applicant has revised the phasing of the development to bring forward the delivery of the creche facility as part of phase 1, rather than phase 2. We note that a revised phasing plan has been submitted as part of this further information response for review by the Planning Authority. Revised drawing SGK-MCORM-AR-00-DR-P4-ZZ-XX-1009 prepared by MCORM Architects refers.

We note that this revised proposal now delivers on the intention of Objective SC O79 in the Kildare County Development Plan 2023-2029 which allows for childcare provision to be delivered within this new development in tandem with phase 1 of the overall development. This will allow for the creche facility to be fully operational prior to the occupation of any residential units within the site.

We trust this response is to the satisfaction of the Planning Authority.

ITEM 3

Alignment of Internal Roads:

The Applicant is requested to re-examine the alignment of the long internal stretches of roadway running north-south through the development in order to align with the requirements of the Design Manual for Urban Roads and Streets (DMURS). The straight sections of road, particularly on the main distributor, will increase the need for ramps in the proposed development. The Applicant should note one of the purposes of the DMURS strategy is to provide alternatives to placing ramps in new housing estates and this problem should be avoided in a realigned or reconfigured access arrangement.

APPLICANT RESPONSE

As response to this item, the Project Engineer, Waterman Moylan has re-examined the alignment of the any long internal stretches of roadway within the development. The alignment of the central spine or north-south through the development has been re-examined in particular.

The response from Waterman Moylan generally notes the following:

An updated DMURS document has been completed as part of this application. Please refer to Waterman Moylan Document *25-003r.006 DMURS Report* for further details. The DMURS document sets out the specific design features that have been incorporated within the proposed residential scheme with the intention of delivering a design that is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS).

The response from Waterman Moylan goes on to set out that the road geometry has been revised to incorporate increased horizontal curvature including a centreline radii of approximately 20 meters, resulting in a less linear road alignment. It is noted by Waterman Moylan that these amendments will assist in reducing vehicle speeds along this section of roadway and contribute toward a more self-regulating street environment in accordance with DMURS principles.

Two raised tables are proposed along this north-south route to support speed management and pedestrian priority within the development. It is considered that the revised road alignment, together with the proposed raised tables, provides an appropriate and balanced approach to traffic calming in accordance with DMURS principles.

The proposed raised tables also function as traffic calming measures for the two access roads linking into the main north-south internal road, as both western access roads tie into the north-south road via these raised table junctions.

The northern access via South Green Road is designed with an approximately 80 m long road segment prior to reaching the proposed northern raised table. The northern arm of the raised table junction has a length of approximately 60 m to the centreline of the raised table, at which point the alignment of the north-south road transitions into the revised horizontal curvature.

Similarly, the southern access via South Green Road is designed with an approximately 75 m long road segment prior to reaching the proposed southern raised table. The northern arm of the raised table junction has a length of approximately 60 m to the centreline of the raised table, at which point the

alignment of the north-south road incorporates horizontal deflection curving the roadway toward the south.

Notwithstanding the above, should Kildare County Council consider the junctions acceptable without the inclusion of the raised tables, these elements can be omitted from the final design without compromising the overall speed reduction measures given the new, upgraded road alignment. We refer to the Waterman Moylan Drawing No. SOU-WMC-PH2-XX-DR-C-P0110 - Proposed Road Levels and Kerbing Layout for further details of the updated road proposals.

A comparison of the central spine road layout, as submitted under the planning application and as subsequently updated, is provided below. Side-by-side images have been included to clearly illustrate the proposed revisions.



Figure 2 – Site Layout Updates

We refer the Planning Authority to the Response Report prepared by Waterman Moylan which provides more detail in relation to this item.

The Planning Authority should also note that the north south spine is a key feature of the overall accessibility of this site that has been shown since the initial site layout concept was presented as part of Section 247 pre-planning stage. The proposals fundamentally align with the vision of the South Green Key Development Area Framework shown below which delivers a north south internal access road within the layout with built form on either side. The objective for the client was to deliver this route in a manner consistent with DMURs principles. This 'indicative' framework has been considered by the team in their overall response to this item.



Figure 3 – South Green Key Development Area Design Framework

The applicant also directs the attention of the Planning Authority to the input from Hayes Ryan Landscape Architects, which sets out that the landscape plans attached now reflect the updated architects site layout and engineering solution for the re-positioned and re-aligned north – south access road.

We trust this response is to the satisfaction of the Planning Authority.

ITEM 4

Hedgerows and Treeline:

Map 9.1 of the Kildare Town Local Area Plan identifies hedgerows within the subject site that are worthy of retention. Objectives NHO 2.1 and 2.2 of the Plan is to protect the identified key green infrastructure in Map 9.1, enhance where possible and integrate them as essential components of new developments. Furthermore, Objective BI O26 in the Kildare County Development Plan 2023-2029 (as varied) seeks to prevent, in the first instance, the removal of hedgerows to facilitate development. Where their removal is unavoidable it must be clearly and satisfactorily demonstrated to the Planning Authority. In any event, removal shall be kept to an absolute minimum and there shall be a requirement for mitigation planting comprising a hedge of similar length and species composition to the original, established as close as is practicable to the original and where possible linking to existing adjacent hedges. Ideally, native plants of a local provenance and origin should be used for any such planting. Removal of hedgerows and trees prior to submitting a planning application will be viewed negatively by the Planning Authority and may result in an outright refusal.

The Planning Authority is concerned that insufficient justification has been made for the significant extent of hedgerow and treelines proposed to be removed to accommodate the proposed scheme. While it is

noted active travel measures may require the loss of some hedgerow it is not considered acceptable that little to no existing hedgerows are retained particularly in light of the foregoing objectives, to promote the inclusion of these habitats into any new developments. In this regard the Applicant is requested to reconsider the layout of the proposed development in terms of the whole removal of:

(a) The central hedgerow/treeline in the site that becomes the boundary between properties No. 522 Southgreen and No. 21 Old Road.

(b) The hedgerow/treeline on the eastern side of Southgreen Road.

APPLICANT RESPONSE

As a response to this item, we wish to set out that the applicant has considered the position on hedgerows and treelines at length with their appointed design team to ensure that every opportunity was exercised in consideration of the potential for retention of both the hedgerows referenced in sub items (a) and (b). From the outset, we direct the Planning Authority to the following documentation enclosed in review of the overall co-ordinated response to this item:

- Revised Landscape Drawings prepared by Hayes Ryan Landscape Architecture
- Further Information Response Document prepared by Hayes Ryan Landscape Architecture
- Revised Ecological Impact Assessment prepared by DNV
- Further Information Response Covering Letter prepared by DNV
- Biodiversity Management Plan prepared by DNV
- Revised Construction and Environmental Management Plan prepared by AWN Consulting

As a starting point, it is noted that a meeting was held between the project design team and Kildare County Council on the 13th of May 2026 to specifically discuss this issue. The Planning Authority representatives in attendance were Mary O'Connor, Patricia Hyland, and Michael Yallop.

As set out by DNV in their Further Information Response Covering Letter, this engagement was undertaken on an in-principle basis to review the revised layout and associated ecological strategy, with particular focus on opportunities to maximise retention and strengthen biodiversity outcomes. The proposed approach reflected in this response has been informed by that engagement, with amendments made to the landscaping layout, planting strategy, and biodiversity measures to address the issues raised.

