ARUP

Confey Phase 1A LRD (Reg. Ref.: 26/60746)
Transport Response

Project title	Confey Phase 1A LRD
Job number	
File reference	
cc	
Prepared by	Arup
Date	120 October 2026
Subject	Transport responses to FI Request dated 27 August 2026

50 Ringsend Road Dublin 4 D04 T6X0 Ireland
t +353 1 233 4455 d +353 1 233 4313
arup.com

Introduction

The purpose of this note is to provide a coordinated response to the transport-related matters arising from the Further Information request, with particular focus on the matters raised in the NTA submission under Item No. 1, including the western road upgrades, the Northern Orbital Road, pedestrian and cycle connectivity, and bus stop infrastructure. It also responds to Further Information Item No. 2, relating to the operational capacity of Cope Bridge, Captain's Hill, the R149 and the L1015, Item No. 3, relating to the proposed vehicular access to and from the R149, and Item No. 14, insofar as it relates to transport matters raised in the third party submissions. Item No. 1-2 and Items No. 4 to 7 and 12(c), which relate to pedestrian and cycle routes, the L1015 footpath and cycle path, the Stage 1 and Stage 2 Road Safety Audits, the Quality Audit and the positioning of road and tabletop ramps, are addressed in the separate Further Information response prepared by DOBA, and are referenced in this note for completeness.

Arup has prior involvement with the Confey lands, having contributed to the preparation of the Confey Masterplan, including the scoping of the Traffic and Transport Assessment (TTA). The Masterplan, together with its proposed infrastructure phasing programme, was subsequently published for public consultation in December 2023. This response has therefore been prepared with a detailed understanding of the Masterplan framework, and should be read alongside the application-specific TTA submitted with the current Phase 1A application. The transport matters addressed in this note have been discussed with the Kildare County Council Transport Department in advance of the submission of this Further Information response.

Item 1: National Transport Authority submission

Item 1-1: Western Road Upgrades and Northern Orbital Road

"Please note that a submission has been received from the National Transport Authority (NTA) regarding the proposed development. The Confey Masterplan states that the delivery of the Northern Orbital Road is "proposed to be implemented as part of the development of the masterplan". The NTA notes that the current application, Phase 1, does not include provision for the 'western road upgrades' or the 'northern orbital road'. It is noted that the application documents

state (as per the Masterplan) that 'this road infrastructure is not proposed to be specifically associated with any particular phase, but the necessity for its construction will be determined based on more detailed traffic analysis undertaken in future stages with Traffic and Transport Assessments prepared to support planning applications to determine the phasing requirements for the roads infrastructure outside of the Masterplan lands and their specifications utilising the latest available information.

In terms of the ability of the lands to support future development, the NTA considers that the provision of the 'western road upgrades' and the 'northern orbital link', should be carefully tied into a phasing programme for the development of the lands in order to ensure that future vehicular movement, both private vehicles and public transport, can be adequately provided for and to ensure appropriate connectivity between neighbouring urban settlements and higher order services. In the interests of coherent planning and in order to provide a degree of certainty, the NTA recommends that the Applicant should indicate when the trigger for the 'western road upgrades' and the 'northern orbital link' will be met and should work with the local authority, Transport Infrastructure Ireland (TII), the NTA and other stakeholders to establish the requirements in this regard.

The Applicant is requested to comment on the content of the NTA submission and submit proposals to address the comments in relation to the "western road upgrades" and the "northern orbital link".”

The content of the NTA submission is noted. The Applicant acknowledges that the western road upgrades and the Northern Orbital Road form part of the wider transport infrastructure strategy for the development of the Confey Masterplan lands. In relation to this wider Masterplan infrastructure, Kildare County Council has recently appointed AtkinsRéalis to progress the design and route selection process associated with the both the Northern and Western Road upgrades. Engagement with neighbouring Local Authorities and the NTA has also commenced in this regard.

The subject Phase 1A LRD application does not trigger the requirement for either of these infrastructure elements. As set out in the application documentation, and consistent with the Confey Masterplan, the wider road infrastructure is not associated with any particular phase of development. The Masterplan provides that the requirement for its delivery will be determined by detailed Traffic and Transport Assessments prepared in support of each planning application and by the latest available information on committed development, public transport provision and travel demand.

