

Statement of Consistency

For Development at Ballymakealy Upper, Shackleton Road, Celbridge, Co. Kildare

on behalf of Glenveagh Homes Ltd.

March 2022



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

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1. Introduction

1.1 Context

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with MCA Architect, Tobin Consulting Engineers and Derek Howlin Landscape Architects on behalf of Glenveagh Homes Ltd., to accompany a planning application for a Strategic Housing Development application at Shackleton Road, Ballymakealy Upper, Celbridge, Co. Kildare.

The proposed development consists of following:

- The construction of 152 no. residential units comprising a mixture of 6 no. 4 bed dwelling houses, 66 no. 3 bed dwelling houses and 48 no. 2 bed dwelling houses and 32 no. 1, 2 and 3 bed apartments/duplex units consisting of 20 no. 2 and 3 bed units in a 3 to 4 storey apartment/duplex building and 12 no. 1 bed maisonette units in 4 no. 3 storey blocks;
- A creche/childcare facility;
- The provision of landscaping and amenity areas scattered throughout the development including an adventure playground, a linear park, a central square and play equipment.
- The provision of 2 no. pedestrian bridges over Toolestown Stream to connect into Oldtown Woods Estate; and
- All associated infrastructure and services including 1 no. vehicular access point on to Shackleton Road, improvements to pedestrian footpath and cycleway along Shackleton Road, upgraded pedestrian junction at Shackleton Road and the R403, parking, lighting and drainage.

A Natura Impact Statement has been prepared in respect of the proposed development

This report provides a statement of consistency with the relevant planning policy documents at national and local levels. The statement addresses the relevant policy documents individually, assessing consistency with principles and relevant objectives in a matrix form. The cover letter considers compliance with policies based on relevant themes which emerge from relevant guidelines and policy documents.

Section 2 of this report reviews the following national and regional planning policy documents:

- 2.1 *Project Ireland 2040: National Planning Framework (2018)*;
- 2.2 *Rebuilding Ireland: Action Plan for Housing and Homelessness (2016)*;
- 2.3 *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009)*, Department of Environment, Heritage and Local Government;

- 2.4 *Urban Design Manual – A Best Practice Guide* (UDM) 2009, Department of Environment, Heritage and Local Government;
- 2.5 *Design Manual for Urban Roads and Streets* (DMURS) 2013, Department of Transport, Tourism and Sport;
- 2.6 *2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities*, 2018, Department of Housing, Planning and Local Government;
- 2.7 *The Planning System and Flood Risk Management Guidelines, - Guidelines for Planning Authorities, November 2009*, Department of the Environment, Community and Local Government;
- 2.8 *Childcare Facilities Guidelines*, June 2001.

Section 3 of this report addresses the following Local Planning Policy documents:

- 3.1 *Kildare County Development Plan (CDP) 2017*;
- 3.2 *Celbridge Local Area Plan 2017*

1.2 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Shackleton Road, Ballymakealy Upper, Celbridge, Co. Kildare, with reference to the relevant national and local planning policy documents, as detailed in Section 1.1

The layout has been informed by detailed site investigation works and assessment of the requirements of national, regional and local planning policy to ensure that it is in compliance with policy objectives.

This section summarises compliance with planning policy on the following themes, incorporating the 12 design principles set out in the Urban Design Manual.

1.2.1 Context

The proposed development is located within the townland of Ballymakealy Upper within Celbridge town which is identified as a Self-Sustaining Town in the Kildare County Development Plan 2017. The subject site is situated to the west of the R403 main arterial route through Celbridge and 20km from Dublin City Centre. The site is approximately 5km from the M4 – Sligo Dublin Motorway which is located to the north of the subject site. The total site area comprises 4.67 hectares and is generally flat in nature. There is an existing open drainage channel along the northern boundary which is bound mature hedging. There is no previous planning history associated with the subject lands.

The site is within easy walking distance of a number of commercial and community facilities including local shops, churches and schools. The site is bounded to the north by a new residential development, to the west and south by agricultural lands. A large number of residential units are located to the east of the site. The native hedgerows which define the existing field

boundaries and are part of the local green infrastructure network will be retained where possible. The site will be accessed via the R403 which runs to the east of the site.

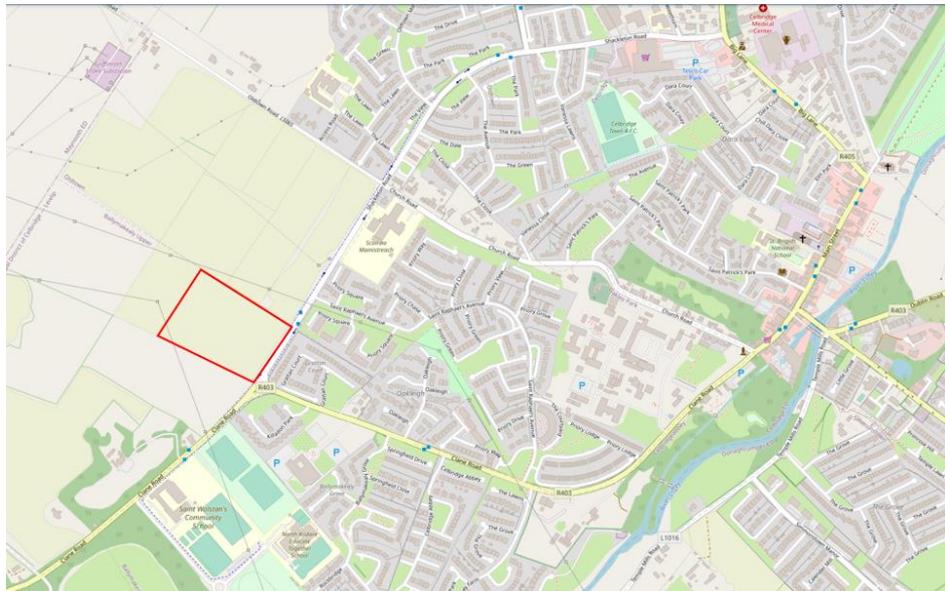


Figure 1 Site Location at Ballymakealy Upper, Celbridge, Co. Kildare

1.2.2 Density and Housing Mix

The proposed development provides for a mix of unit types and sizes, as detailed in tables 1 & 2. The mix is consistent with the local planning policy objective to reflect the established pattern of development in the area, while achieving density levels consistent with national planning guideline. The mix of unit types and sizes is also consistent with national planning policy guidelines to create a sustainable neighbourhood and balanced community, by facilitating a range of household types within the development.

Celbridge Local Area Plan states that the minimum density for the site should be 30 units per hectare. National Planning Guidelines states that Suburban / Greenfield sites in larger towns should provide densities of between 30-50 units per hectare. The proposed density of the site is 32.5 units per hectare, consistent with national planning guidelines and local planning policy objectives.

Statement of Consistency: DENSITY

An overall residential density of 32.5 units per hectare has been achieved in accordance with Section 5.11 of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) May 2009*. This density is also in line with the Kildare County Development Plan 2017.

With regard to housing mix, the proposed layout comprises 152 no. residential dwelling units consisting of 120 no. 2 and 3 bed houses and 32 no. 1, 2 and 3 bed apartments/duplexes through 15 different unit types and sizes that will appeal to a broad range of purchasers. The unit's range in size from 58sqm to 119sqm. The variety of units proposed focus on providing choice, affordability and quality housing in accordance with the relevant policies.

1.2.3 Layout

Connectivity

The proposed development is set around a wide network of streets, interlinked pedestrian and cyclists' pathways and open spaces. The site is served by a single vehicular access which is provided onto the Shackleton Road. The site is located in a highly accessible location, both in terms of its walkability to Scoil na Mainistreach, St. Wolstan's Community School, and its proximate access to several bus routes/stops. It should be noted that there is car parking provided for residential units and the creche as part of the proposed development. The development also allows for visitor car parking spaces with each home having adequate storage areas for bicycles.

The planned pedestrian routes tie into the existing paths with a pedestrian path to the north, middle and south of the site all providing a connection onto Shackleton Road. Given the existing stream located to the north of the site and the residential development currently under construction on the adjoining site to the north, care has been taken to position appropriate public open spaces to allow for the potential to achieve maximum permeability between the sites. Road widths and surfaces vary to prioritise pedestrian movement through the development.

The site is shaped by the local link road which runs to from the proposed entrance onto the R403 Shackleton Road to the north of the site. This primary local link road is in turn fed by a series of secondary local streets, which offer direct access to each residential cluster.

Inclusivity

The proposed dwellings offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of individuals and families. The design and layout of the proposed development will meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity. In this regard, the design of the proposed development is also guided by the principles of universal design. The proposed scheme has been designed so that it can be accessed and used to the greatest extent possible by all people regardless of their age, size, ability or desirability.

With regard to the amenity spaces, each space has been developed to suit children of varying ages, teenagers, adults and seniors, where relevant. All areas, whether public, private or communal, will be well defined and accessible to all, encouraging the use of the public realm by the community.

All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths and open spaces.

Distinctiveness

The settlement of Celbridge has been formed through the incremental expansion of the area. The settlement was subject to significant residential growth in the early twenty first century. The development in the later twentieth century was low density, consisting mainly of detached and some semi-detached houses. The most recent expansion, , has largely consisted of new housing estates of a higher density than earlier developments. These contain a mix of mainly semi-detached and detached houses, with some terraced units and apartment blocks. The proposed design and layout of the development will complement existing development within the area but be sufficiently individual to promote its own sense of place.

Parking

Car parking is provided on site with each mid terrace house having access to at least 1 no. on curtilage space. All corner units, semi detached units and end of terrace units will have access to 2 no. car parking spaces either within the driveway of the dwellings or within close proximity to the front door, equating to 156 no. car parking spaces. Table 17.9 of the Kildare County Development Plan 2017 requires the provision of a minimum of 1.5 spaces per apartment unit plus 1 visitor space per 4 apartments, which with consideration to the 32 no. apartments/duplexes proposed would suggest the provision of 56 no. spaces. A total of 44 no. car parking spaces are provided for duplex/apartment residential units and this is considered adequate given the sites proximity to sustainable modes of transport. High quality materials will be used to define the areas of semi-private space, visually marking the transition from the public realm. All parking areas will be overlooked. Adequate bicycle storage will also be provided within the curtilage of each unit.

A total of 235 no. parking spaces are provided throughout the scheme, including 7 no. spaces for the creche and 26 no. visitor car parking spaces. We consider the level of parking provided to be appropriate in the context of the delivery of housing in Celbridge.

Detailed Design

The proposed development is designed to complement the existing development in the surrounding area while also including some vernacular details. This is achieved by reflecting the form, detailing and material palette of existing buildings, often in a more contemporary manner, that will respect and enhance the local setting.