It is also set out in the accompanying Further Information response document from Hayes Ryan Landscape Architecture that following the meeting with Kildare County Council, considerable effort was made to incorporate new hedgerows and a hierarchy of planting and biodiversity enhancement measures in light of the extent of existing hedgerows deemed necessary to remove.

DNV have further noted in their response that the retention of existing hedgerows was prioritised throughout the design process in accordance with the mitigation hierarchy (avoid, minimise, compensate). Opportunities for retention were fully considered in conjunction with the design team; however, removal of certain hedgerows was unavoidable due to site-specific constraints including significant level changes, infrastructure requirements, road safety considerations and the integration of active travel measures. No reasonable alternative layout has been identified that would allow for their retention while maintaining a viable and policy-compliant development. This principle was presented to the Kildare County Council when the design team met with those relevant on 13 May 2026.

DNV have set out in their response and in line with the guidance offered during the meeting with Kildare County Council that where removal is unavoidable, a comprehensive and proportionate mitigation strategy has been developed. This includes the provision of substantial new native hedgerow planting, tree planting, and biodiverse habitat creation across the site.

On the whole, we wish to set out that the Ecological Impact Assessment and the Landscape input from Hayes Ryan Landscape Architecture has noted that in summation, the following hedgerow retention, removal and replacement is proposed:

Existing hedgerows to be retained – 529 m

Existing hedgerows to be removed – 618 m

New (replacement) hedgerow to be planted – 719 m

Of the total (719m), approximately 236 m of new native (replacement) hedgerow is proposed along the northern boundary,137 m along the southern boundary, 160 m along the western boundary of Southgreen Road and 186 m along the eastern boundary of Southgreen Road.

The Arboricultural Pack from Charles McCorkell as originally submitted remains consistent with this.

This is all in addition to lower boundary hedged along various road margins (356m).

these measures, combined with retained boundary hedgerows, will ensure that overall hedgerow provision is maintained and importantly functionally enhanced across the site.

In particular, the proposed continuous native hedgerow along the northern boundary will reinstate the east–west ecological connectivity previously provided by the central hedgerow. This will be supported by species-rich grassland, native tree planting, and structural planting to provide a multi-layered habitat corridor. This corridor forms part of an advance planting strategy and will be implemented at an early stage of development to facilitate rapid establishment of ecological structure and function.

To support the approach taken, the applicant and the design team have in agreement with Kildare County Council opted to prepare a Biodiversity Management Plan to accompany the response to this Further Information item. This plan brings together the ecological baseline and impact assessment undertaken by DNV with the full Landscape Design Package. We refer the Planning Authority to this document for further details. In addition, we note the inclusion of a revised Ecological Impact Assessment accompanying this Further Information response to take account of the revised landscape, biodiversity and ecological approach to the development of the site. A revised Construction and Environmental Management Plan has also been prepared.

The input from Hayes Ryan Landscape Architecture has further noted that as requested in the meeting with Kildare County Council, hedgerows, treelines, SUDs features and open space now function together as a coherent ecological network. Priority is given to the early establishment of retained and replacement hedgerows / treelines in advance of, or at the earliest practicable stage of development. These areas are clearly identified on the landscape and construction drawings, fenced off before works commence, and protected throughout construction. New planting comprises a diverse mix of native species of local provenance, with a mixed age structure where feasible, including selected heavier-standard shrubs and trees to provide faster structure and visual integration, in line with good practice on hedgerow management and establishment.

Regarding hedgerow removal, Hayes Ryan Landscape Architecture has set out that the comments and request for further hedgerow retention was thoroughly reviewed with the design team, but given the sloping site and the wide range of levels, together with the particular location of the main east-west central hedgerow within the site, its retention would render the alteration of levels to achieve the required densities and infrastructure impossible to achieve. Similarly for the north south hedgerows along Southgreen road, due to proposed cycle-track / pathways and infrastructure requirements it was not possible to retain this hedgerow.

There is a short section of hedgerow to the south east of the site near the ESB property which will be removed also, again due to the proximity of dwellings and the necessary alteration of levels in this area. All other boundary hedgerows are retained.

In terms of specific individual existing hedgerows and as a direct response to the request we note the following :

Centre Site Hedgerow

This was reviewed again particularly in relation to the existing and proposed site levels. To retain this hedge would result in loss of units both to the west and east of the site. Only part of the hedgerow in the centre section is presently located in open space.

On plan view only, this looks as if it could be retained, but in reality the issue is that the levels and the restrictions that the retention of the hedgerow would apply to the various areas around it. On examining the survey levels compared to the proposed levels drawings for the open space below any sections of this hedgerow to be retained this would have implications for the adjacent road and parking to the south of it, its alignment and gradients, passive supervision of the open space accessible access through the open space, the upper level units to the east, the detention basin which already has occupied much of the lower level area in the open space and the required north-south running main access road and linking pedestrian access which needs also to cut through the hedgerow. Essentially even if levels permitted, only fragments of the hedgerow would be left when the various infrastructure to make the site work is taken into account. Essentially the corridor effect would be lost.

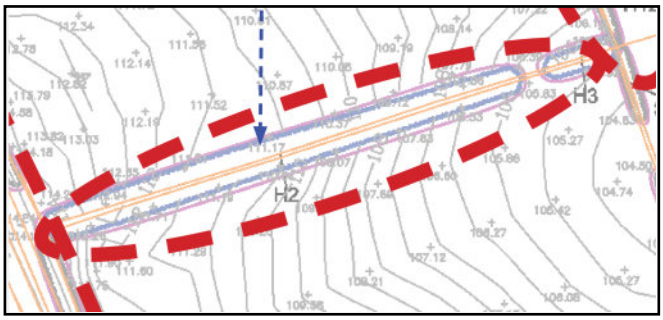


Figure 4 - Principal existing hedgerow and existing levels

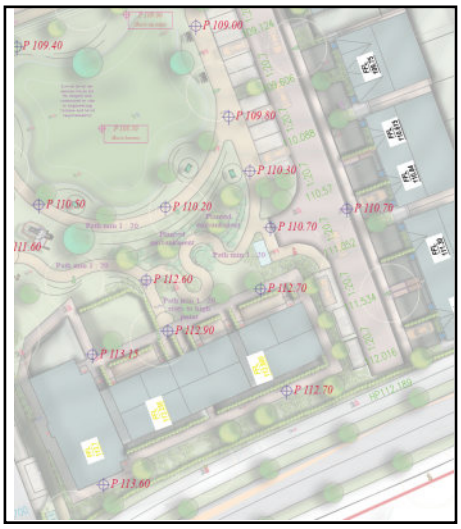


Figure 5 - Proposed Open space levels

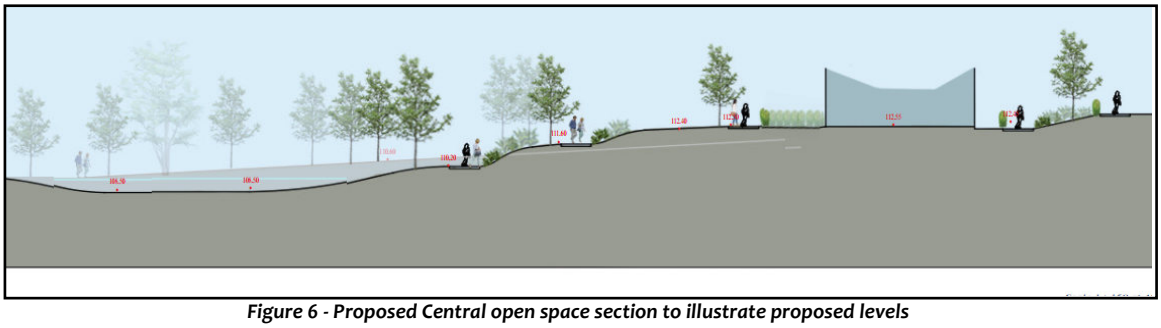


Figure 6 - Proposed Central open space section to illustrate proposed levels

Hedging at Link Road to South of Site

This short section of hedgerow would be impossible to retain without loss of density or unit positions with a ripple effect across the site in terms of density and infrastructure.