Importantly, the transport assessment undertaken for both the Confey Masterplan and the subject application demonstrates that the current Phase 1A proposal does not trigger the requirement for the western road upgrades or the Northern Orbital Road. As set out in the submitted Traffic and Transport Assessment, the Strategic Transport Assessment prepared for the Confey Masterplan established that up to 450 no. residential units could be progressed within Phase 1A with the existing Cope Bridge arrangement in place. The subject application comprises 272 no. residential units and, as stated in the TTA, falls comfortably within this assessed development envelope.

The application-specific assessment further demonstrates that the proposed development can be accommodated on the existing road network. In particular, the TTA confirms that, with the subject

272 no. units operational, the existing signal-controlled one-way arrangement at Cope Bridge is expected to operate within capacity. The development is forecast to generate approximately 92 vehicle trips during the AM peak and 71 vehicle trips during the PM peak. Section 4 of the TTA also notes that the wider external transport improvements described therein are not required to support Phase 1A.

Accordingly, the subject application does not give rise to a requirement for the remaining western road upgrades or the Northern Orbital Road to be delivered in order to facilitate Phase 1A. The appropriate timing and delivery triggers for these infrastructure elements will instead be assessed as subsequent phases are brought forward, having regard to the cumulative level of development and the latest available transport information.

Beyond the subject application, the Applicant currently envisages one further planning application for the balance of its lands within the Confey Masterplan area. Each future application will be supported by an updated Traffic and Transport Assessment, allowing the infrastructure requirements and appropriate delivery triggers to be identified with greater certainty at the relevant stage.

Notwithstanding the above, and in order to provide the degree of certainty sought by the NTA, an indicative application-specific infrastructure delivery programme is set out below:

Table 1: Indicative Infrastructure Delivery Programme

Infrastructure / Milestone	Responsible	Milestone Date	Relationship to Confey Phase 1A
Northern Orbital Road – route selection	KCC / AtkinsRéalis	Q2 2027	Strategic infrastructure for wider Confey Masterplan lands / development; not triggered by the subject application
Phase 1A commencement	Applicant	Q2 2027	-
Captain's Hill Active Travel scheme	KCC Part 8	Q4 2027	Parallel infrastructure upgrade
Phase 1A first occupation	Applicant	Q2 2028	-
R149 local upgrades	Subject application / Applicant	Q2 2028	Delivered as part of application
L1015 local upgrades	Subject application / Applicant	Q2 2028	Delivered as part of application
Cope Bridge completion	DART+ West / alternative Applicant proposal	Q3 2028	Not required to facilitate the 272-unit development, as demonstrated by both the Confey Masterplan Strategic Transport Assessment and the application-specific TTA
Phase 2 LRD (subject to a future application)	Applicant	Q4 2027	Further TTA to accompany future application and assess cumulative development and identify any additional infrastructure requirements and relevant delivery triggers

Infrastructure / Milestone	Responsible	Milestone Date	Relationship to Confey Phase 1A
Phase 2 commencement (subject to a future application)	Applicant	Q4 2028	Subject to permission and any infrastructure requirements identified through the Phase 2 TTA / planning process.

Item 1-2: Pedestrian and Bicycle-Only Routes

"In line with the NTA submission the Planning Authority require that the Applicant provides 'pedestrian and bicycle only' routes traversing the proposed development as per Confey Masterplan (Figure 40: Indicative Street Network with the Masterplan). The Applicant is requested to submit a drawing for same."

This item is addressed in the separate Further Information response prepared by DOBA, supported by BSLA and JSA.

Item 1-3: Bus Stop Infrastructure

"In line with the NTA submission the Applicant is requested to liaise with the NTA with regard to the provision of bus stop infrastructure for the proposed development."

The requirement to liaise with the NTA in relation to bus stop infrastructure is noted. As set out in the submitted TTA, provision has been made within the transport strategy for bus stop infrastructure serving the proposed development, including an indicative bus stop location close to the main entrance and an interim / long-term bus stop arrangement intended to serve the Phase 1A development and integrate with the wider Masterplan transport network. The Applicant will engage in ongoing consultation with the NTA in relation to the provision of bus stop infrastructure serving the proposed development, including the location, specification and accessibility of stops relative to the development and to the wider Masterplan lands. The Applicant is content that the specific provision of bus stop infrastructure be secured by way of condition, in accordance with the requirements of the NTA and the Planning Authority.

