



**KILDARE COUNTY COUNCIL
PLANNING DEPARTMENT**

Report prepared in accordance with Part XI of the Planning and Development Act 2000, as amended and Part 8 of the Planning and Development Regulations 2001 as amended

Development proposed by, on behalf of, or in partnership with Local Authority

Report for submission to the members, prepared in accordance with Part XI, Section 179, Sub-section (3)(a) and (3)(b) of the Planning and Development Act 2000 as amended.

Type of Development	Public Realm Improvement Works
Site Location	Market Square, Kildare Town
Development proposed by	Strategic Projects and Public Realm
Display period	<p>Advertised in the Leinster Leader and Kildare Nationalist published 16th January 2024.</p> <p>Public display period from 17th January to 29th February 2024.</p> <p>Submissions could be made by 29th February 2024.</p>
Submissions/observations	<p>48 No. submissions received.</p> <p>A report on the submissions is included in Appendix A. A list of people who made submissions/observations is provided in Appendix B</p>
Part 8 Reference Number	P82023.08

1. SITE LOCATION & CONTEXT

The Part 8 site is located within Kildare town centre and comprises a site area of c. 6540sqm. The proposed project incorporates the public areas both north and south of Bride Street (R415) (also known as Market Square East and West), Church Lane (known as Firecastle Lane), extending westward to Heffernan's Lane and the pedestrian laneway to Nugent Street carpark (rear of Top Nolans). Dublin Street (R445) also runs along the southern boundary of the site. The proposed works are located within the Kildare Town Architectural Conservation and there are several Protected Structures located adjacent the project area. Existing development in the area consists primarily of commercial development bounding Market Square itself and notably, St Brigid's Cathedral and Round Tower to the north west.

Based on the topographic survey submitted with the application, levels range from approximately 107 mOD at the south-west to 110 mOD at the north. The existing levels within the site show a falling trend from north to south.



Fig 1: Site Location (GIS)



Fig 2: Aerial of Site (GIS)

2. DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed works comprise the following:

- Adjustments to the road network and parking arrangements.
- Re-grading Market Square, North of Bride Street, Bride Street and the Eastern roadway whereby kerbs are removed to bring the surface of the public realm to top of existing kerb levels.
- Re-grading the entrance area to Market House (Protected Structure RPS B22-42) to provide level access.
- Upgrading footpath surfaces throughout site area using high quality natural stone.
- Widening and revision of the footpath layouts along Dublin Street.
- Introduction of bollards to manage vehicular access at Church Lane (Firecastle Lane) and Market Square East.
- Repositioning of the Bus Shelter on the North side of Dublin Street to improve pedestrian movement and access around Market House.
- Consolidation of wayfinding and signage throughout the site area.
- Introduction of hard and soft landscaping (including 8 no. additional street trees) throughout Market Square.
- Introduction of bespoke street furniture, seating, lighting and bicycle parking.
- Provision of 6 no. Pedestrian crossings (1 no. controlled and 5 no. uncontrolled) and widening of existing 3 no. controlled crossings.
- Removal of overhead cables and services and relocation underground.
- Upgrading of carriageways, signage, road markings and drainage works including implementation of Sustainable Drainage Systems.
- Provision of all utilities, necessary services and associated site works.



Fig 3: Site Layout Plan

3. SUPPORTING DOCUMENTS

The proposal is accompanied by the following plans and particulars:

- Appropriate Assessment Screening
- Environmental Impact Screening
- Design Report
- Planning Report
- Archaeological Impact Assessment
- Architectural Heritage Impact Assessment
- Arboricultural Assessment and Impact report
- Landscape Masterplan
- Public Lighting Report
- Traffic and Transport Assessment
- Infrastructure Report
- CGIs

4. REFERRALS AND CONSULTATIONS

The referrals and consultation process has been summarised by the SPPR Section and an appropriate response to submissions and issues raised is contained in Appendix A of this report.

4.1 Submissions

48. no submissions were received during the display period, ranging from general comments on the scheme to matters relating to traffic, impacts on nearby businesses, loss of parking etc. The matters raised are set out in Appendix A according to

1. Project Objective
2. Provision of Loading Bays
3. Provision of Alternative Car Parking
4. Market Trading
5. Bus and Coach Bays
6. Market Square east
7. Retractable Bollards
8. Anti-Social Behaviour
9. Permanent Furniture/Fixtures

A detailed response to submissions is contained within Appendix A of this report.

4.2 Prescribed Bodies

The Part 8 proposal was referred to 23 no. prescribed bodies. The issues raised in the submissions are outlined and a response to the issues made are contained within the report in Appendix A of this report. Submission(s) were received from the following:

- *Transport Infrastructure Ireland*: no objection.
- *Department of Housing, Local Government and Heritage*: no objection; conditions /requirements specified.
- *NTA*: No objection; conditions /requirements specified.