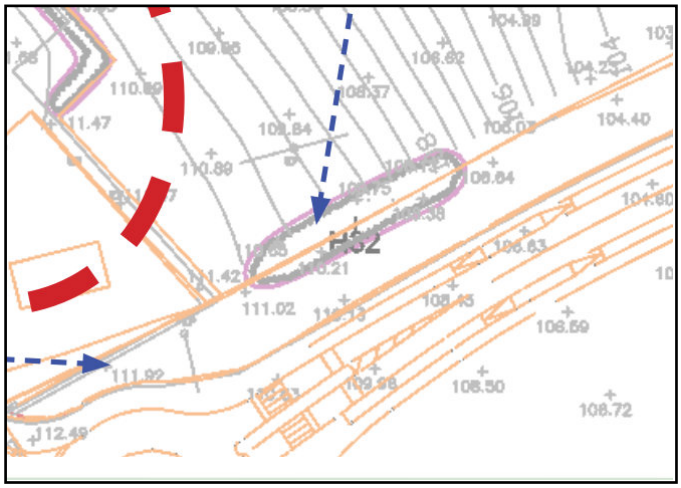


Figure 7 - Survey extract (Southern hedgerow)

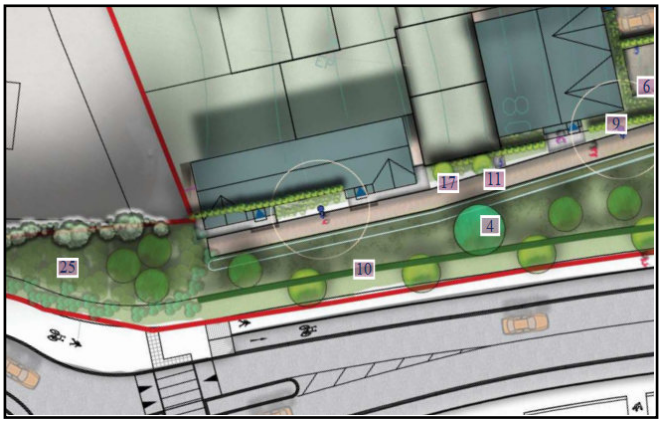


Figure 8 - Proposed plan extract (southern area)

Hedgerows adjoining Southgreen road East and West

Infrastructure requirements, levels and sightlines in particular, as shown in yellow below necessitate the removal of hedgerows in this location.

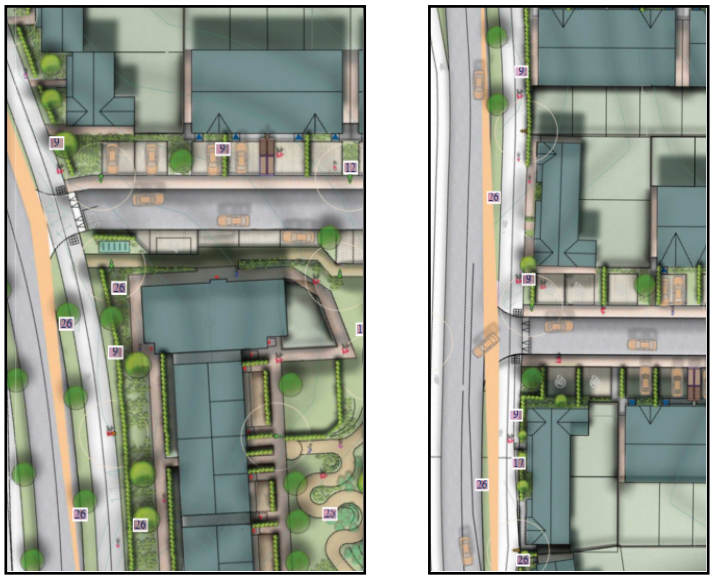


Figure 9 - Proposed Plan illustrating sightline requirements

Hedgerow to west of Southgreen Road

This is similarly not possible while accommodating the necessary cycle track / footpath dimensions required. As the hedgerow varies in width and position, there is no constant setbacks along the roadside.

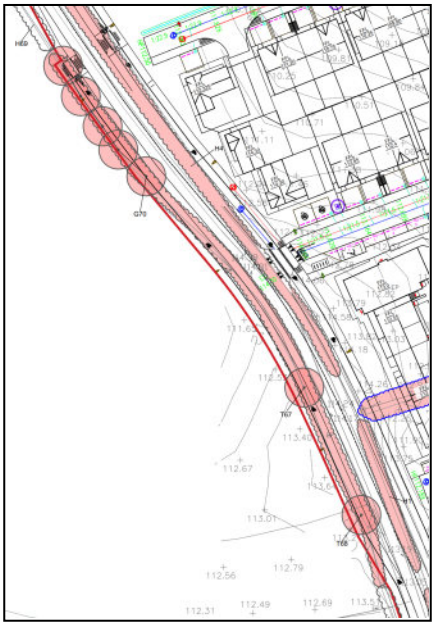


Figure 10 - Varying hedgerow lines in relation to road alignment – Southgreen road

Mitigation Measures

In terms of mitigation measures, a suite of proposals has been developed with new hedgerows and biodiversity elements incorporated.

1. As a mitigation measure, substantial additional hedgerows, and a comprehensive scheme of tree planting is proposed for the site. To compensate for the loss of the corridor effect of the east-west running existing hedgerow to be removed, a new hedgerow is proposed for the northern boundary running the full east-west width of the site for similar effect. This will be a mixed native biodiverse hedgerow, supplemented with additional tree planting at intervals consisting of hawthorn trees, with various other focal point trees at intervals for repetition and unity.

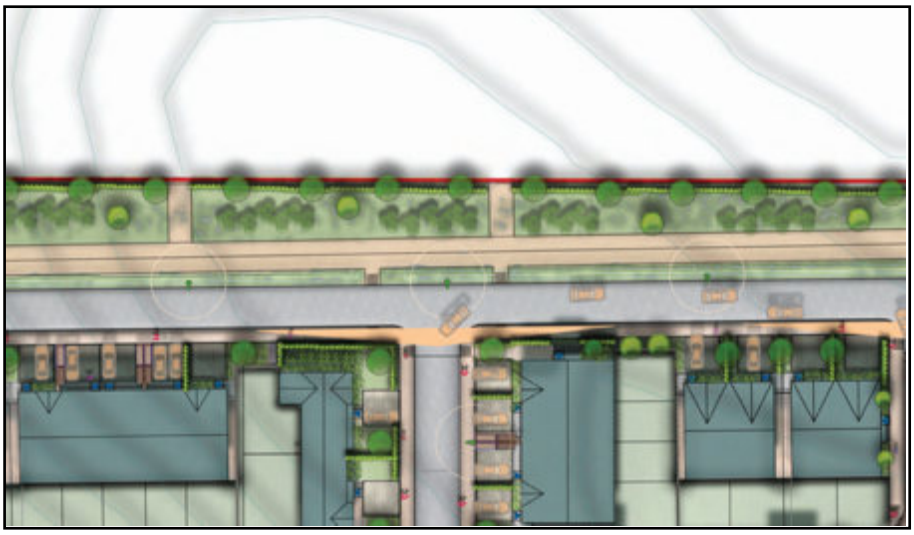


Figure 11 - Length of new native hedgerow to northern boundary : 236 metres long

In addition the margin between the northern hedgerow and the site access road will be planted with irregular drifts of native an biodiverse mix whip planting clusters at intervals, the intervening ground to be seeded with a species rich low maintenance wildflower sward area. This will provide but open and closed areas in close proximity to the east west new corridor.