Item 2: Operational capacity of Cope Bridge, Captain's Hill, the R149 and the L1015

"2. Notwithstanding the response to Item 1, the Planning Authority have concerns regarding the operational capacity of Cope Bridge, Captains Hill, the R149 and the L1015. The proposed improvements and upgrades to the infrastructure required by the Confey Masterplan Phase 1a have not been provided in this application or by outside parties. The Applicant is requested to comment and submit proposals to address these concerns."

The concerns raised in relation to the operational capacity of Cope Bridge, Captain's Hill, the R149 and the L1015 are noted. As set out under Item 1 above, the submitted Traffic and Transport

Assessment demonstrates that the proposed development, which forms part of Phase 1a of the overall masterplan lands, can be accommodated on the existing road network. The operation of these elements of the network, and the effect of the proposed development traffic upon them, is addressed in the TTA submitted with the application. In parallel, the infrastructure identified in the Confey Masterplan for Phase 1a is either being delivered as part of the subject application or is being progressed separately by the Applicant and Kildare County Council. The current status of each element is set out below.

Cope Bridge

As noted under Item 1, the application-specific TTA confirms that the existing signal-controlled one-way arrangement at Cope Bridge is expected to operate within capacity with the proposed 272 no. units operational. The approved DART+ West Railway Order includes the upgrade of Cope Bridge and the project is now being actively progressed by Irish Rail. The CPO process in respect of properties identified in the approved Railway Order commenced in September 2026, with the relevant DART+ West works packages expected to proceed to tender shortly. The approved Railway Order therefore provides a clear delivery backstop for the upgrade of Cope Bridge.

In parallel, and in collaboration with Kildare County Council and Irish Rail, the Applicant is progressing a standalone planning application for enhanced upgrades to Cope Bridge which are consistent with both the Captain's Hill Active Travel scheme and the subject application. This application is expected to be lodged in Q4 2026 and will allow the Cope Bridge upgrade works to expedited by Irish Rail.

Therefore whilst the TTA demonstrates there remains operational capacity of Cope Bridge if the proposed development is occupied in advance of the upgrades being delivered, notwithstanding this is it envisaged that the cope bridge upgrade will be brought forward at the earliest opportunity.

As set out in Table 1, by the time of first occupation of Phase 1A in Q2 2028, the Captain's Hill Active Travel Scheme and the R149 and L1015 local upgrade works will be complete, with the upgrade of Cope Bridge following in Q3 2028.

Captain's Hill Active Travel Scheme

Captain's Hill Active Travel Scheme is being delivered by Kildare County Council under Part 8 (Planning Reference P8202606) and is further advanced, having completed public consultation, and will upgrade the Captain's Hill and R149 corridor for walking and cycling. The project has been approved under HIIF and, from discussions with Kildare County Council, it is understood that detailed design will commence immediately after the Part 8 process is concluded. Completion of the works is planned for Q4 2027, ahead of first occupation of Phase 1A.

Local Road Upgrades

The adjoining sections of the R149 and the L1015 are being upgraded as part of this application, as also outlined under Item 1 above. The R149 between Cope Bridge and the L1015 will be upgraded to provide a footpath and cycle lane on the western side. Active travel provision along the L1015 will be delivered on the same basis, in line with Phase 1a of the Confey Masterplan and the NTA submission, with the connections shown on the drawings submitted with this response.

Table 2: Status of the infrastructure identified under Confey Masterplan Phase 1a

Element	Requirement under Confey Masterplan Phase 1a (450 units in total)	Delivery mechanism and current status
Cope Bridge	Replacement and upgrade of the bridge, providing footpaths and cycle lanes in both directions	Upgrade included in the approved DART+ West Railway Order, with the associated CPO process commenced in September 2026. In parallel, the Applicant is bringing forward an enhanced design in coordination with KCC and Irish Rail, with a separate standalone planning application expected to be lodged in Q4 2026.
Captain's Hill and R149 corridor	Upgrade of the corridor for walking and cycling	Captain's Hill Active Travel Scheme, being delivered by Kildare County Council under Part 8 (Planning Reference P8202606). Public consultation completed and the scheme is further advanced. The project has been approved under HIIF.
R149 between Cope Bridge and the L1015	Footpath and cycle lane linking the development to Cope Bridge	Delivered as part of this application, on the western side of the R149, tying into the footpaths and cycle lanes carried across the upgraded Cope Bridge. Shown on the drawings submitted with this response.
L1015	2.0m footpath and cycle path in line with Phase 1a and the NTA submission	Delivered as part of this application, with the indicative continuation of the route beyond the application boundary shown on the drawings submitted with this response.