4.3 Internal KCC Reports Received

The Part 8 proposal was referred to internal departments of Kildare County Council. The issues raised in the submissions are outlined and a response to the issues made are contained within the report in Appendix A of this report. Submissions were received from the following:

- *Transportation Department*: No objection; conditions /requirements specified.
- *Heritage Team*: No objection; conditions /requirements specified.
- *Water Services*: No objection; conditions /requirements specified.

5. PLANNING HISTORY

- 2360388:** Permission granted for the installation of a new external ATM with new signage.
- 22970:** Permission was granted for the change of use of the existing night club/late bar to a proposed new bedroom accommodation at the Silken Thomas.
- 22123:** Permission was granted for the construction of a 3-story apartment building with entrance from Market Square at Barrett House
- 21981:** Permission was sought inter alia for the change of use to part-of property which faces onto Claregate Street, from residential accommodation to commercial office use, changes to internal layout and alteration, renovation and repairs, including ground floor access / main entrance onto Market Square. Permission was granted on the

- 2nd November 2021. The building is currently occupied at ground floor by Boyle Sports.
- 201083:** Permission was refused in November 2020 for the change of use of a rear section of the existing ground floor from a retail unit with associated storage to use as a bookmaker while maintaining the retail use to Market Square. Reason for refusal includes the introduction of low-grade retail uses in the core retail area.
- 20670:** Permission was refused in August 2020 for the change of use of the ground floor unit from a retail unit to a bookmaker at the Southwell Building. This would have resulted in the expansion of the Boyle Sports bookmaker which is located in the adjacent facilities. Reasons for refusal include the introduction of low-grade retail uses in the core retail area and impacts to the architectural conservation area.
- 191151:** Permission was granted in February 2020 for alteration to Virginia Lodge, including the change of use from residential to guest house.
- 181577:** Permission was granted in February 2019 for the retention of an existing telecommunication installation at the Silken Thomas.
- 181119:** Permission was granted for the change of use of the first floor of the Vatican from abandoned dwelling to guesthouse in November 2018.

6. BUILT AND NATURAL HERITAGE

Built Heritage	<p>The site is located in an Architectural Conservation Area</p> <p><u>Northern Square:</u> Verger's House RPS B22-30 / Reg.no. 11817006 Freestanding cast-iron lamp standards RPS B22-42 / Reg.no. 11817004. Nolan's Pub RPS B22-44 / Reg.no. 11817005, Harte's of Kildare, although it is recorded under its former name The Vatican RPS B22-47 / Reg.no. 11817016 Southwells RPS B22-48 / Reg.no. 11817017 Railings outside of Millies Reg.no. 11817015</p> <p><u>Southern Square:</u> Virginia Lodge RPS B22-19 / Reg.no. 11817100 Market House RPS B22-42 / Reg.No. 11817003 Barrett House RPS B22-63 / Reg.no. 11817048 The 1798 Monument known as Gibbet Rath (Reg.No. 11817002) A limestone Celtic high-cross style monument (Reg.no. 11817001) Silken Thomas, which was the Tower Cinema and is now a pub/restaurant (Reg.no. 11817101) The house, formerly known as Daniel Boland's Pub (Reg.no. 11817045) Boyle's Pub (Reg.no. 11817046)-</p>
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	<p>The Bank of Ireland building (Reg.no.11817047)</p> <p>St Brigid's Cathedral RPS B22-45 is located to the north west of the site.</p>
Archaeological Heritage	<p><u>Site is located within a zone of archaeological potential</u></p> <p>A number of archaeological findings are on the Sites and Monuments Record and are located in and around the Square, including:</p> <p>Historic town: KD022-029001</p> <p>St Brigid's Cathedral RMP KD022-029005</p> <p>Kildare Round Tower RMP KD022-029020</p> <p>Town defences: KD022-029009-</p> <p>Tomb -effigial: KILDARE KD022-029070</p>
Natural Heritage	<p>The closest Natura 2000 site, Pollardstown Fen SAC, is located 4.5km north east of the site.</p>

7. POLICY CONTEXT

7.1 National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040. It identifies "Enhanced Amenities and Heritage" as a national strategic outcome (NSO) which will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.

7.2 Regional Spatial and Economic Strategy

The RSES replaced the Regional Planning Guidelines for the Greater Dublin Area. The RSES provides regional level strategic planning and economic policy in support of the implementation of the NPF and provide a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF. The RSES identifies Regional Strategic Objective Creative Places which seeks to enhance and integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration.