Statement of Consistency: LAYOUT

The layout and design of the proposed development is based on the principles and 12 design criteria of the Urban Design Manual and a detailed Design Statement will be submitted with the SHD application. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall a high-quality layout and design has been achieved, based on the provision of a mix of high quality apartments in a quality neighbourhood area and through the creation of a sustainable extension to the settlement of Celbridge which prioritises pedestrians and cyclists.

1.2.4 Landscape and Amenity

Public Realm

The proposed development is set around a network of streets, pathways and open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The residential clusters are located near the open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These streets and spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. The play areas are sited where they will benefit from passive surveillance while also minimising the likelihood of noise transmission to adjacent dwellings. With regard to these spaces acting as a continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various spaces, including car parking, low planting/walls and semi-transparent boundary treatments such as railing.

Privacy and Amenity

The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning each dwelling and also by providing generous separation distances between residential units. Where possible, all dwellings benefit from a separation distance of 22m. Where this separation distance is reduced, special design measures are incorporated to ensure that the amenity of future residents is not negatively impacted. Windows are not

facing, sited to prevent direct overlooking into adjacent dwellings and private gardens.

Generous rear gardens are also provided throughout the development, which meet the guidelines set out for minimum rear garden sizes and have been orientated to maximise solar exposure. Front gardens with ample parking and landscaping will also prevent direct views into the dwellings from the street. All homes will have adequate storage areas and areas for sorting of recyclables.

Statement of Consistency: LANDSCAPE AND AMENITY

The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Design Statement will be submitted with the SHD application. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall high quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.

1.2.5 Sustainability

Efficiency

With consideration to the gross site area, the actual developable area of the site, the zoning requirements and general design requirements, the design seeks to strike an appropriate balance between achieving the required densities alongside open space requirements to ensure that the zoned land is used efficiently, whilst quality of environment and place is retained. Higher densities have been achieved in the form of apartments, duplex's and townhouses units which have appropriately sites to provide a mix of unit type and sizes throughout the scheme.

2. National Planning Policy

This section looks at consistency with the following National and Regional Policy Documents:

- Project Ireland 2040: National Planning Framework (2018);
- Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);
- Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy
- Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009), Department of Environment, Heritage and Local Government;
- Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- 2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;
- Urban Development and Building Heights, 2018;
- Childcare Facilities Guidelines, June 2001; and
- *The Planning System and Flood Risk Management Guidelines, - Guidelines for Planning Authorities*, November 2009, Department of the Environment, Community and Local government;

2.1 Project Ireland 2040: National Planning Framework, 2018

The National Planning Framework (NPF) was launched in 2018 and is the Government’s strategic plan for “*shaping the future growth and development of our country out to the year 2040*”. The National Planning Framework 2040 (NPF) established strong growth targets for Ireland and sets a new policy framework to deliver compact urban development, with at least 50% of all future population and employment growth to be focused on the existing five cities and their suburbs

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
3a	Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements.	<ul style="list-style-type: none"> ✓ The proposed development is located on a greenfield site within the urban settlement of Celbridge and is therefore in accordance with Objective 3a.
4	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	<ul style="list-style-type: none"> ✓ The proposed development will create a high-quality residential development which integrates with the existing established residential communities of the surrounding areas. ✓ The proposed development will provide a hierarchy of open spaces and landscaped areas. ✓ The proposed development will meet the needs of workers in Celbridge where currently there is an undersupply of accommodation. As per the Statement of Housing Mix enclosed with this application, 94.1% of dwellings are already occupied in Celbridge. ✓ Please refer to the cover letter by McCutcheon Halley Planning which lists the additional reports which accompany this SHD

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
		application submission all of which are aimed at demonstrating the quality of the buildings and residential environment being created.
5	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.	✓ The proposed development will add to the densification of Celbridge and maximise the use of public transport. It will create a new town quarter where currently there is under-utilised land.
6	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.	✓ The existing greenfield site is currently underutilised and used for agricultural use. The development of a high-density residential scheme will rejuvenate the area bringing a level of activity that is currently absent.
7	<p>Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on inter alia:</p> <ul style="list-style-type: none"> - Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth; - Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population 	<ul style="list-style-type: none"> ✓ The proposed development is located on a greenfield site proximate to the employment hubs within Celbridge town. ✓ The site's zoning facilitates and is appropriate for high density development

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
	<p>growth in recently expanded commuter settlements of all sizes;</p> <ul style="list-style-type: none"> ✓ In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth 	
8	<p>To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for the Eastern and Midland Region with an increase in population of approximately 490,000 – 540,000 people by 2040</p>	<ul style="list-style-type: none"> ✓ The proposed development will provide high density residential development that will facilitate an increase in the population of Kildare
11	<p>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.</p>	<ul style="list-style-type: none"> ✓ The proposed development seeks permission for a residential density of 32.5 units/ha on a greenfield site. ✓ The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area and therefore satisfies objective 11
13	<p>In urban areas, planning and related standards, including building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be</p>	<ul style="list-style-type: none"> ✓ The scale of the development is appropriate to the site and location. The open spaces and enhanced pedestrian and cycle links will create a sustainable and compact development that encourages movement of pedestrians and promotes greater use of alternative modes of travel.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
	<p>proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.</p>	<ul style="list-style-type: none"> ✓ The SHD application is supported by a comprehensive suite of assessments assessing the development against performance-based criteria. Please refer to the cover letter by McCutcheon Halley Planning which provides a list of the supporting assessments which accompany this application.
<p>26</p>	<p>Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.</p>	<ul style="list-style-type: none"> ✓ The site is located within the Celbridge development boundary in close proximity to the local services. ✓ The proposed development includes a Linear Park, Shackleton Square, The Triangle and The Playground as the open space areas. The development also includes a number of informal grassed areas to encourage future occupants to live active lifestyles. ✓ The site is also circa 450m from the Celbridge Athletic Club.
<p>27</p>	<p>Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.</p>	<ul style="list-style-type: none"> ✓ The proposed development is on a greenfield site fronting onto a main street of Celbridge and will generate increased pedestrian and cycling activity. The result will be safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour. ✓ The site will be served by a single vehicle access point but provides for 3 no. pedestrian/cycle connections to Shackleton Road. ✓ Permeability is central to the design and in this regard, it is proposed to create new pedestrian access points throughout the site which will connect to the existing pedestrian paths in the area.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
		<ul style="list-style-type: none"> ✓ Cycle parking spaces are proposed throughout the site for future occupants and visitors. ✓ The proposed development also provides 2 no. pedestrian connections to the adjoining development to the north at Oldtown Woods Estate currently under construction.
28	<p>Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services</p>	<ul style="list-style-type: none"> ✓ The proposed development provides for a varied housing mix that will cater for a range of household sizes. ✓ The Applicant will comply with their Part V obligations and deliver 30 no. social and affordable housing units. ✓ Communal open space is located throughout the development and is arranged to offer full connectivity between all the neighbourhood areas. ✓ The scheme incorporates a childcare facility to cater for the development. ✓ The proposed development is Part M compliant and thus includes access for people with disabilities
31	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in: The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations</p>	<ul style="list-style-type: none"> ✓ 1 no. childcare facility is provided on site

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
32	Target the delivery of 550,000 additional households up to 2040	✓ The proposed development will contribute 152 no. new households to the target
33	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location	✓ The proposed development provides 152 no. units on a greenfield site within close proximity to Celbridge Town Centre. The scale of the development is supported by both existing and proposed improvements to the public transport infrastructure.
34	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time	<ul style="list-style-type: none"> ✓ A mix of unit types and sizes have been provided to accommodate changes to household size. ✓ The proposed development is designed with a Universal Design Approach i.e., so that they can be readily accessed and used by everyone, regardless of age, size ability or disability ✓ The proposed development is Part M compliant
35	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 and increased building heights	✓ The proposed development is proposed on a vacant site and designed to maximise density and height, make the most efficient use of the land, public transport investment and utilisation, and increasing the proportion of people living in the area
52	The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the	✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
	requirements of all relevant environmental legislation and the sustainable management of our natural capital	✓ Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge – please refer to Infrastructure Design Report by DBFL Consulting Engineers.
54	Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.	✓ The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.
56	Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.	✓ The proposed development incorporates adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.
60	Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.	✓ The proposed development has integrated existing natural features, such the Toolestown Stream and existing hedgerows, into the proposed design.
63	Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
64	<p>Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.</p>	<ul style="list-style-type: none"> ✓ The proposed development will support sustainable modes of transport, by encouraging the movement of pedestrians and cyclists in and enhancing connections to the town centre. This will serve to promote a modal shift in transport and a reduction in emissions. ✓ Cycle parking spaces are provided within the scheme. ✓ The proposed development is designed to NZEB and will achieve a high level of energy efficiency through minimising the use of fossil fuels and associated emissions to air.
75	<p>Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate</p>	<ul style="list-style-type: none"> ✓ An AA Screening, NIS and EIA Screening Report is included with the application.

2.2 Eastern & Midland Regional Assembly Regional Spatial Economic Strategy

The purpose of the RSES is to support the implementation of the National Planning Framework, and the economic policies and objectives of the Government by providing a long-term strategic planning and economic framework for the development of the regions. It will take a strategic approach over a 12-20-year period and covers nine counties containing twelve local authorities, including Meath County Council. The region includes 3 sub-regions or Strategic Planning Areas (SPAs), namely the Midland, Eastern and Dublin.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Settlement Strategy - RPO 4.2</p>	<p>Infrastructure investment and priorities shall be aligned with the spatial planning strategy of the draft RSES. All residential and employment developments should be planned on a phased basis in collaboration with infrastructure providers so as to ensure adequate capacity for services (e.g. water supply, wastewater, transport, broadband) is available to match projected demand for services and that the assimilative capacity of the receiving environment is not exceeded.</p>	<ul style="list-style-type: none"> ✓ There is sufficient existing and planned infrastructure within Celbridge, coupled with the supporting infrastructure proposed as part of this planning application to ensure there is sufficient capacity to service the proposed residential development. ✓ The NIS details that there will not be any likely significant impacts on the environment.
<p>Flooding - RPO 7.12</p>	<p>Future statutory land-use plans shall include Strategic Flood Risk Assessment (SFRA) and seek to avoid inappropriate land use zonings and development in areas at risk of flooding and to integrate sustainable water management solutions (such as SUDS, nonporous surfacing and green roofs) to create safe places in accordance with the Planning System and Flood Risk Assessment Guidelines for Local Authorities.</p>	<ul style="list-style-type: none"> ✓ The application is accompanied by a Site-Specific Flood Risk Assessment and demonstrates that the proposed development is acceptable in flood risk terms and the design also incorporates the implementation of SuDS methodologies.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Integration of Transport and Land Use Planning – RPO 8.3	That future development is planned and designed in a manner which maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned and to protect and maintain regional accessibility.	✓ At a density of 32.5 dwellings per hectare, the development as proposed is an efficient use of the site.
Housing – RPO 9.4	Design standards for new apartment developments should encourage a wider demographic profile which actively includes families and an ageing population.	✓ The proposed apartments adhere to national apartment standards, as well as being designed to accommodate a mixed demographic profile. Specific details are provided in the Housing Quality Assessment prepared by MCA Architects
Compact Urban Development – RPO 3.2	Local authorities, in their core strategies shall set out measures to achieve compact urban development targets of at least 50% of all new homes within or contiguous to the built-up area of Dublin city and suburbs and a target of at least 30% for other urban areas.	✓ The proposed development is located within the Eastern Strategic Planning Area as identified in the RSES.
Water Supply – RPO10.1	Local Authorities shall include proposals in Development Plans to ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	✓ The proposed development includes the necessary water supply and wastewater infrastructure to support the proposed development and the supply and treatment capacity are available within existing infrastructure.