On the basis of the above, the infrastructure identified by Confey Masterplan Phase 1a is either being delivered as part of this application or is being brought forward in parallel by the Applicant and by Kildare County Council. This infrastructure delivery programme should be read alongside the TTA findings set out above and under Item 1. It does not alter the conclusion that the proposed 272 no. unit Phase 1A development can be accommodated on the existing road network. The Applicant is content that the active travel connections along the R149 and the L1015 be secured by way of condition.

Item 3: Proposed vehicular access to and from the R149

"3. Please note that the Planning Authority have concerns regarding the operational capacity of the proposed vehicular access to/from the adjacent R149 public road as the proposed upgrade of Cope Bridge & Dart + west rail line is not complete and operational. This access is to be limited to Vulnerable Road Users (VRUs). The Applicant is requested to comment and to resubmit a revised drawing for same."

The Planning Authority's concerns regarding the operation of the proposed vehicular access onto the R149 in advance of the Cope Bridge and DART+ West works being complete and operational are noted. As set out under Items 1 and 2 above, the submitted TTA demonstrates that the proposed Phase 1A development can be accommodated on the existing road network. Notwithstanding this,

and in order to respond directly to the Planning Authority's concern regarding the operation of the R149 access during this interim period, the Applicant proposes a restricted movement arrangement, in the form of a left-in / left-out junction, rather than restricting the access to Vulnerable Road Users only. A left-in / left-out arrangement directly addresses the substance of the Planning Authority's concern. By removing all right turn movements at the R149 access, the proposed interim arrangement eliminates conflict with opposing flows and any interaction with the queue associated with the Cope Bridge signals, which is the principal source of the operational concern in advance of the bridge upgrade. It also removes the manoeuvres that give rise to the visibility concerns raised in third party submissions and prevents the development from operating as a through route between the R149 and the wider network. Traffic wishing to make the restricted movements would instead use the L1015, consistent with the wider Masterplan access strategy.

By contrast, a VRU only access would displace all vehicular traffic from the development onto a single alternative access point. This concentrates rather than reduces traffic impact, removes the resilience provided by a second point of access, and is contrary to the Design Manual for Urban Roads and Streets principle of permeable, connected street networks. The R149 access also provides the most direct vehicular route to the proposed creche. Closing this access to vehicles would require all creche trips, including drop-off and collection during the morning and evening peak periods, to route through the internal residential streets, adding traffic to streets intended primarily to serve residents and to prioritise walking and cycling. It would further prejudice emergency service and refuse vehicle access, a matter specifically raised in third party submissions, and would leave the development without a functioning R149 frontage access once the Cope Bridge upgrade is complete, at which point the constraint relied upon in the request no longer applies.

The Applicant is accordingly proposing a left-in / left-out arrangement at the R149 access as an interim measure. This arrangement can be reviewed and upgraded to full movement following completion of the Cope Bridge upgrade, and this can be secured by way of condition.

Item 4: Footpath and cycle path along the L1015

Please note that a 2.0m footpath and cycle path to be provided along L1015 as per Phase 1a of Confey Lands Masterplan and in line with the NTA submission is required. The Applicant is requested to resubmit a revised drawing indicating this requirement.

This item is addressed in the separate Further Information response prepared by DOBA.

Item 5: Road Safety Audit Stage 2

The Applicant is requested to submit a Road Safety Audit (RSA) Stage 2 on the detailed design by an independent approved and certified auditor. The RSA Stage 2 is to assess:

- *The internal areas of the proposed development.*
- *The interface with the existing public road/footpath network/existing residential development.*
- *The internal shared pedestrian/cycle paths.*
- *Pedestrian/cycle access points.*

This item is addressed in the separate Further Information response prepared by DOBA.