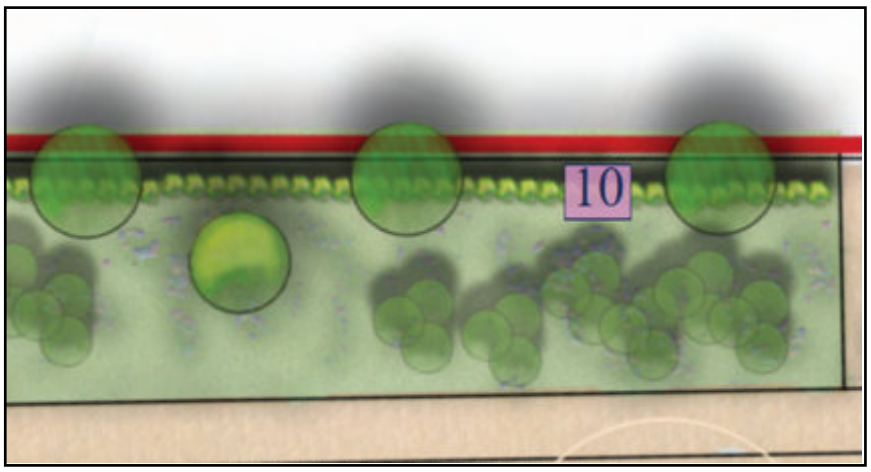


Figure 12 - Native tree and understory planting : 1150 sq metres area

2. For the southern boundary of the site a new hedgerow will be planted along the full length, to consist of a mixed native hedge as per the northern boundary which offers visual separation with from the adjoining link road while also facilitating a biodiversity corridor. This is supplemented with more formal interval street tree planting to the link road margin. The embankment of the site will

be planted with a combination of native mixed whip planting drifts, lower level shrubbery mixed planting and linking areas to be seeded with a species rich low maintenance wildflower sward.

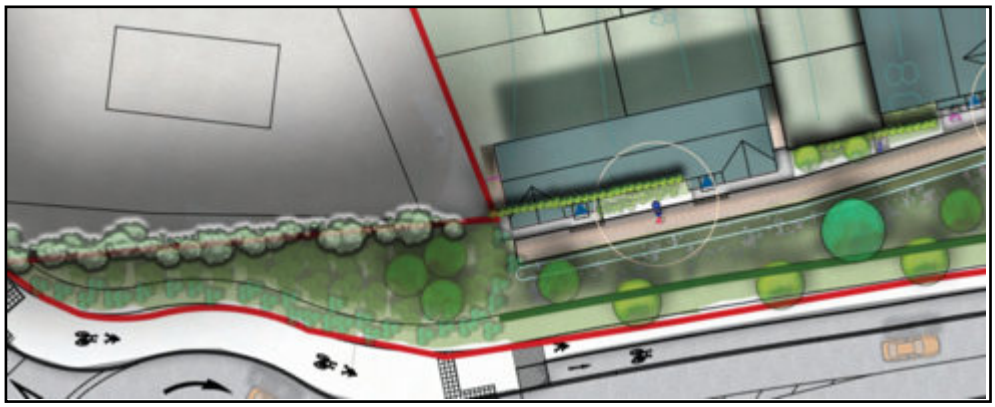


Figure 13 - Length of new native hedgerow : 137 metres long

3. Hedges will be also continue along the western roadside boundary of the site, fronting the development to Southgreen road. These will be more managed and formal.

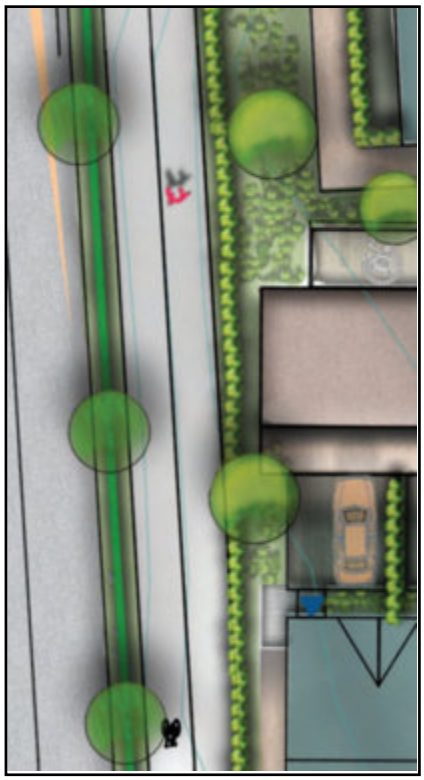


Figure 14 - Length of new hedge (eastern site boundary frontage): 186 metres long

4. In addition, the eastern boundary adjacent the southern open space will be supplemented with drifts of native informal whip planting facilitating a biodiversity corridor to the south-east embankments.

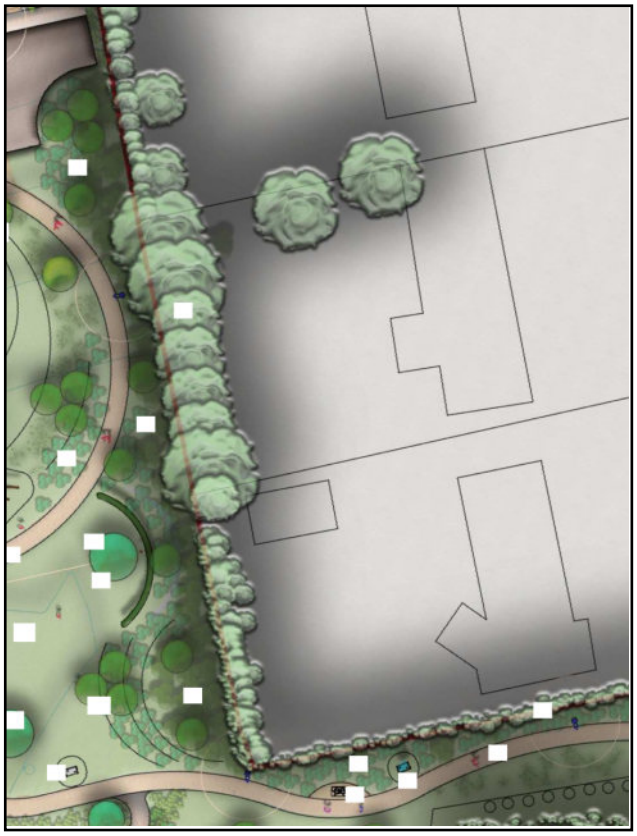


Figure 15 - Biodiverse whip planting areas - Native tree and understory planting: 615sq metres area