2.3 Rebuilding Ireland: Action Plan for Housing and Homelessness, 2016

Rebuilding Ireland, an Action Plan for Housing and Homelessness, comprises five pillars of concerted actions right across Government – addressing homelessness, accelerating social housing, building more homes, improving the rental sector and utilising existing housing. A key priority is addressing the unacceptable level of homeless families and long-term homeless people in emergency accommodation, by providing rapid housing delivery, alongside measures to support those at risk of losing their homes.

An ambitious social housing programme of 47,000 units to 2021 was proposed delivered with funding of €5.35 billion. The overarching aim of the Action Plan is to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs, and to help those who are currently housed to remain in their homes or be provided with appropriate options of alternative accommodation, especially those families in emergency accommodation.

A statement of consistency with the relevant objectives is outlined below:

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Pillar 2: Accelerate Social Housing</p>	<p>Increase the level and speed of delivery of social housing and other State supported housing</p>	<p>Key actions: 47,000 social housing units delivered by 2021, supported by investment of €5.35 billion Mixed-Tenure Development on State Lands and other lands</p>	<p>✓ The proposed development will provide 20% social housing units in line with legislative requirements. The development will therefore contribute 30 no. units towards the delivery of social housing units as set within Pillar 2 of the Action Plan.</p>

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Pillar 3: Build More Homes</p>	<p>Increase the output of private housing to meet demand at affordable prices</p>	<p>Key actions: Doubling of output to deliver over 25,000 units per annum on average over the period of the Plan (2017-2021)</p>	<p>✓ The proposed development will provide 152 no. residential units and will therefore contribute towards the target.</p>

2.4 Sustainable Residential Development in Urban Areas, 2009

These guidelines set out key planning principles for the local planning policy framework and for the assessment of residential development. The guidelines provide best practice criteria related to a number of criteria including layout, distinctiveness, public realm, connections and detailed design. These criteria are also considered under Section 2.4 *Urban Design Manual*.

The guidelines set out principles to ensure that developments are sustainable in terms of their density; capacity of available services; proximity to a range of community; support facilities and public transport; accessibility; use of energy and that they provide a safe and attractive environment. In terms of individual housing units, the guidelines provide principles to ensure a quality living environment, including consideration of levels of daylight and sunlight, privacy, and storage space.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3	Application of 12 Best-Practice Criteria	✓ Compliance with each of the criteria is addressed in Section 2.5.
	Have designers carried out a site appraisal prior to preparing a layout.	✓ Yes – Detailed site investigation works, and a site appraisal have been carried out.
	Is the standard of design of a sufficiently high standard?	✓ Yes – The design complies with design guidelines requirements.
	Does the design of residential streets strike the right balance between the different functions of the street, including a sense of place?	✓ Yes – The layout provides for a hierarchy of streets as well as various residential character areas with local level access roads and footpaths. Cycling is provided along the proposed eastern pedestrian/cycle path on Shackleton Road with 2 no. connection points to the north of the site to the adjoining residential

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		development to the north as well as through the shared surface areas within the road network.
Chapter 4	Are lands in accordance with sequencing priorities of development plan / LAP?	✓ Yes – The site is zoned for residential development in the Celbridge LAP.
	Assessment of the capacity of existing schools.	✓ Yes – Existing primary and secondary schools within the area with the closest being in St. Wolstans Community School and Scoil na Mainistreach
	Input of other necessary agencies.	✓ Yes – Irish Water, and Kildare County Council were consulted in the development of the proposed layout.
	Appropriate range of community & support facilities.	✓ Yes – A creche, amenity spaces, cycle/pedestrian trail and play areas are provided for on-site. The site is also adjacent to the Celbridge Athletic Club.
	For higher density schemes, is there adequate existing public transport, or will it be provided in tandem with development.	✓ Yes – The site is served by the 67x (UCD) bus service which stops in the early morning and late evening. ✓ The 67x links with the No.66 at Lucan to serve Maynooth and Leixlip
	Will the development:	
	- Priorities public transport, cycling and walking.	✓ Yes – The environs provide a good network of footpaths and cycleways and is in close proximity of an existing bus route. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		to public transport and footpaths in the environs. The proposed development also provides for pedestrian connections to the adjoining lands to the north.
	- Ensure accessibility for everyone	✓ Yes – The layout and unit design fully comply with the requirements of Part M of the Building Regulations and principles of Universal Design.
	- Encourage more efficient use of energy	✓ Yes – The layout encourages walking and cycling. Units are designed to achieve an energy rating of less than 45kw/m ² /yr to achieve the expected 2020 NZEB target rating.
	- Include right quality & quantity of public open space.	✓ Yes – There is a provision of 0.89 ha or 19% public open spaces, designed to create usable spaces of high-quality amenity & aesthetic quality.
	- Include measures for satisfactory standards of personal safety and traffic safety.	✓ Yes – The road layout is compliant with DMURS requirements.
	- Present an attractive and well-maintained appearance.	✓ Yes – The layout ensures an appropriate balance between private and public open space. Public open space will be easy to maintain and is well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> - Promote social integration, provide for diverse range of household types, age groups and housing tenures. 	<ul style="list-style-type: none"> ✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Planning and Design Statement by McCutcheon Halley Planning.
	<ul style="list-style-type: none"> - Protect and where possible enhance the built and natural heritage. 	<ul style="list-style-type: none"> ✓ Yes – New planting will increase the biodiversity of the site and reinforce the existing conditions.
	<ul style="list-style-type: none"> - Provide for Sustainable Drainage Systems. 	<ul style="list-style-type: none"> ✓ Yes – SuDs principles will be incorporated throughout the site.
Chapter 5 Cities and Larger Towns	<p>Are residential densities sufficiently high in location which are, or will be, served by public transport.</p>	<ul style="list-style-type: none"> ✓ Yes – The density is 32.5 units per hectare. This is an appropriate density for the site.
	<p>Are higher densities accompanied by high qualitative standard of design and layout?</p>	<ul style="list-style-type: none"> ✓ Yes – The design and layout provide for high qualitative standard of units and private and public open space.
	<p>Does design and location of new apartment blocks respect the amenities of existing adjacent housing in terms of sunlight and overlooking?</p>	<ul style="list-style-type: none"> ✓ Yes – There is no existing adjacent housing in close proximity of the apartments. There is also a sufficient separation distance between each residential block.
Chapter 7 The Home and Its Setting	<p>In higher density developments, does quality of design and finish extend to individual dwellings and its immediate surroundings.</p>	<ul style="list-style-type: none"> ✓ Yes – The external finishes and landscape design have been designed to provide a high-quality environment.
	<p>Decent levels of amenity, privacy, security and energy efficiency.</p>	<ul style="list-style-type: none"> ✓ Yes - all apartment homes have access to private open space and public open space, is well overlooked and well above minimum standards detailed in Appendix 1 of the 2020 Apartment Guidelines.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 7 The Home and Its Setting		Units are designed to comply with the 2020 NZEB standard in terms of energy efficiency.
	Will orientation of dwellings and internal layout maximise levels of daylight and sunlight?	✓ Yes - all apartments have been designed to maximise daylight and passive solar energy gains.
	Has privacy been considered in design of the home.	✓ Yes – The layout has been designed to avoid overlooking and protect the privacy of adjoining properties. All apartments are designed to prevent acoustic transfer.
	Do all houses have an area of private open space behind the building line?	✓ Private open space is provided to all apartments. The communal residential amenities proposed are of a very high quality and well above minimum standards detailed in Appendix 1 of the 2020 Apartment Guidelines.
	Has the design been influenced by the principles of universal design?	✓ Yes – The design complies with Part M of the Building Regulations and principles of Universal Design.
	Has adequate provision been made for the storage and collection of waste materials?	✓ Yes – All apartments and houses have areas for the storage and sorting or recyclables and adequate bin storage to serve the development is located at ground floor level.

2.5 Urban Design Manual – A Best Practice Guide, 2009

The Urban Design Manual is a guide to best practice in urban design and illustrates how the planning guidelines can be implemented effectively and consistently across the different scales of urban development around the country. It should be read in conjunction with the Department’s guidelines ‘Sustainable Residential Development in Urban Areas 2009’. The Guide focuses on the issues presented in housing schemes in the 30-50 units per hectare density range and also addresses some of the specific issues generated by higher and lower density schemes in urban areas

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>1. Context: How does the development respond to its surroundings?</p>	<ul style="list-style-type: none"> • The development seems to have evolved naturally as part of its surroundings. • Appropriate increases in density respect the form of buildings and landscape around the site’s edges and the amenity enjoyed by neighbouring users. • Form, architecture, and landscaping have been informed by the development’s place and time. • The development positively contributes to the character and identity of the neighbourhood. 	<ul style="list-style-type: none"> ✓ The proposed development is in the western environs of Celbridge town, one of the main commuter towns Dublin City. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context. ✓ The density of the proposed development is in accordance with the Guidelines on Sustainable Residential Developments ✓ The form and design of the buildings have been developed to reflect market demand while also incorporating elements of contemporary detailing which signifies the specific time and place. ✓ The Landscape Masterplan has been developed to provide a structure which strengthens and supports the overall design concept. This approach will ensure that the scheme will act as an attractive and sustainable residential expansion while also positively contributing to the character and identity of Celbridge