Item 6: Stage 1 Road Safety Audit recommendations

The Applicant is requested to provide RSA Stage 1 recommendations including:

- *termination of cycle lanes*
- *relocation of parallel parking*
- *provision of pedestrian crossing at internal junctions*
- *provision of footpaths*

This item is addressed in the separate Further Information response prepared by DOBA.

Item 7: Quality Audit

The Applicant is requested to submit a Quality Audit, addressing pedestrian/cyclist permeability, tactile paving, safe zones in shared spaces and cycle facility details.

This item is addressed in the separate Further Information response prepared by DOBA.

Item 12(c): Road and tabletop ramps

The Applicant is requested to review the positioning of road/tabletop ramps to ensure that no residential access to driveways is impeded or conflicts with ramp slopes.

This item is addressed in the separate Further Information response prepared by DOBA.

Item 14: Transport matters raised in third party submissions

"14. Please note that 18 no. third party submissions were received in relation to the proposed development. The Applicant is advised to review the content of the third-party submissions and to submit responses to the issues raised."

The third party submissions have been reviewed by the design team. A number of the transport-related matters raised overlap directly with the matters addressed under the Further Information request and are therefore addressed through the responses to the relevant FI items above. The remaining matters raised in the third party submissions have been reviewed in coordination with the wider design team to ensure that they are addressed across the relevant disciplines. Where issues are cross-disciplinary, they are responded to jointly by the appropriate members of the design team.

Conclusion

This note responds to the transport related items of the Further Information request, being Items 1 to 7 and Item 12(c), and to the transport matters raised in the third party submissions referred to at Item 14.

In relation to Item 1, the Confey Masterplan Strategic Transport Assessment and the application-specific TTA demonstrate that the 272 no. units proposed fall within the 450 no. unit envelope that can be accommodated with the existing Cope Bridge arrangement, and that Phase 1A does not trigger the requirement for the western road upgrades or the Northern Orbital Road. Consistent with the Masterplan, the delivery triggers for this strategic infrastructure will be identified through the updated TTAs supporting the two further planning applications envisaged by the Applicant. The Northern Orbital Road is, in any case, being progressed by Kildare County Council, with route selection underway, and an indicative infrastructure delivery programme is set out in Table 1 to provide the degree of certainty sought by the NTA. In relation to bus stop infrastructure, the Applicant will engage with the NTA and is content for its provision to be secured by way of condition.

In relation to Item 2, the TTA confirms that the existing signal-controlled one-way arrangement at Cope Bridge is expected to operate within capacity with Phase 1A operational. Notwithstanding this, the infrastructure identified under Confey Masterplan Phase 1a is either being delivered as part of this application or progressed in parallel. The upgrade of Cope Bridge is secured through the approved DART+ West Railway Order, with the associated CPO process commenced in September 2026, and the Applicant is separately preparing a standalone planning application for an enhanced design, expected to be lodged in Q4 2026. The Captain's Hill Active Travel Scheme is being delivered by Kildare County Council under Part 8, with completion planned for Q4 2027 ahead of first occupation, and the active travel provision along the R149 and the L1015 is being delivered as part of this application. In relation to Item 3, an interim left-in / left-out arrangement is proposed at the R149 access in place of the Vulnerable Road User only access sought by the Planning Authority. This addresses the substance of the concern raised by removing the right turn movements that interact with the Cope Bridge signal queue and preventing the development from operating as a through route, while retaining a second point of access for emergency, refuse and residential traffic, maintaining direct vehicular access to the proposed creche and avoiding the displacement of all vehicular movement onto a single access. The arrangement can be reviewed and upgraded to full movement following completion of the Cope Bridge upgrade, secured by way of condition.

Items 4 to 7 and Item 12(c) relate to the footpath and cycle path along the L1015, the Stage 2 Road Safety Audit, the Stage 1 Road Safety Audit recommendations, the Quality Audit and the positioning of road and tabletop ramps. Item 1-2, relating to pedestrian and bicycle only routes, and each of these items are addressed in the separate Further Information response prepared by DOBA, submitted under separate cover.

In relation to Item 14, the transport matters raised in the third party submissions have been reviewed. Where these overlap with the Further Information request, they are addressed through the responses to the relevant FI items, with cross-disciplinary matters, such as the proposed pedestrian and cycle connection towards Glendale, addressed jointly with the wider design team.