5. Areas of new biodiverse low maintenance planting to naturalise on slopes along southern boundary as follows:

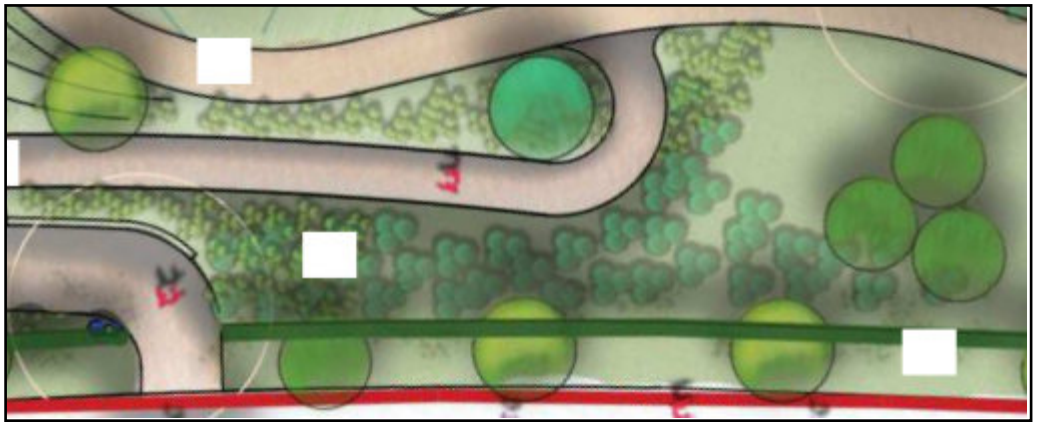


Figure 16 - Biodiverse whip planting areas : Native tree and understory planting : 196 sq metres area

6. Area of new biodiverse low maintenance planting to naturalise in offset area at ESB area to south-west of site as follows:

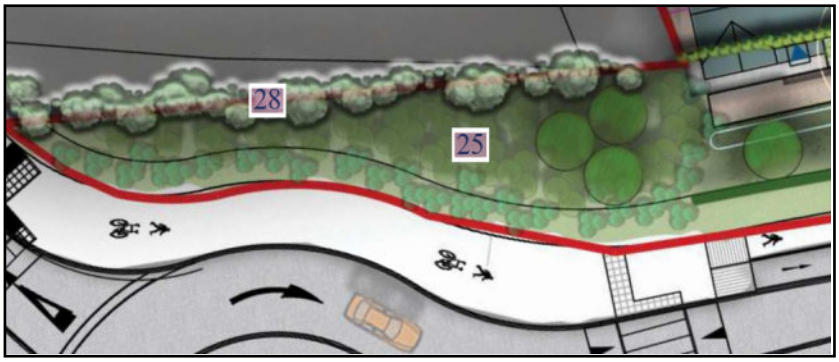


Figure 17 - Biodiverse whip planting areas : Native tree and understory planting: 207 sq metres area

7. New replacement hedgerow planting to the west of Southgreen road is proposed. The landscape plans include a new native hedgerow along the western boundary of South green road, to the west of the cycle track, comprising native mixed hedgerow planting, with Hawthorn (Crataegus monogyna) and Fastigiate Oak (Quercus robur Fastigiata) at intervals for upper level framing, boundary definition and biodiversity.

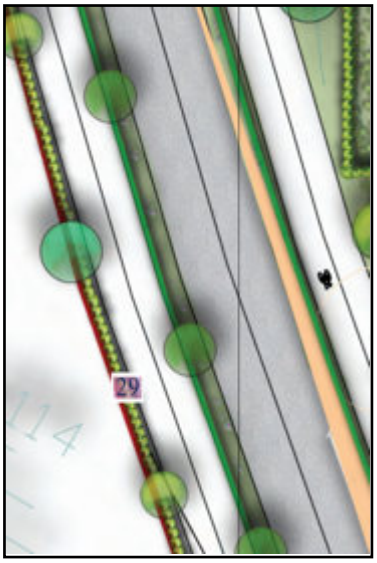


Figure 18 - Length of new native hedgerow Southgreen rd west : 160 metres long

8. As requested, selected zones have been designated for advanced planting as construction commences once the relevant re-grading is complete. (Please refer to areas marked on attached landscape plans). These areas are separate from the main construction activity, to be planted in advance, and consist of a range of plant sizes and hierarchy with advanced tree stock specified as requested.

   In addition there are various areas of infill planting on sloped areas within the site together with numerous areas to be seeded and managed with a wildflower pollinator friendly species rich meadow effect.

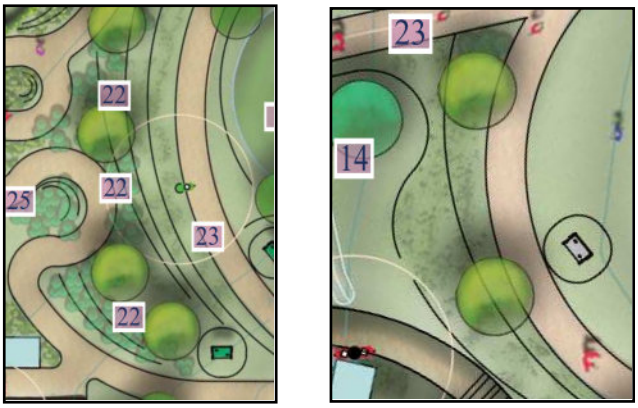


Figure 19 - Additional areas of native whip planting on sloped areas and infill species rich grass areas

9. Along south green road margins, a new low hedge is proposed for the margins on both sides of the road to separate the footpath / cycle tracks from the carriageway. A native Holly hedge (Ilex aquifolium) is proposed for these locations, inset into species rich margins, to be maintained at a height of 800mm maximum.

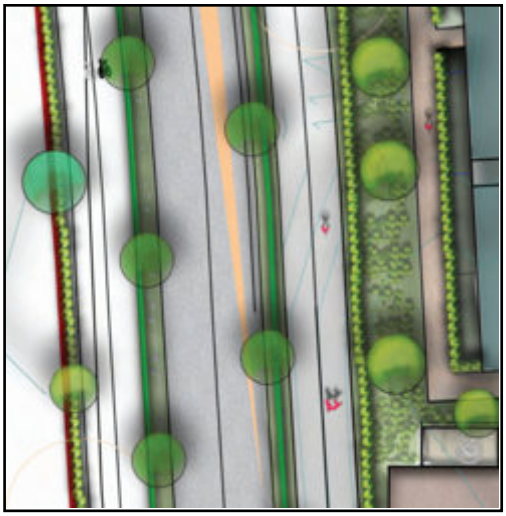


Figure 20 - Low buffer Margin hedging along Southgreen road – Length 356 metres

10. Importantly also are the large quantity of trees (over 280 no,) proposed for the site, which when combined with the above replacement planting will have a very positive effect. The extent of new planted hedgerows and supplementary native / naturalized planting will outweigh the extent of hedgerow removal and futureproof the incorporation of biodiversity through the development.

The Planning Authority will note that the revised response has fundamentally delivered on the requirements of the request. We ask the Planning Authority to consider the proposals on balance noting that every effort has been made to ensure the requirement of Kildare County Council have been met in the coming forward of a suitable landscape and ecological proposal for existing trees and hedgerows in the delivery of residential units at this site.