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ Appropriate responses are made to the nature of specific boundary conditions. 	<ul style="list-style-type: none"> ✓ With regard to boundary conditions which include commercial and residential uses, considerable effort has been made to respond positively to this wherever possible.
<p>2. Connections: How well connected is the new neighbourhood?</p>	<ul style="list-style-type: none"> • There are attractive routes in and out for pedestrians and cyclists. • The development is located in or close to a mixed-use centre. • The development's layout makes it easy for a bus to serve the scheme. • The layout links to existing movement routes and the places people will want to get to. ▪ Appropriate density, dependent on location, helps support efficient public transport. 	<ul style="list-style-type: none"> ✓ The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open space which provide excellent connections to the bus routes, local services and employment areas within the town. The site is shaped by the arterial route located to the north with 1 vehicular access point onto the Shackleton Road which runs to the east of the site. This arterial route is in turn fed by a number of shared surface routes, which offer direct access to each home zone area. These routes are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. The centres of activity provided within the site, including the creche are located in close proximity to the entrance to the development offering the community easy access to important local services. ✓ The proposed layout has provided for future connections to adjacent lands and provides 2 no. pedestrian connections to the Oldtown Woods estate to the north
<p>3. Inclusivity: How easily can people use and</p>	<ul style="list-style-type: none"> • New homes meet the aspirations of a range of people and households. • Design and layout enable easy access by all. 	<ul style="list-style-type: none"> ✓ The proposed dwellings offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed development will meet the

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>access the development?</p>	<ul style="list-style-type: none"> • There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly. • Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all. <ul style="list-style-type: none"> ▪ New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers. 	<p>requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity.</p> <ul style="list-style-type: none"> ✓ Public, private and communal amenity spaces have been developed to suit children of varying ages, teenagers, adults and seniors where relevant. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths and open spaces.
<p>4. Variety: How does the development promote a good mix of activities?</p>	<ul style="list-style-type: none"> • Activities generated by the development contribute to the quality of life in its locality. • Uses that attract the most people are in the most accessible places. • Neighbouring uses and activities are compatible with each other. • Housing types and tenure add to the choice available in the area. <ul style="list-style-type: none"> ▪ Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood. 	<ul style="list-style-type: none"> ✓ The development is primarily residential, in accordance with the zoning objective of the site. However, a creche has been provided as part of the proposed development to cater for the childcare needs of the future residents. This facility is located in a convenient location and will be invaluable to future residents as well as existing residents in the area. ✓ A wide variety of house types have also been provided with a choice of 1, 2, 3 and 4-bedroom townhouse, semi-detached, duplex and apartment variations. This will add to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units in Celbridge and throughout Kildare.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>5. Efficiency: How does the development make appropriate use of resources, including land?</p>	<ul style="list-style-type: none"> • The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design. • Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems. • Buildings, gardens and public spaces are laid out to exploit the best solar orientation. • The scheme brings a redundant building or derelict site back into productive use. ▪ Appropriate recycling facilities are provided. 	<ul style="list-style-type: none"> ✓ An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained. ✓ Landscaped areas consist of a Linear Park, Shackleton Square, The Triangle and The Adventure Playground. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles will also be incorporated wherever possible.
<p>6. Distinctiveness: How does the proposal create a sense of place?</p>	<ul style="list-style-type: none"> • The place has recognisable features so that people can describe where they live and form an emotional attachment to the place. • The scheme is a positive addition to the identity of the locality. 	<ul style="list-style-type: none"> ✓ The settlement of Celbridge was formed through incremental expansion. The settlement was subject to significant residential growth in the later twentieth century. The most recent expansion occurred in the 21st century and largely consisted of suburban density housing estates. These contain a mix of mainly semi-detached and detached houses, with some terraced and apartment units. ✓ The proposed design and layout of the development will create a home zones which will complement each other but be sufficiently individual to promote their own sense of place.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> • The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout. • The proposal successfully exploits views into and out of the site. ▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre. 	<ul style="list-style-type: none"> ✓ The buildings will use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration will be given to the individual zones, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality. ✓ Shackleton Square will provide a focal point to the scheme.
<p>7. Layout: How does the proposal create people-friendly streets and spaces?</p>	<ul style="list-style-type: none"> • Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around. • The layout focuses activity on the streets by creating active frontages with front doors directly serving the street. • The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers. • Traffic speeds are controlled by design and layout rather than by speed humps. ▪ Block layout places some public spaces in front of building lines as squares or greens, and 	<ul style="list-style-type: none"> ✓ The proposed layout responds to the site by exploiting existing features, orientation, views and topography where possible to maximise the potential of the site. ✓ The proposed layout provides for and ensures connectivity. A connection is also facilitated to the existing footpath network. All routes are scaled appropriately to enhance legibility. In general speed will be controlled on the vehicular routes through passive measures including landscaping, pedestrian priority zones and raised tables. ✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	some semi private space to the back as communal courts.	
<p>8. Public Realm: How safe, secure and enjoyable are the public areas?</p>	<ul style="list-style-type: none"> • All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use. • The public realm is considered as a usable integrated element in the design of the development. • Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood. • There is a clear definition between public, semi private, and private space. <ul style="list-style-type: none"> ▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm. 	<ul style="list-style-type: none"> ✓ The scheme is designed to balance the private and public open amenity needs of the community. ✓ The open spaces and play areas have been designed to be overlooked where possible. Specific house types have been developed for corners in order to provide passive surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability. ✓ A clear definition is provided between public and private areas. ✓ Changes in material and the use of landscaping within the street and private areas will mark the transition between the two zones.
<p>9. Adaptability: How will the buildings cope with change?</p>	<ul style="list-style-type: none"> • Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation. • The homes are energy-efficient and equipped for challenges anticipated from a changing climate 	<ul style="list-style-type: none"> ✓ The varying house types will be designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future. ✓ The majority of dwellings will be designed to provide optional conversion of the attic space, which will increase the size of dwellings to provide flexibility for families change where necessary.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> • Homes can be extended without ruining the character of the types, layout and outdoor space. • The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office. ▪ Space in the roof or garage can be easily converted into living accommodation. 	<ul style="list-style-type: none"> ✓ Homes on larger plots will also be designed to facilitate extension if required; as the provision of surplus rear garden space would also allow for same should the owner require this in the future. ✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3.
<p>10. Privacy and Amenity:</p> <p>How does the scheme provide a decent standard of amenity?</p>	<ul style="list-style-type: none"> • Each home has access to an area of useable private outdoor space. • The design maximises the number of homes enjoying dual aspect. • Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout. • Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units. • The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables. 	<ul style="list-style-type: none"> ✓ The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning each dwelling and also by providing generous separation distances between residential units. Windows are sited to prevent overlooking into adjacent private gardens. ✓ Generous rear gardens will also be provided throughout the development where possible, which meet the guidelines set out for minimum rear garden sizes and will be oriented to maximise solar exposure. Duplex and apartment units will benefit from access to their own balcony. All homes will have adequate storage areas and areas for sorting of recyclables.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		✓ Landscaping will also prevent direct views into the units from the street and public areas.
<p>11. Parking: How will parking be secure and attractive?</p>	<ul style="list-style-type: none"> • Appropriate car parking is on-street or within easy reach of the home's front door. • Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation. • Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces. • Materials used for parking areas are of similar quality to the rest of the development. ✓ Adequate secure facilities are provided for bicycle storage. 	<p>It is proposed to provide a total of 235 parking spaces within the development as follows:</p> <p>Units with front curtilage spaces: = 145 parking spaces; Units with on street parking = 57 parking spaces; Visitors = 26 car parking spaces; and Creche: 7 parking spaces.</p> <p>A Material Contravention Statement is also included with this SHD application to address the reduced parking provision to the standards set out in the Kildare County Development Plan 2017.</p> <p>Adequate cycle parking will also be provided in line with the requirements of CDP.</p>
<p>12. Detailed Design: How well thought through is the building</p>	<ul style="list-style-type: none"> • The materials and external design make a positive contribution to the locality. • The landscape design facilitates the use of the public spaces from the outset. • Design of the buildings and public space will facilitate easy and regular maintenance. 	<p>✓ The proposed house design will respond to the local vernacular. As noted above, Celbridge has been subject to some residential development in previous years and development such as the subject scheme presents significant challenges to create a complimentary identity to that of existing development while relating to the immediate surroundings and promoting a high-quality design. The proposed design will do this by reflecting the form, detailing and</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
and landscape design?	<ul style="list-style-type: none"> • Open car parking areas are considered as an integral element within the public realm design and are treated accordingly. ▪ Care has been taken over the siting of flues, vents and bin stores. 	<p>material palette of existing buildings in a more contemporary manner, that will respect and enhance the local setting and the existing dwellings within the surrounding area.</p> <p>✓ The proposed landscape design will frame the open spaces, creating a strong, attractive design. This is continued through to the hard landscaping, including pathways and parking areas, which are treated as an integral part of the public realm. The selection of materials and planting will be durable and facilitate easy maintenance</p>

2.6 Design Manual for Urban Roads and Streets, 2013

The Design Manual or Urban Roads and Streets (DMURS) was initially published by the Department of Transport, Tourism and Sport, together with the Department of the Environment, Community and Local Government in 2013, and updated in 2019. DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

1. Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
2. A safe and comfortable street environment for pedestrians and cyclists of all ages.
3. Streets that contribute to the creation of attractive and lively communities.
4. Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS replaced previous national design standards for urban roads and streets, and the use of DMURS is mandatory for all road authorities.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Integrated Street Networks</p>	<ul style="list-style-type: none"> ▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport? 	<p>✓ The 'centres of activity' within the proposed development will be the childcare facility, the Linear Park, Shackleton Square, The Triangle, Adventure Playground Area Open Space and a number of informal grassed areas. These centres are located to provide the maximum accessibility for all residents, both of the proposed development and the surrounding area. This accessibility includes vehicular accessibility as well as pedestrian/cyclist accessibility. All centres are also linked to the comprehensive network of footpaths in order to prioritise pedestrian movement.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Movement and Place	<ul style="list-style-type: none"> • Does the development create a legible street hierarchy that is appropriate to its context? <ul style="list-style-type: none"> ▪ Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific destinations (i.e. community centre, shops, creche, schools etc.)? 	<ul style="list-style-type: none"> ✓ The proposed layout creates a scheme that is easy to navigate for both drivers and pedestrians, as well as providing connectivity for pedestrians and cyclists. The major destinations within the site are located close to the main entrance. To highlight the hierarchy, the scale of the routes varies, as well as their material finishes in order to clearly define the transition between areas. ✓ A wide network of footpaths is also provided, both along the main streets and independent to them (i.e. through open space areas) to prioritise sustainable methods of transport within the site.
Permeability and Legibility	<ul style="list-style-type: none"> • Has the street layout been well considered to maximise permeability for pedestrians and cyclists? • Are the streets legible with maximum connection opportunities? <ul style="list-style-type: none"> ▪ Are blocks of a reasonable size and permeability, with consideration to the site constraints? 	<ul style="list-style-type: none"> ✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. independent paths have been provided away from the vehicular routes to follow desire lines between destinations (i.e. between play areas / open spaces) in order to improve circulation through the site. ✓ Communal / neighbourhood spaces have been sized so as to allow permeability and maximise comfortable walking / cycling distances between destinations. Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages / delays.
Management	<ul style="list-style-type: none"> • Is the layout designed to self-regulate vehicle speeds and traffic congestion? 	<ul style="list-style-type: none"> ✓ A careful balance has been sought between the topography of the site and optimising the usability of the roadways. Where possible, passive methods will be incorporated to regulate traffic and speed including landscaping, pedestrian priority zones and shorter street

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ Does the proposed layout minimise noise / air pollution wherever possible? 	<p>lengths. Design details will also be utilised to reduce driver's perception of acceptable speeds.</p> <p>✓ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution within the home zones.</p>
Movement, Place and Speed	<ul style="list-style-type: none"> • Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed? ▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed? 	<p>✓ Given the primarily residential nature of the proposed development, the need to balance speed management with the values of place is imperative.</p> <p>✓ Passive measures have been used to create this balance. More active measures including shared surfaces are used in areas to prioritise pedestrian movements and regulate vehicular speed.</p>
Streetscape	<ul style="list-style-type: none"> • Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure? • Have street trees and areas of planting been provided where appropriate? • Have active street edges been provided where appropriate? ▪ Is a palette of high quality surface materials and finishes provided? 	<p>✓ The residential areas are arranged in a manner which creates a defined structure and is easily legible. Street widths, planting and design details are used to create an appropriate sense of enclosure within each area. A Landscape Masterplan by Derek Howlin Landscape Architect has been prepared and submitted as part of this SHD application which creates a strong landscape structure within the future streets.</p> <p>✓ Material finishes include a palette of high quality, easily maintainable and durable materials.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Pedestrian and Cyclist Environment	<ul style="list-style-type: none"> • Are footways of appropriate width provided so as to ensure pedestrian safety? • Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths? • Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations? • Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required? ▪ Have cycle facilities been factored into the design? 	<ul style="list-style-type: none"> ✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety. ✓ Uncontrolled pedestrian crossings are provided in the form of shared surface areas / raised crossing and are located along the vehicular streets. The location of these have been provided in areas adjacent to open spaces to increase pedestrian safety. ✓ Cycling facilities, including storage and parking, have been factored into the design.
Carriageway Conditions	<ul style="list-style-type: none"> • Are vehicular carriageways sized appropriately for their function / location? • Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions? • Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists? ▪ Have adequate parking / loading areas been provided? 	<ul style="list-style-type: none"> ✓ Vehicular carriageways have been sized appropriately commensurate with their function / location and in accordance with DMURS principles. Surface material are appropriate to their application in order to inform drivers of the expected driving conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians / cyclists. ✓ Corner radii have been reduced at junctions in conjunction with raised speed tables to reduce speeds and address the needs of pedestrians and cyclists crossing the junctions. ✓ Adequate levels of parking will be provided in appropriate areas to serve the respective dwelling units and creche.

2.7 Sustainable Urban Housing: Design Standards for New Apartments, 2018

The Sustainable Urban Housing: Design Standards for New Apartments 2020 (2020 Apartment Guidelines) updates previous guidelines issued by the Government in 2015 and 2018. The 2020 Apartment Guidelines are centred on the NPF's focus for compact growth and the recognition that to sustainably meet the number of new homes required in Ireland up to 2040 will necessitate a significant and sustained increase in housing output and apartment type development in particular. The 2020 Apartment Guidelines set out design standards and requirements for communal facilities in apartments.

The relevant provision of the 2020 Guidelines are outlined below:

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Apartment Floor Area & Mix	<p>Section 3.4 states that the following minimum floor areas for apartments:</p> <ul style="list-style-type: none"> • 1-bed studio apartment = 37 sqm <ul style="list-style-type: none"> • 1-bed = 45 sqm • 2-bed = 73 sqm • 3-bed = 90 sqm <p>Section 3.12 also requires that in a scheme of 10 or more apartments, the majority of all apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3-bedroom unit types by a minimum of 10%.</p>	<ul style="list-style-type: none"> ✓ The layout provides for 32 no. duplex and apartment units in a range of 1, 2 and 3-bed configurations. ✓ All unit types exceed the minimum floor areas as detailed in the Apartment Guidelines.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Dual Aspect Ratio	<p>Section 3.17 requires:</p> <ul style="list-style-type: none"> • Minimum 50% dual aspect apartments in urban locations. <p>✓ This may be reduced to a minimum 33% in certain circumstances where it is necessary to ensure good street frontage and subject to high quality design, usually on inner urban sites, near to city or town centres, including SDZ areas.</p>	<p>All apartments within the scheme will be designed to be dual aspect.</p>
Floor to Ceiling Height	<p>Section 3.14 requires that minimum ceiling heights accord with the Building Regulations (i.e. 2.4m). Ceiling heights at ground floor level should be greater, a minimum 2.7m.</p> <p>Section 3.25 allows for the relaxation in ceiling heights for building refurbishment schemes.</p>	<p>✓ The ceiling height of all new build apartments will be consistent with what is required in the guideline with ground floor ceiling height of all apartments at 2.7m.</p>
Lift / Stair Cores	<p>Section 3.21 requires that, subject to compliance with dual aspect ratios and the building regulations, up to 12 apartments per floor per individual stair/lift core may be provided in apartment schemes.</p>	<p>✓ All stair cores provided within the scheme will serve a maximum of 3 no. units.</p>
Internal Storage	<p>Section 3.30 states that provision should be made for storage and utility (additional to kitchen/bedroom furniture), specifically for household utility functions</p>	<p>✓ Each apartment unit will be provided with adequate levels of storage internally and the exceedance of minimum floor levels will</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>such as clothes washing and the storage of bulky personal or household items.</p> <p>Section 3.33 states that secure storage can be provided at ground or basement level, and this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.</p>	<p>allow for the provision of additional storage should this be required by the occupant.</p>
<p>Private Amenity Space</p>	<p>Section 3.35 requires that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels.</p> <p>A minimum depth of 1.5m is required for balconies.</p>	<p>✓ All apartments are provided with a generous open space area/private balcony. Please refer to Housing Quality Assessment prepared by MCA Architects.</p>
<p>Security Considerations</p>	<p>Section 3.28 states that apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.</p>	<p>✓ All apartments front onto the surrounding public realm, affording the space with passive surveillance and increasing the sense of safety in the area. The apartments overlook the adjacent open spaces and Shackleton Road. All entrance points are safe and secure. They are located at levels to ensure that pedestrian activity is maximised. The entrance points are clearly identifiable through careful detailing and material usage.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Access and Services	Section 4.1 requires apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations	<ul style="list-style-type: none"> ✓ As stated previously, pedestrian and cyclist accessibility are a primary consideration of the proposed development. The development has been designed to be universally accessible. All access points, whether directly from street level or with the inclusion of ramps, will all be Part M compliant. The public open spaces and pedestrian walkways are also accessible to ensure that all members of the public regardless of age or ability can access the spaces. ✓ All internal spaces are designed to be Part M compliant and will be subject to the completion of a Disability Access Certificate (where relevant) following the grant of planning permission.
Communal Rooms	Section 4.5 states that communal rooms may be provided in apartment schemes, including meeting rooms or management/maintenance offices, as well as childcare and gym uses that may be open to non-residents.	<ul style="list-style-type: none"> ✓ No communal space has been provided for the apartments. This is considered appropriate given the ample level of space provided within each apartment as well as the level of facilities/amenities that have been provided on site including a creche. The site is also well located to other facilities and services in the area.
Refuse Storage	Section 4.8 requires that provision shall be made for the appropriate storage and collection of waste materials in apartment schemes. Within apartments, there should be adequate provision for the	<ul style="list-style-type: none"> ✓ Appropriate facilities have been provided within each apartment block to facilitate the storage and collection of waste materials within the apartment block. These areas are sufficiently sized to allow for the provision of appropriate recycling and sorting facilities, will be adequately ventilated and secure so as to

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>temporary storage of segregated materials prior to deposition in communal waste storage.</p> <p>Section 4.9 outlines the following general design considerations:</p> <ul style="list-style-type: none"> • Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste; • In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics; • Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies; • Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people; • Waste storage areas should not present any safety risks to users and should be well-lit; 	<p>minimise the risk of potential nuisance from vermin/flies. All areas are easily accessible both by occupants and bin collection vehicles</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> Waste storage areas should not be on the public street, and should not be visible to or accessible by the general public. Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles; The capacity for washing down waste storage areas, with wastewater discharging to the sewer. 	
Communal Amenity Facilities	Section 4.10 requires the provision and proper future maintenance of well-designed communal amenity space is critical in meeting the amenity needs of residents. The design must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight.	✓ As stated previously the proposed scheme is adequately served by open space areas and amenity facilities. This will ensure that the needs of future residents are met. The design, orientation and location of these facilities will also ensure that the spaces benefit from adequate levels of sunlight.
Children's Play	Section 4.13 requires that the recreational needs of children must be considered as part of communal amenity space within apartment schemes.	✓ Play areas have been provided throughout the scheme and incorporated into the open space areas with many located within close proximity to the proposed apartment/duplex units. These play areas benefit from the passive surveillance from surrounding residential areas.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Car Parking</p>	<p>Section 4.18 states that the quantum of car parking provision for residential developments generally is a matter for individual planning authorities having regard to local circumstances (notably location and access to public transport).</p> <p>The Guidelines state that planning authorities may consider reduced parking in suburban / urban locations well served by public transport and must apply a maximum car parking standard.</p> <p>Where reduced parking is provided, a limited number of drop-off, service and visitor parking spaces should be provided, as well as alternatives, such as car sharing, cycle parking and secure storage.</p>	<p>It is proposed to provide a total of 235 parking spaces within the development as follows:</p> <p>Units with front curtilage spaces: = 145 parking spaces;</p> <p>Units with on street parking = 57 parking spaces;</p> <p>Visitors = 26 car parking spaces; and</p> <p>Creche: 7 parking spaces.</p> <p>A Material Contravention Statement is also included with this SHD application to address the reduced parking provision to the standards set out in the Kildare County Development Plan 2017.</p>
<p>Bicycle Parking</p>	<p>Section 4.15 states that bicycle parking provision for residential developments generally is a matter for individual planning authorities.</p> <p>Where provided, bicycle parking spaces should be conveniently accessible to residents, both in terms of proximity to access points i.e. stair/lift cores to apartments and routes to the external road/ street network.</p>	<p>✓ Adequate level of cycle spaces will be provided per unit for the duplex / apartment units within the curtilage of the property, as per the requirements of Table 17.9 of the CDP. Visitor cycle spaces area also provided for throughout the development site.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Childcare	The guidelines state that one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.	✓ 1 no. childcare facility is provided on site. The proposed crèche provides for c. 42 childcare spaces and is more than sufficient to cater for the proposed development.