The applicant is amenable to any conditions the Planning Authority consider appropriate in efforts to deliver a proposal that is well founded on ecological and landscape grounds.

We trust this response is to the satisfaction of the Planning Authority.

ITEM 5

Footpath on Old Road:

The Applicant is requested to engage with third parties and provide a design for a 2-metre-wide concrete footpath on the Old Road. The footpath should be on the development side of the carriageway and include lamp standards at the back of the footpaths along the route. The Applicant is requested to provide a drawing at a scale of 1:500 in this regard.

It is the Planning Authority's preference that the footpath is located to the rear of the existing mature hedgerow along the Old Road and that the opening onto the Old Road is in a considered location.

If the Applicant is unable to carry out the above works, the Applicant is requested to confirm that they are willing to make a special contribution to provide the footpath in accordance with the Development Contribution Scheme adopted by Kildare County Council on 19/12/2022 and in accordance with Section 48(2)(c) of the Planning and Development Act 2000 as amended.

APPLICANT RESPONSE

The applicant has considered Item 5 of the request in detail. The request from the Planning Authority is considered to be outside the scope of the current planning application in that there are 7 no. third parties located along Old Road that must be consulted in the delivery of such infrastructure. The scope of the current application does not allow for the delivery of such infrastructure on third party lands and rather the applicant is restricted to only deliver works within the extent of lands within their control. To deliver the works within the development site under the current application and not within third party lands would be a piecemeal approach to a wider objective for the area.

Notwithstanding this, the applicant has ensured that lands within their control that lay adjacent to Old Road have been kept free from development to allow for any future delivery of pedestrian / cycle infrastructure that Kildare County Council deem necessary at this location. There is potential for the Planning Authority to use discretionary powers available to them to reserve some of this land for any future works they intend to deliver at Old Road at their own cost. The applicant is amenable to the attachment of standard Section 48 Development Contribution conditions to any permission that may be forthcoming to financially assist with the delivery of this infrastructure.

We note in particular that the current Development Contribution Scheme 2023-2029 prepared under Section 48 of the Planning and Development Act (2000) sets out that provision is made for the contribution to cover cycle and pedestrian facilities. We note specifically that Section 6 d sets out that Section 48 of the Planning and Development Act 2000 gives meaning to the following public infrastructure and facilities which include … *"infrastructure to facilitate, public transport, cycle and pedestrian facilities, and traffic calming measures".* This provision very clearly allows for the delivery of the infrastructure subject of the Further Information request.

Furthermore, we wish to set out that a special contribution can only be imposed under section 48 (2) (c) of the act where specific exceptional costs, which are not covered by the general contribution scheme. Section 5.2. of the Kildare County Council Development Contribution Scheme 2023-2029 refers. It is with this in mind that the applicant rejects the suggestion that they should be amenable to the attachment of such a condition. The attachment of such a condition would be simply inappropriate given that the existing Section 48 Contribution scheme covers the works envisioned.

In summary, the applicant is of the view that the nature of the request issued under Item 5 goes beyond the scope of the current planning application both in terms of deliverability with third party considerations in mind and also from a cost perspective given that there are clear mechanisms in place for the delivery of such infrastructure by the Planning Authority under the Section 48 Contribution scheme.

As set out, the applicant, has no objection to the Planning Authority reserving any lands they require from the applicant along Old Road to deliver on the above infrastructure and the current site layout supports this approach with key areas kept free from development.

We trust this response is to the satisfaction of the Planning Authority.

ITEM 6

Cycle Track on Southgreen Road:

The Applicant is requested to confirm and identify how the unidirectional cycle track and footpath will be delivered on both sides of the Southgreen Road as part of the proposed development. The Applicant is requested to note that the promotion of active travel and connecting cycle and footpaths is essential to address the modal shift and mitigate against the bridge crossing infrastructure deficiency.

APPLICANT RESPONSE

The project engineer, Waterman Moylan, has confirmed that the unidirectional cycle track and footpath can be delivered on both Sides of the Southgreen Road as part of the proposed development. We refer the Planning Authority to the enclosed drawing entitled Land Ownership Boundaries along South Green Road Drawing No. SOU WMC PH2 XX DR C – P0114 for further detail on the extent of proposals along South Green Road.

The applicant is supportive of the fact that the provision of active travel, footpaths and cycle paths is essential to address the modal shift and mitigate the bridge crossing infrastructure deficiency.

It is noted that lands on either side of the northern portion of the subject roadway are within the applicant's control. The central section of this portion abuts a private house over a short section of the western side of the roadway, here the verge is proposed to be removed to ensure the road upgrade works can be delivered. The proposed road upgrades are wholly contained within the existing road reservation in this area.

The proposed new roadway/cycleway is partially located on the existing roadway and is generally widened into the subject site lands to the east. The proposed cycle track on the western side of the upgraded road is generally located on the western carriageway of the existing road edge, with the proposed footpath constructed on the existing road verge.

Continuing to the southern section of the road upgrade works on Southgreen Road, the widening works are again being undertaken within the proposed development lands, and works to the west within the existing road reservation. Appropriate consent was obtained from Kildare County Council and accompanied the planning application for any works outside of the applicants control.

We again refer the Planning Authority to the Waterman Moylan drawing ref no. SOU-WMC-PH2-XX-DR-C-P0114 submitted as part of this Further Information response, which demonstrates the extent of works. This is shown below in summary for context:

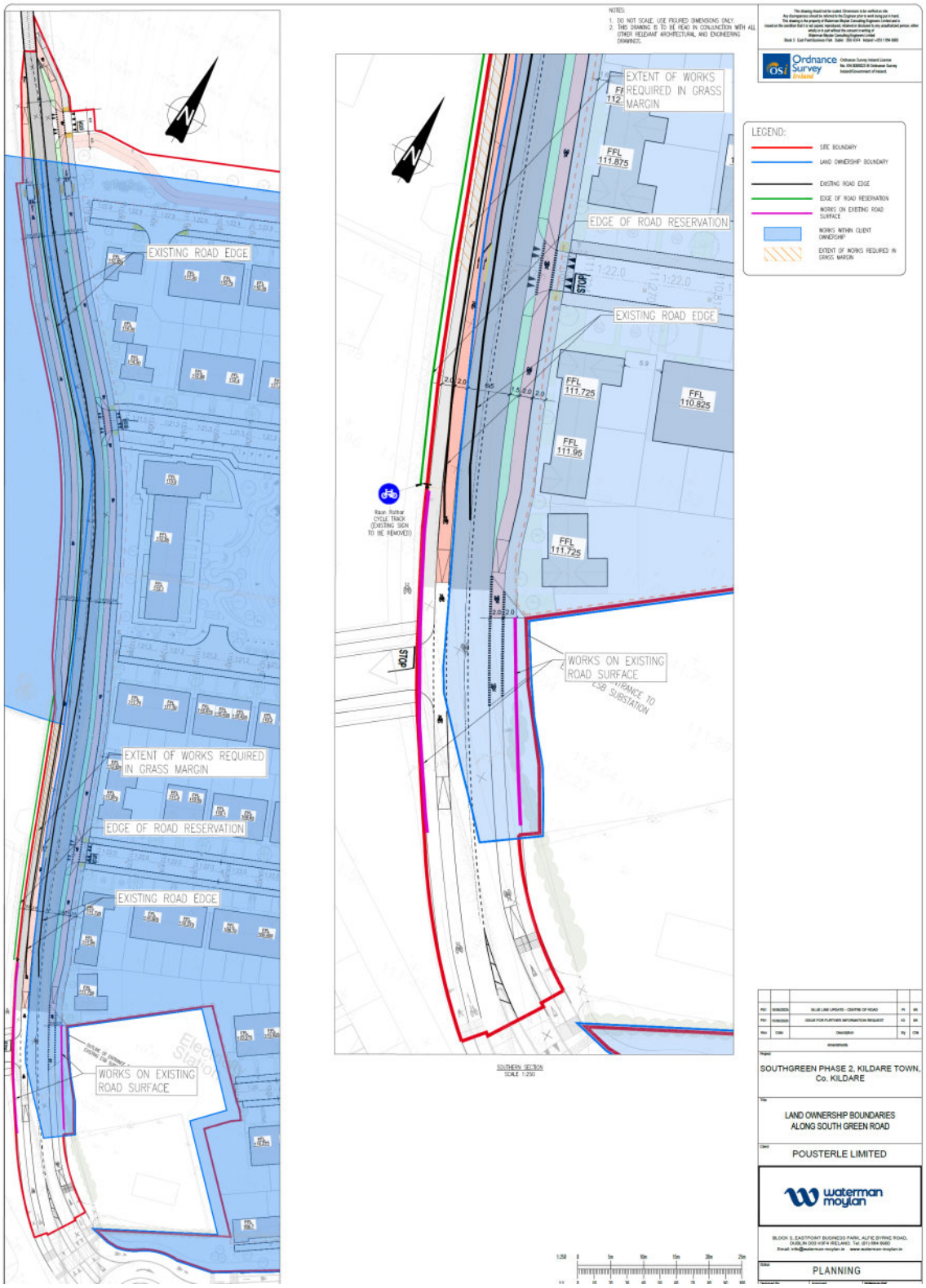


Figure 21 – Land Ownership Boundaries

The applicant also directs the attention of the Planning Authority to the input from Hayes Ryan Landscape Architects, which sets out that the landscape plans also include a new native hedgerow along the western boundary of the South Green Road, comprising native mixed hedgerow planting, with

larger tree planting of Hawthorn (Crataegus monogyna) and Fastigiate Oak (Quercus robur Fastigiata) trees at intervals for upper level framing, boundary definition and biodiversity.

We trust this response is to the satisfaction of the Planning Authority.

ITEM 7

Traffic and Transport Impact Assessment:

The Applicant is requested to revise the Traffic and Transport Impact Assessment to use a trip rate departure of 1 for the morning peak.

APPLICANT RESPONSE

It is submitted that the project engineer, Waterman Moylan, has updated the Traffic and Transport Assessment to reflect the requested trip rate departure of 1 for the morning peak. We refer the Planning Authority to the accompanying updated Traffic and Transport Assessment submitted as part of this Further Information Response.

We trust this response is to the satisfaction of the Planning Authority

ITEM 8

Landscaping:

The Applicant is requested to provide clarification in relation to the existing Attenuation area along the Southgreen Road.

(a) Who is currently maintaining the area?

(b) What are the current water levels within the basin?

(c) Whether the existing fence can be removed so that the attenuation area may be incorporated into the landscape scheme in a more appropriate and integrated manner.

The Applicant is requested to confirm that the proposed surface water management proposals throughout the subject site align with Kildare County Council's Sustainable Urban Drainage Guidelines.

APPLICANT RESPONSE

As a response to this item we note the following:

a) It is understood that Kildare County Council currently control the lands subject of the attenuation area. We note the attached Deed of Dedication including a map which outlines the extent of the lands subject to the deed. This includes the attenuation area along the Southern Internal Link Road. We note the response from Waterman Moylan enclosed herewith which sets out that the area has been transferred to Kildare County Council as part of the East west Inner Link Road project.

b) Again we note the response from Waterman Moylan enclosed which sets out that current water levels in the attenuation area are zero. The pictures below confirm this.









Figure 22 - Pictures Taken June 2026

We understand that the system is a below ground storm tech system. The system is designed as a soakaway (with storage for excess volumes above infiltration capacity) as there is no watercourse in the area and permeable soils (gravels) are located in the area. It is also worth noting that the previous proposed new hedge adjoining South green road has been removed from the currently proposed development to facilitate passive supervision of this area.

c) We note that the response from Waterman Moylan and Hayes Ryan enclosed sets out that there are no requirements to fence off the area as all systems are below ground. The applicant advises that the existing timber chain-link permitter fence surrounding the attenuation area within this area is now removed as part of proposals.

We note that all surface water management proposals submitted as part of this application are in accordance with Kildare County Council's Sustainable Urban Drainage Guidelines.

ITEM 9

Overlooking:

The Applicant is requested to re-examine the design of the dwellings located immediately north of the existing neighbouring dwellings on the Old Road (Eircode: R51 T993). The Planning Authority has concerns that the first-floor windows of proposed dwellings at this location will overlook private amenity space of the existing dwelling.

APPLICANT RESPONSE

As a response to this item we note that Unit No.s 123 and 124 are the relevant units for consideration. Unit 123 is an E1 unit and Unit 124 is a B1 unit. We note the following points in response:

Unit Type E1 – Unit 123

The Planning Authority will note that the original Unit Type for E1 only consists of 1 first floor window serving a bathroom which has opaque glazing proposed. This design measure will ensure there will be no overlooking of the private amenity space serving the existing dwelling at Old Road (R51 T993).

Unit Type B1 – Unit 124

Unit Type B1 has been revised both for Units 124 and all other Unit B1 types across the scheme. We note specifically that the window serving Bedroom 3 at first floor level has been removed as part of this response. In addition we note that there is opaque glazing proposed to serve the first floor bathroom on the gable elevation. These revisions ensure there will be no overlooking of the private amenity space serving the existing dwelling at Old Road (R51 T993).

We trust this response is to the satisfaction of the Planning Authority.

ITEM 10

Part V:

The Applicant is requested to provide details of the methodology by which the proposed Part V unit-quantity [or unit-mix] for this scheme was arrived at.

This methodology shall have full regard to the detailed provisions of Section 96 of the Planning and Development Act 2000 (as amended) and the minimum requirements set out in Article 22(2)(e), as substituted by Article 3 of the Planning and Development (Amendment) Regulations.

The Applicant is advised to liaise with the Housing Department of Kildare County Council on this matter prior to making a response to this request.

APPLICANT RESPONSE

As a response to this item, the Planning Authority should duly note that the applicant engaged with the Housing Department of Kildare County Council prior to the lodgement of this response as direction by Item 10 of the request.

Following engagement, it was generally concluded that there was no substantive change required for the overall Part V proposal in principle. This was on the basis that the overall unit numbers, unit types, overall site area and key design parameters remained unchanged. As such, the original proposal for Part V still stand with provision made for 15 no. units (3 no. 1 beds, 6 no. 2 beds, 5 no. 3 beds and 1 no. 4 bed) pepper potted across the site in a mixture of apartment, terrace and semi-detached units.

There are minor changes proposed to the overall site layout proposed as part of the Further Information response and we note that for completeness the Housing Department during discussions have sought updated plans and particulars that simply pick up this site layout change. As such we refer the Planning Authority to the enclosed Part V material which includes:

- Part V Housing Mix Site Plan - SGK-MCORM-AR-00-DR-P4-ZZ-XX-1005
- Plot Area Site Plan - SGK-MCORM-AR-00-DR-P4-ZZ-XX-1011
- Plot Area Schedule

We trust this response is to the satisfaction of the Planning Authority.