2.8 Urban Development and Building Heights 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>SPPR 1</p>	<p>In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly in 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 Frameworks and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitation on building height.</p>	<ul style="list-style-type: none"> ✓ The proposal includes 4 no. 3 storey apartment blocks scattered throughout the site and 1 no. 3 to 4 storey apartment/duplex building located to the east of the subject site. the blocks will provide 32 no. apartment/duplexes. ✓ Sensitive design changes and height variations have been made to address any potential visual impact concerns and the proposed building types and heights vary throughout the development to ensure a visually engaging and high-quality residential environment. A Sunlight Daylight Impact Assessment has been completed by BPC Consulting Engineers and is submitted with this application. ✓ The overall net density of 32.5 units is considered to be consistent with local and national guidelines and will achieve a mix of housing types that will support a variety of different household needs. ✓ The proposed development maximises permeability and prioritises movement for pedestrians and cyclists and will enhance pedestrian connections to the town of Celbridge.
<p>SPPR 2</p>	<p>In driving general increases in building heights, planning authorities shall also ensure appropriate</p>	<ul style="list-style-type: none"> ✓ The development promotes the delivery of new housing and apartment/duplex units as well as an onsite creche with a

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.</p>	<p>sustainable social mix and a mix of unit types and sizes. A high-quality landscape design is proposed throughout the development establishing a strong sense of place connected with nature and provision of a variety of public/semi-private/private open space. The proposal provides the provision of 3 no play areas and a number of informal grassed areas which are of sufficient size/scale to facilitate a range of community and sporting uses (refer to details by Derek Howlin Landscape Architects).</p> <ul style="list-style-type: none"> ✓ Future occupants of the development as well as existing residents in the area will benefit from enhanced pedestrian and cyclist connections to the town and by way of upgrading of the existing footpath and cycleway to the front of the site along Shackleton Road
<p>At the scale of the relevant city/town</p>	<p>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p> <p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection</p>	<ul style="list-style-type: none"> ✓ The site is served by the 67x (UCD) bus service which stops in the early morning and late evening. ✓ The 67x links with the No.66 at Lucan to serve Maynooth and Leixlip. ✓ The proposal has been designed to respond to the topography. Sensitive design changes and height variations have been made to ensure a visually engaging and high-quality residential environment.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p> <p>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>	<ul style="list-style-type: none"> ✓ The development allows for permeability through the site between home zones via a network of streets and footpaths and provides excellent pedestrian connectivity.
<p>At the scale of district / neighbourhood / street</p>	<p>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</p> <p>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p> <p>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway / marine frontage, thereby enabling</p>	<ul style="list-style-type: none"> ✓ The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context. ✓ The proposed development is not monolithic and the proposed building types and heights vary to ensure a visually engaging and high-quality residential environment. ✓ The proposed development is set around a network of streets, interlinked pathways and open spaces which ensures legibility through the site and the wider urban area. The proposed upgrades to the footpath and cycle network extending from the application site to the Shackleton Road will enhance pedestrian

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of <i>“the Planning System and Flood Risk Management – Guidelines for Planning Authorities”</i> (2009).</p> <p>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p> <p>The proposal positively contributes to the mix of uses and / or / building / dwelling typologies available in the neighbourhood.</p>	<p>connections to the town and support the future residential community and the existing community within the area.</p> <p>✓ The proposed mix of residential house and apartment types will support a variety of different household needs. The broad range of housing typology & size will add to the variety of home choice within the immediate area and within the site itself, catering for different demographics and providing the opportunities for future residents to upgrade or down-size whilst maintaining their established roots within the local community.</p>
<p>At the scale of the site / building</p>	<p>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight ventilation and views and minimise overshadowing and loss of light.</p> <p>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s <i>‘Site Layout Planning for</i></p>	<p>✓ The scale, massing and materials have been carefully designed to sensitively respond to the site and the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing and loss of light. Building gardens and open spaces are laid out to exploit the best solar orientation. All buildings are oriented to best embrace the natural light the site offers, and apartments units designed for dual aspect. Gardens and public spaces across the site have access to morning, evening, and midday sun</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p><i>Daylight and Sunlight</i> (2nd edition) or BS 8206-2:2008 – <i>Lighting for Buildings – Part 2: Code of Practice for Daylighting</i>.</p> <p>Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to the local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</p>	
<p>Specific Assessments</p>	<p>To support the proposals at some or all of these scales, specific assessments may be required, and these may include:</p> <p>Specific impact assessment of the micro-climate effects such as down draft. Such assessments shall include measures to avoid / mitigate such micro-</p>	<p>Please refer to the cover letter by McCutcheon Halley Planning Consultants which lists the supporting assessments relevant to the subject proposal which are submitted with this application and which include an Appropriate Assessment Screening Report and Natura Impact Statement, Ecological Impact Assessment and Architectural Heritage Impact Assessment.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered.</p> <p>In development locations in proximity to sensitive bird and / or bat areas, proposed development needs to consider the potential interaction of the building location, building materials and artificial lighting it impact flight lines and / or collision.</p> <p>An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.</p> <p>As assessment that the proposal maintains safe air navigation.</p> <p>An urban design statement including, as appropriate, impact on the historic built environments.</p> <p>Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.</p>	

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>SPPR 3</p>	<p>It is a specific planning policy requirement that where:</p> <p>(A)1. An applicant for planning permission sets out how a development proposal complies with the criteria above:</p> <p>2. the assessment of the planning authority concurs taking account of the wider strategic and national policy parameters set out in the National planning Framework and these guidelines;</p> <p>Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>(A) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government</p>	<p>✓ Compliance with the <i>Urban Development and Building Heights, 2018</i> Guidelines, including SPPR 1 and 2 criteria is set out above.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>policy that building heights, be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>(B) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	
<p>SPPR 4</p>	<p>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:</p> <p>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.</p> <p>A greater mix of building heights and typologies in planning for the future development of suburban locations; and</p> <p>Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not</p>	<ul style="list-style-type: none"> ✓ The proposed net density of 32.5 units per hectare is in accordance with the Celbridge Local Area Plan 2017 and the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009. ✓ Throughout the development the proposed building types and heights vary to ensure a visually engaging and high-quality residential environment. ✓ The proposal will achieve a mix of housing types that will support a variety of different household needs.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	exclusively so in any one development of 100 units or more.	

2.9 Childcare Facilities Guidelines, 2001

The Childcare Facilities, Guidelines for Planning Authorities 2001 published by the Department of Environment require the provision of a creche be assessed where in excess of 75 dwellings are being proposed.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3 Development Control & Related Standards	In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.	✓ 1 no. childcare facilities is provided on site. The creche proposed is greater than the anticipated requirement (Please refer to Creche Assessment by McCutcheon Halley Planning Consultants for further details)
Appendix 1 General Standards	Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.	✓ 1 no. childcare facilities is provided on site.

2.10 The Planning System and Flood Risk Management, 2009

The Planning System and Flood Risk Management, 2009 were issued to provide guidelines to the planning system at national, regional and local levels to avoid development in areas at risk of flooding unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere. The guidelines were also adopted to incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 5 Flooding & Development Management	Sequential approach should be applied to avoid development in areas at risk of flooding.	✓ Yes – there is minimal flood risk associated with the site. The site is outside the 1 in 1000-year flood plain according to the CFRAMs maps. As such the development is in Flood Zone C. Therefore, the development is appropriate.
	Where appropriate a detailed flood risk assessment is to accompany planning applications.	✓ Yes – a Site Specific flood risk assessment accompanies the proposal prepared by DBFL Consulting Engineers.
	Development in flood risk areas should be subject to the Justification test.	✓ The flood risk assessment concludes that the development is not at risk of flooding. Therefore, a Justification Test is not required.

3. Local Planning Policy

This section looks at consistency with the following Local Policy Documents:

- Kildare County Development Plan 2017;
- Celbridge Local Area Plan 2017

3.1 Kildare County Development Plan 2017

In the Kildare County Development Plan 2017 Celbridge is identified as a ‘Self Sustaining Town’, which is defined as being *Self-Sustaining Towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services and which require targeted ‘catch up’ investment to become more self-sustaining.*

The following objectives from the CDP 2017 are relevant to the proposed development:

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 2 Core Strategy</p>	<p>The preferred development strategy has been informed by the RPGs and the environmental sensitivities of the county. It is based on building strong urban centres while protecting the rural hinterlands. The focus is on achieving:</p> <ul style="list-style-type: none"> ✓ Measured growth with emphasis on economic growth in the towns identified as Self-Sustaining Growth Towns and elf-Sustaining Towns as per Table 2.2 	<p>✓ Lands are located in Celbridge, identified as a Self-Sustaining Town in Kildare.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 3 Settlement Strategy</p>	<p>Celbridge is Identified as a Self-Sustaining Town.</p> <p>Self Sustaining Towns are located in Celbridge, Kilcock and Monasterevin and are towns with high levels of growth population an a weak employment base which are reliant on other areas for employment and/or services and which require targeted 'catch up' investment to become more self-sustaining.</p>	<p>✓ Development of the site is consistent with strategic objective for Celbridge as a Self-Sustaining Town.</p>
	<p>Table 3.3 of the Settlement Strategy allocates a dwelling growth target for Celbridge of 603 from 2020-2023 (10% of County's growth target).</p>	<p>✓ The density level of 32.5 units per hectare provides an appropriate unit yield from the zoned lands in terms of achieving the total target growth.</p>
<p>Chapter 11 Social, Community & Cultural Development</p>	<p>CPFO 1</p> <p>Ensure the provision of childcare facilities in accordance with the Childcare Facilities: Guidelines for Planning Authorities (DEHLG) and the Child Care (Pre-School Services) Regulations 1996 and 1997, 'Ready, Steady, Play! A National Play Policy' (2004) and any other relevant statutory guidelines which may issue during the period of this Plan.</p>	<p>✓ The proposed development provides a creche with capacity for c. 42 childcare spaces.</p>
<p>Chapter 14 Recreation & Amenities</p>	<p>RA 4</p> <p>Require the provision of recreational facilities concurrent with new residential developments as deemed necessary by the Council. Types of facilities to be provided will be dependent upon factors such as the size of a given development proposal and the availability of facilities (if any) in the area.</p>	<p>✓ The proposed development provides for passive and active open space, including a children's playground.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>OS 2</p> <p>Require the provision of good quality, well located and functional open space in new residential developments to cater for all age groups.</p>	<p>✓ The proposed development provides variety in terms of the design and layout of open space within the development to cater for all age groups.</p>
<p>Chapter 17</p> <p>Development Management Standards</p>	<p>Building Heights</p> <p>Section 17.2.1 notes that building heights should respect the local streetscape and that varied building heights are supported across residential areas in towns.</p>	<p>✓ The proposed development has been designed to respect the local character of the area and do not exceed 4 storeys in height.</p>
	<p>Site Coverage</p> <p>Section 17.2.2 sets out that the maximum site coverage shall be 50% for residential development.</p>	<p>✓ The total site coverage is 7667 m², which amounts to 16% of the gross site area.</p>
	<p>Plot Ratio</p> <p>Section 17.2.3 sets out that the plot ratio for outer suburban should be 0.35 to 0.5.</p>	<p>✓ The plot ratio is 0.29 based on GIA and has had due regard for the Development Plan.</p>
	<p>Overlooking</p> <p>Section 17.2.4 explains that a minimum separation distance of 22 metres is required between opposing above-ground floor level windows, and 35 metres in the case of overlooking living room windows and balconies at upper floors.</p>	<p>✓ The proposed layout has been designed to ensure that each residential unit will have a high standard of residential privacy which can be achieved by carefully locating and orientating each dwelling. Generous</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		separation distances have been provided between residential units where possible
	<p>Overshadowing</p> <p>Section 17.2.5 requires daylight and shadow projection diagrams to be submitted where development of a significant height is located close to existing development.</p>	<p>✓ The proposed development has a maximum height of 4 no. storeys.</p>
	<p>Soft Landscaping</p> <p>Section 17.2.6 sets out that planting and landscaping should be used to incorporate new buildings into their surroundings and provide privacy between dwellings.</p>	<p>✓ Refer to Landscaping drawings accompanying the planning application.</p>
	<p>Hard Landscaping</p> <p>Section 17.2.7 notes that hard landscaping design is an important element in defining the character of streets and public open spaces.</p>	<p>✓ Refer to Landscaping drawings accompanying the planning application.</p>
	<p>Development Capacity</p> <p>Section 17.4.1 sets out a number of considerations to be taken into account for housing including appropriate density, capacity of social and physical infrastructure, adequate privacy and amenity, safety of layout and adequate provision for cycle and vehicular parking.</p>	<p>✓ Each of the considerations have been addressed throughout the Statement of Consistency and within the Planning & Design Statement.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Density</p> <p>Section 17.4.2 relates to density and notes that Local Area Plans will identify density targets for particular sites as appropriate.</p>	<p>✓ The proposed development is reflective of existing patterns of residential development in the area, while providing for an increased density of 32.5 units per hectare. Density has been addressed in Section 1.2.2 of the Statement of Consistency.</p>
	<p>Housing Mix</p> <p>Section 17.4.3 refers to the Council's objective to ensure an appropriate mix of house types and sizes.</p> <p>A Statement of Housing Mix shall also be submitted with residential planning applications, subject to thresholds.</p>	<p>✓ Different dwelling sizes and types are proposed to provide a range of household sizes and needs.</p> <p>✓ Refer to Housing Quality Assessment by MCA Architects and site plan accompanying the SHD planning application.</p>
	<p>Layout</p> <p>Section 17.4.4 relates to layout of new residential developments and notes that they should take full account of the natural and built environment of the site, the views and vistas to and from the site, and the surrounding area.</p>	<p>✓ The proposed layout has been designed to function as a sustainable and successful residential neighbourhood. It responds to the topography and gradient of the site and has been designed to respect the character of the surrounding area.</p>
	<p>Apartment Developments</p>	<p>✓ Refer to assessment of apartments in Section 2.7 of the Statement of Consistency.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Section 17.4.6 states that planning applications for apartments shall be assessed against the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities.</p> <p>The Council also encourages the provision of apartments above these standards in the interest of building attractive living environments and creating sustainable communities.</p>	
	<p>Public Open Space</p> <p>Section 17.4.7 relates to provision of public open space as an integral part of the layout of all residential schemes. It states that all applications for residential development shall include a landscape plan.</p>	<p>Public open space has been provided throughout the site. Further information is provided in the Landscape Report and Landscaping Plan accompanying the planning application.</p>
	<p>Vehicular Parking</p> <p>Section 17.4.10 relates to car parking standards in residential areas and should take account of DMURS.</p>	<p>Refer to proposed parking layout which accompanies the planning application.</p>
	<p>Taking in Charge Areas</p> <p>Section 17.4.11 relates to the Council's policy on the taking in charge of residential development.</p>	<p>Refer to Proposed Taking in Charge Layout accompanying the planning application.</p>
	<p>Naming and Advertising of New Developments</p> <p>Section 17.4.13 notes that names of residential development shall reflect local heritage and that</p>	<p>The proposed name will be agreed with the Planning Authority prior to launching any advertising campaign for the development.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Transport</p> <p>Section 17.7 relates to the appropriate integration of transport requirements for new developments. It states that the Council shall have regard to DMURS.</p>	<p>Section 2.6 of the Statement of Consistency provides an assessment of the proposal against DMURS.</p> <p>Refer also to Traffic and Transport Assessment, prepared by DBFL Consulting Engineers, which accompanies the planning application.</p>
	<p>Street Lighting and Public Utilities</p> <p>Section 17.7.5 refers to the standards required to be complied with for street lighting.</p>	<p>Refer to public lighting drawings which accompanies the planning application.</p>
	<p>Car Parking</p> <p>Section 17.7.6 refers to the provision of car parking spaces within the curtilage of the site or convenient to the development and notes that the provision should be based on the extent to which the development is likely to generate demand for additional parking spaces.</p>	<p>Refer to proposed parking layout which accompanies the planning application.</p>
	<p>Cycle Parking</p> <p>Section of 17.7.7 relates to the provision of secure cycle parking facilities in new developments.</p>	<p>Provision for bicycle parking has been made within the curtilage of each home. Visitor cycle spaces are also dispersed through the development site.</p>

3.2 Celbridge Local Area Plan 2017-2023

In the Celbridge Local Area Plan 2017, the application site is located within ‘KDA 3 Oldtown: New Residential Area’. The vision for KDA 3 is to provide

A new residential area, that integrates with its surroundings whilst having its own unique character and a strong sense of place

The following objectives from the LAP 2017 are relevant to the proposed development:

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 6 Housing & Community</p>	<p>RD1 –Capacity & Delivery</p> <p>It is a policy of the Council to ensure that sufficient zoned land continues to be available appropriate locations in Celbridge to satisfy the housing needs of the town and that each household has access to good quality housing that is appropriate to its circumstances</p>	<p>✓ Development is located on zoned lands – identified as Key Development Area 3 – Oldtown. See attached Housing Quality Assessment in relation to appropriateness of housing</p>
	<p>RDO1.1</p> <p>To promote and facilitate the phased development of identified Key Development Areas in accordance with guidance set out in Chapter 12.</p>	<p>✓ Refer to discussion under Chapter 12 of this table.</p>
	<p>RD01.2</p> <p>To secure the provision of social infrastructure and community and recreational facilities, in tandem with</p>	<p>✓ Refer to discussion under Chapter 13 of this table.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	residential development, in accordance with the implementation strategy described in Chapter 13.	
	<p>RDO1.4</p> <p>To focus the majority of new housing in Celbridge within walking or cycling distance of a school cluster, the town centred, neighbourhood centre or transport routes.</p>	<p>✓ Development is located within KDA3 – in close proximity to a school cluster, and easy access to existing services and facilities (such as the town centre, supermarket and primary health care centre.)</p>
	<p>RD 2</p> <p>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 development complements the existing residential mix.</p>	<p>✓ See attached Housing Quality Assessment by MCA Architects.</p>
	<p>RDO2.1</p> <p>To require all new residential developments meet the standards and guidance set out in:</p> <ul style="list-style-type: none"> ✓ The Sustainable Residential Development in Urban Areas, 2009 ✓ Sustainable Urban Housing: Design Standards for New Apartments; ✓ The Design Manual for Urban Roads and Streets; 	<p>✓ See discussion in section 2 – National Planning Policy.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	The policies, objectives and development management standards contained in this LAP and the Kildare County Development Plan.	
	<p>RDO2.2</p> <p>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.</p>	<p>✓ See attached Housing Quality Assessment by MCA Architects.</p>
	<p>RD02.3</p> <p>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.</p>	<p>✓ See attached Design Statement by MCA Architects and Housing Quality Assessment by MCA Architects.</p>
	<p>RDO2.4</p> <p>To apply a 10% social housing requirement, pursuant to Part V of the Planning & Development Act 2000 (as amended) to all sites that are zoned solely for residential uses or for a mixture of residential and other uses</p>	<p>✓ The proposed development provides for the transfer of 20% of the units for social housing. See Part V proposal accompanying the planning application.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>COM1 – Education, Childcare & Health Facilities</p> <p>It is the policy to facilitate and secure the provision of social infrastructure to support existing and new communities, in a manner, which provides flexibility to respond to varied and changing community needs.</p>	<p>✓ The proposed development includes provision of a creche with capacity for c. 42 childcare spaces.</p>
<p>Chapter 8</p> <p>Movement & Transport</p>	<p>MT1 – Pedestrian & Cycle Movement</p> <p>It is the policy of the Council to provide an enhanced pedestrian and cycle network in Celbridge including the provision of an additional crossing of the River Liffey, to ensure ease of access to public transport, the town centre, heritage sites and other recreational facilities.</p>	<p>✓ The layout provides for safe and permeable pedestrian / cycle routes facilitating connection within the proposed development and to external amenities.</p>
	<p>MTO1.3</p> <p>To ensure that adequate and secure bicycle parking facilities are provided generally throughout Celbridge and as part of new residential, educational, recreation and commercial developments.</p>	<p>✓ All the housing units within the development have space to store bicycles within the curtilage of the property.</p>
	<p>MTO1.8</p> <p>To require new housing developments to deliver filtered or full permeability to adjoining development in so far as is</p>	<p>✓ The layout provides for future permeability of the adjoining greenfield lands to the south and west.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	possible and, in the case of adjoining Greenfield sites, to ensure the potential for such provision is addressed.	
	<p>MT3 – Roads</p> <p>It is the policy of the Council to support improvements to the road and street network in Celbridge in order to provide connectivity and permeability throughout the town, enable access to and from new communities and to reduce through traffic in the town centre.</p>	<p>✓ The proposed development includes for enhancement of the Shackleton Road with proposed footpath and cycle lane works.</p>
	<p>MT4 – Car Parking</p> <p>It is the policy of the council to manage the provision of parking to provide for the needs of residents, businesses and visitors to Celbridge town centre.</p>	<p>It is proposed to provide a total of 235 parking spaces within the development as follows:</p> <p>Units with front curtilage spaces: = 145 parking spaces;</p> <p>Units with on street parking = 57 parking spaces;</p> <p>Visitors = 26 car parking spaces; and</p> <p>Creche: 7 parking spaces.</p> <p>A Material Contravention Statement is also included with this SHD application to address the reduced parking provision to the standards set out in the Kildare County Development Plan 2017.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 9 Infrastructure</p>	<p>INF2 – Surface Water</p> <p>It is the policy of the Council to maintain and enhance the existing surface water drainage systems in Celbridge and to protect surface and ground water quality in accordance with the Water Framework Directive.</p>	<p>✓ The proposed development links to the existing surface water drainage system. See accompanying Infrastructure Design Report by DBFL Consulting Engineers</p>
	<p>INFO2.2</p> <p>To require Sustainable Urban Drainage Systems (SUDS) as part of all plans and development proposals in Celbridge.</p>	<p>✓ The design and management of surface water complies with the policies and guidelines outline in the Greater Dublin Strategic Drainage Study, see accompanying Infrastructure Design Report by DBFL Consulting Engineers.</p>
	<p>INFO2.4</p> <p>To require applicants to demonstrate that proposals will not negatively impact on the status of a water body, in accordance with the requirements of the Water Framework Directive and associated River Basin Management Plans.</p>	<p>✓ The proposed development will not have any negative impact on the status of any water body, as evidenced by the accompanying Infrastructure Design Report, Appropriate Assessment Screening Statement and Fisheries Assessment.</p>
	<p>INFO2.5</p> <p>To ensure that planning applications have regarded to any existing groundwater protection schemes and / or the likely impacts that the development may have on</p>	<p>✓ The proposed development will not have any negative impact on the groundwater or any GWDTE, as evidenced by the accompanying Infrastructure Design Report and Appropriate Assessment Screening Statement.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	groundwater, groundwater dependent terrestrial ecosystem (GWDTEs) and soils.	
<p>Chapter 10</p> <p>Built & Natural Heritage</p>	<p>PH1 – Natural Heritage</p> <p>It is the policy of the Council to support the protection of species and habitats that are designated under the Wildlife Acts 1976 and 2000, the Birds Directive 1979 and the Habitats Directive as well as areas of high local diversity value and to ensure development with potential to impact the integrity of the Natura 2000 network will be subject to Appropriate Assessment.</p> <p>Objectives: NHO1.1:</p> <p>To ensure an AA, in accordance with Article 6(3) and Article 6(4) of the Habitats Directive and with DEHLG guidance (2009)</p> <p>NH)1.2:</p> <p>To identify, protect, conserve and enhance wherever possible, wildlife habitats and species of local importance, not otherwise protected by legislation. Such habitats would include woodland, river, grassland areas and field boundaries (hedgerows, stone walls and ditches). Such features form part of a network of habitats and corridors,</p>	<ul style="list-style-type: none"> ✓ An Appropriate Assessment Screening Report and Natura Impact Statement have been prepared by Malone O Regan Consulting Engineers and submitted with the application. A tree and hedgerow boundary survey has been prepared and accompanies the application. This survey concludes that the quality of existing trees is generally low ecological value. ✓ The landscaping plan provides planting of a wider variety of native trees and shrubs, improving the biodiversity of the site.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>which allow wildlife to exist and flourish and contribute to compliance with Article 10 of the Habitats Directive.</p>	
<p>Chapter 11 Green Infrastructure & Strategic Green Open Sites.</p>	<p>GI 1 – Green Infrastructure</p> <p>It is the policy of the Council to protect, enhance and further develop the Green Infrastructure network in Celbridge and to strengthen links to the wider regional network.</p> <p>Objectives: GIO 1.3</p> <p>To integrate Green Infrastructure as an essential component of all new developments and restrict development that would fragment or prejudice the Green Infrastructure Network.</p> <p>GIO 1.4</p> <p>To ensure key hedgerows identified, and the linkages they provide to larger areas of Green Infrastructure and the wider countryside are retained where appropriate and integrated in to the design of new developments.</p>	<ul style="list-style-type: none"> ✓ The proposed development is located in KDA 3 and the landscape plan provides for local park and open space which is consistent with the LAP design concept. ✓ The existing hedgerows represent field boundaries, however, the landscaping plan for the proposed layout provides for an overall increase of hedgerow to be provided and provides for planting of a wider variety of native trees and shrubs, improving the biodiversity of the site and providing high quality green infrastructure.
<p>Chapter 12 Urban Design</p>	<p>It is proposed to consolidate the growth within 5 Key Development Areas, that provide for the expansion of the town centre and the development of new residential</p>	<ul style="list-style-type: none"> ✓ The Development is located with Key Development Area 3 – Oldtown.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
& Key Development Areas	neighbourhoods. The 5 areas include KDA 3 – Oldtown: New Residential Area.	
	<p>Vision</p> <p>A new residential area, that integrates with its surroundings, whilst having its own unique character and a strong sense of place.</p>	<ul style="list-style-type: none"> ✓ The proposed development opens to Shackleton Road, providing a connection to the existing residential areas. There is a strong design coherence within the development, incorporating difference character areas.
	<p>Connectivity & Movement</p> <p>Access to KDA 3 shall be from the Shackleton and Oldtown Road and should provide for an extension of the street network into lands west of this KDA in the long term.</p> <p>Streets and spaces should provide for a cycle and pedestrian friendly environment. The Oldtown Road also presents an opportunity to develop a connection back to the town centre that priorities cycle and pedestrian movement. A permeable and integrated street network shall be a key requirement of development proposals.</p>	<ul style="list-style-type: none"> ✓ Vehicular access is provided from Shackleton Road. The development’s main spine road, from Shackleton Road, provides for an extension of the street network into lands west of the KDA. ✓ The development provides for cycle and pedestrian routes within the layout, which connect with existing pedestrian and cycle routes in the environs.
	<p>Built form</p> <p>The development of this KDA should reflect the established pattern of development in the area and</p>	<ul style="list-style-type: none"> ✓ The proposed development is reflective of existing patterns of residential development in the area, while providing for an increased density of 32.5 units per hectare.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>should protect the amenity of adjoining residential estates. Where overhead transmission cables traverse the site, proposed layouts shall comply with the recommended clearance distances identified by the ESB (ref. Section 17.11.2 of the Kildare County Development Plan 2017-2023). Site layouts should seek to fully integrate the identified primary school site into the urban structure of the neighbourhood. School buildings should be designed to front onto new streets and spaces so that they contribute to the streetscape and the character of this KDA. A mix of housing types that range from two to three storeys in height is encouraged. Landmark /feature buildings should be provided along prominent routes and at key junctions to provide for legibility and variety in the urban environment and to reinforce the proposed hierarchy of streets and spaces. Development along the Shackleton Road and Oldtown Road should also provide for good road frontage and an appropriate set back. Innovative design solutions such as courtyard housing, duplex typologies and end of terrace units with frontage onto both a local street and Priory Square Road are encouraged. This site will accommodate a minimum density of 30 units per hectare.</p>	<ul style="list-style-type: none"> ✓ The layout has been designed to comply with recommended clearance distances of the overhead transmission cable. ✓ The layout has also been designed to allow for the integration of any future school within the KDA area. ✓ The development provides for a mix of two and three storey units, including duplex units and landmark corner units providing a variety in the urban form. ✓ The layout provides for good road frontage and appropriate set back from Shackleton Road. A landmark building is provided in the south-east corner fronting Shackleton Road, to provide a strong urban form at this corner. Pedestrian / cycle access is also provided at this location to provide easy access towards the town centre and amenities accessed from Shackleton Road (Primary School; Supermarkets and Primary Health Care Centre).

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Landscape and Open Spaces</p> <p>Public open space shall be provided in accordance with the open space standards of the Kildare County Development Plan 2017-2023. Existing landscape features such as tree lines and streams should be integrated into open spaces. Open space networks that incorporate pedestrian and cycle routes, provide for passive and active recreation, promote ecology and integrate Sustainable Urban Drainage Systems are promoted.</p>	<ul style="list-style-type: none"> ✓ The public opens space is in accordance with the standards of the Kildare County Development Plan (see section 3.1). ✓ The landscape masterplan provides for a variety of features, incorporating pedestrian and cycle routes. The passive and active open space is designed to provide safe, useable and attractive spaces for residents, enhance the biodiversity and integrate the SUDS. See drawing 60560636- SHT-20-0000-L-0001-GA, for more details.
<p>Chapter 13 Implementation</p>	<p>Compliance with objective CPFO 1 of the Kildare County Development Plan 2017-2023.</p>	<ul style="list-style-type: none"> ✓ Refer to section 3.1.
	<p>Phasing:</p> <p>Childcare – Compliance with Objective CPFO 1 of the KCDP 2017 – 2023. Pro-rate provision for dwellings 1-150 to be completed prior to the commencement of dwelling no. 150 in KDA 3. Pro-rate provision for remainder to be completed prior to the completion of development in this KDA.</p> <p>Note: A minimum of 1 no childcare facility is required in KDA 3.</p>	<ul style="list-style-type: none"> ✓ The proposed creche provides for c. 42 childcare spaces and is to be provided. ✓ The size of the proposed creche is sufficient to meet the full requirements of childcare suggested by the Childcare Guidelines (20 spaces per 75 units = proposed 152 units equates to suggested requirement of 40 spaces).

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	All planning applications for development within KDAs shall be accompanied by a detailed Traffic Impact Assessment.	✓ All planning applications for development within KDAs shall be accompanied by a detailed Traffic Impact Assessment.
	Protection of Built and Natural Heritage, as identified in attached map references, 10.1; and 10.2.	✓ Protection of Built and Natural Heritage, as identified in attached map references, 10.1; and 10.2.

4. Conclusion

This Statement of Consistency provides an assessment of the proposed developments consistency with the relevant planning policy documents at national and local levels, including in particular the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)*, the *Urban Design Manual – A Best Practice Guide* and the *Design Manual for Urban Roads and Streets* at a national level, and the *2017 Kildare County Development Plan* and the *2017 Celbridge Local Area Plan* at a Local Planning Policy level. It is submitted that the proposed SHD development is consistent with each of these documents and will provide a positive and significant contribution to the housing supply in Celbridge.