ITEM 11

Taking in Charge:

(a) The Applicant is required to submit a drawing indicating proposals for EV charging which facilitates off-curtilage parking as shown in green on the proposed Taking In Charge (TIC) Map (proposed electricity supply to charging units, ownership, future access and maintenance) The proposals for EV charging will need to be considered in line with the Taking in Charge map noting that EV chargers and associated infrastructure will not be taken in charge.

(b) The Applicant must confirm that road drainage will not discharge into tree pits in private areas, as this affects the local authority's ability to maintain the road after it is Taken in Charge.

(c) The Applicant is requested to remove item 1 and item 8 from their playground in the Landscape Plan (Sheet 11).

(d) The Applicant is requested to remove the proposed Calisthenics units labelled items C3 and C4 in the Landscape Plan (Sheet 11).

APPLICANT RESPONSE

As a response to this item, we wish to set out the following:

(a) We refer the Planning Authority to MCORM Architects DRAWING SGK-MCORM-AR-00-DR-P4-ZZ-XX-1008 Taken in Charge Site Plan and Waterman Moylan Drawing SOU-WBS-PH2-XX-DR-E-60-E1002 Proposed E Charging Layout as a response to this item which combined outline proposals for EV Charging to facilitate off curtilage parking.

(b) Waterman Moylan have set out that the applicant confirms that no road drainage runoff will discharge to the tree puts located within the private areas. No gully connections, dropped kerbs, or similar drainage provisions will be incorporated to facilitate the conveyance of runoff from the

public road network to these tree puts. The private – area tree puts will be designed to receive run off soley from the associated private hardstanding areas.

(c) As per the input from Hayes Ryan Landscape Architecture we note that the landscape plans have been updated to remove Items 1 and 8 from the playground in the Landscape Plan (Sheet 11).

(d) As per the input from Hayes Ryan Landscape Architecture we note that the landscape plans have been updated to remove the proposed Calisthenic units labelled items C3 and C4 in the Landscape Plan (Sheet 11).

ITEM 12

Clarification of car parking location:

The Applicant is requested to clarify where the car parking spaces are located for the proposed pair of semi-detached houses at the southern end of the site facing towards Ard Na Páirce Theas.

APPLICANT RESPONSE

The applicant wishes to clarify that the car parking spaces for the proposed pair of semi-detaches houses at the southern end of the site facing towards Ard Na Páirce Theas are as depicted below. They are identified on the Site Layout drawing from MCORM Architects as allocated to Units 01 and 02 as appropriate.



Figure 23 - Car Parking Spaces (circled in Red)

We trust this response is to the satisfaction of the Planning Authority.

4.0 OTHER MATTERS

We wish to draw the attention of the Planning Authority to the following as part of this further information response:

Ancillary Revisions to Site Layout

It is worth setting out that as a result of the increased horizontal curvature of the north south spine road, Public Open Space 1 has been slightly reduced in size to accommodate the proposed update. The location of a number of dwellings fronting onto the curve have also been revised (repositioned forward) to better align with the road. This has resulted in an increase in the size of the rear gardens for those units with a resulting loss of 1 no. car parking space. These changes are further detailed below.

1. Public Open Space 1

The revised site layout sees a minor reduction from 3,072 sqm to 2,817 sqm at Public Open Space 1, a total reduction of 255 sqm. As a result the overall public open space provision has reduced from 7,018 sqm to 6763 sqm or from 15.1% to 14.6% of the **net site area**. The Planning Authority should note that there are additional areas of open space along the southern boundary of the site which have not been included in the main figures shown for public open space. Where this area is included the public open space provision is well over 15% and is delivered in line with the Development plan requirements set out in Section 15.6.6 of the Plan which requires 15% of the **total site area**.

It is also worth setting out that the proposed development is consistent with Policy and Objective 5.1 of the Sustainable Residential and Compact Settlement Guidelines (2024) (SRCSG) which states that *"The requirement in the development plan shall be for public open space provision 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."* It also states that *"The minimum requirement should be justified taking into account existing public open space provision in the area".*

We also specifically note that the Public Open Space has been specifically designed with respect to site constraints, such as topography and useability, of which should be considered by the Planning Authority in their assessment. Additionally, the applicant is advancing an application for community amenities and public open space on the lands zoned Open Space directly bounding the north of the subject site, which will also be directly accessible from the proposed residential estate. It is considered that, on balance, the revised proposals for Public Open Space is acceptable.

2. Unit Revisions

Units 97-102 have been relocated forward in the site layout to increase their rear garden depths and sizes.

3. Car Parking

Due to the revisions to the road alignment, visitor car parking spaces have been reduced by 1 no. space. It is considered that the development remains aligned with the requirements of the CDP 2023-2029 with regard to overall parking numbers. We note specifically that a total of 320 car parking spaces are now proposed a reduction of 1 no. from the original 321 no. proposed.

Adopted Variation No. 3 – Kildare County Council Development Plan

The applicant welcomes the adoption of Variation No. 3 of the Kildare County Council Development Plan 2023-2029 in April 2026 and notes specifically their support for the release of C2 zoned Residential lands

for development. Objective CS029[1] is noted in particular with the current proposal delivering on the very requirements of the objective.

In additional, we note that the proposal remains consistent with the policies, objecitves and relevant development standards contained within the variation.

[1] **Facilitate the sequential development of urban areas by releasing the lands zoned 'Phase 2' specified in Table 2.8A so that appropriate residential developments and ancillary uses may be progressed. The lands to which this objective refers to are: (i) Land zoned 'New Residential Phase 2' in the Naas Local Area Plan 2021-2027 on the Kilcullen Road and the Blessington / Tipper Road as identified in Map V3-2.1, (ii) Land zoned 'New Residential - Phase 2' in the Newbridge Settlement Plan22, and (iii) Land zoned 'Phase 2 New Residential' in the Kildare Town Local Area Plan 2023-2029 at Southgreen, Ruanbeg, Dunmurray Road, Green Road South and An Talamh Ban identified in Map V3-2.2. For development management purposes, the uses which are permitted in principle, open for consideration and not normally permitted shall be taken to be those as listed under the 'New Residential' zoning objective contained in the Land Use Zoning Matrix of the relevant Local Area Plan. This objective does not relate to land identified as 'Phase 2' or 'Strategic Reserve' in any other settlement. Developments on these lands are required to deliver appropriate densities and a balanced range of housing typologies that respond to the specific area in which they are located (e.g. area of high amenity, edge of settlement etc), subject to agreement with the Planning Authority. Accordingly, applicants will be required to submit an audit of existing densities and dwelling typologies in the settlement for consideration.**

5.0 CONCLUSION

The applicant has made every attempt to address all items raised as part of the Further Information request and we trust that the Planning Authority will duly consider this submission in full in their assessment of the revised scheme.

It is our considered planning opinion that the proposal now submitted addresses all concerns raised but the Planning Authority and we are of the view that any potential issues that may arise following consideration of this submission can be appropriately addressed by condition. As such, we foresee there being any reason to seek clarification on any of the matters given the comprehensive response prepared by the design team in this case.

All considered, we trust that the Planning Authority will look favourably on the proposed development and grant permission for the proposal as appropriate.