7.3 Kildare County Development Plan 2023-2029

Chapter 8 Urban Centre and Retail

RET O42: *Facilitate the consolidation/expansion of the town centre of Kildare Town through infill development and the redevelopment/regeneration of derelict/under-utilised sites and buildings particularly those within the Core Retail Area.*

RET O43: *Encourage the development of independent retail outlets and markets in the town centre that will create a unique character and shopping*

experience for tourists and visitors and add to the attractiveness of Kildare Town.

- RET O44:** *Develop a well-designed pedestrian link from the Kildare Tourist Outlet Village (KTOV) to the town centre, in consultation with the various third party landowners, with a view to better integration, enhancing visitor experience and promoting the heritage and evening economy of the town centre in accordance with the guidance in the Retail Planning Guidelines 2012 and accompanying Retail Design Manual.*

Chapter 10 Community Infrastructure and Creative Places

- SC P5** *Ensure all buildings, public and open spaces and recreational and amenity areas are accessible for people with disabilities, having regard to the Building Regulations, the objectives of 'Building for Everyone' (National Disability Authority), 'Access for the Disabled' (nos. 1 to 3) (National Rehabilitation Board), and the Irish Wheelchair Association Best Practice Guidelines: Designing Accessible Environments.*

- SC A14** *Support the extension of Kildare town heritage centre and develop a museum or a cluster of museums in Kildare Town featuring the heritage and attractions of the town including natural heritage, history, the equine industry, the Defence Forces and St Brigid, subject to AA screening and where applicable, Stage 2 AA.*

Chapter 14 Urban Design, Placemaking and Regeneration

- UD P1** *Apply the principles of people-centred urban design and healthy placemaking as an effective growth management tool to ensure the realisation of more sustainable, inclusive, and well-designed settlements resilient to the effects of climate change and adapted to meet the changing needs of growing populations including aging and disabled persons.*

- UD O2** *Ensure that town centres remain the focal point of their respective settlements by maintaining and enhancing their role as dynamic, attractive, resilient and inclusive environments, and as established destinations for commercial, retail, civic and recreational activities.*

7.4 Kildare Local Area Plan 2023 – 2029

The subject site is zoned **A: Town Centre** with the zoning objective: To protect, improve and provide for the future development of the town centre.

- TCO 1.1** *Reinforce the town centre as a primary location for commercial, civic, social and cultural development through the promotion of new high-quality infill and backland development that consolidates the existing urban core.*

- TCO 1.2** *Protect the character of the town centre and ensure that new development responds positively to its established built form, scale and character and to continue implementing environmental improvements,*

to sustain and improve its attraction for living, working, visiting and investment.

TCO 2.1 Support and facilitate the implementation of the projects detailed in Table 4-1 (as per the Kildare Town Renewal Masterplan) as follows:

- Market Square and Environs Project*
- Cycle and Pedestrian Network Enhancements Project*
- Public Realm Enhancements Project*
- Train Station Improvements Project*
- Courthouse and Water Tower Improvements Project*

Seek to secure financial support through potential future funding mechanisms in conjunction with other statutory agencies and relevant stakeholders, particularly through the Urban/Rural Regeneration and Development Fund (URDF/RRDF) to support the urban renewal of Kildare Town.

TCO 2.3 Continue to actively engage with the community, landowners, developers and other agencies to pursue resources for the enhancement, renewal and regeneration of Kildare Town Centre.

TCO 2.4 Ensure that urban renewal works prioritise the enhancement of the streetscape and heritage assets of the town centre of Kildare, to sustain and improve its unique attraction for living, working, visiting and investment.

TCO 2.5 Support and facilitate an extension to the Heritage Centre (Market House) as appropriate, to facilitate the development of additional office, retail, hospitality and performance space and the relocation of the existing ESB substation. Any future extension to the Heritage Centre would be subject to normal planning and design requirements.

TCO 2.6 Support the completion of a public realm strategy for Kildare Town, as part of the implementation of the Town Renewal Masterplan. Such a Strategy shall incorporate a bespoke materials palette, including for pavement, signage and street furniture which will complement and enhance the natural and built environment of Kildare Town.

*MTO 3.2 Ensure the implementation of the following road measures contained in Table 7-4 and illustrated in Map 7.4 in accordance with the DMURS standards for urban roads and streets and where necessary to preserve the identified routes free from development:
(iii) Closure of Bride Street within Market Square.*

MTO 3.6 Ensure the safety of pedestrians and cyclists at the eastern section of Market Square once traffic is diverted from Bride Street, through a redesign of the eastern side of Market Square junction to increase its

capacity to cater for greater vehicle volumes and to ensure the safety of pedestrians and cyclists.

MT0 3.7 *Investigate the possibility of ancillary road measures such as the potential for a one-way system on Nugent Street, as part of the closure of Bride Street within Market Square, a one-way system between Dunmurray Road and Rathbride Road, an inner relief road one-way system using Meadow Road and Academy Street, from Melitta Road to Pigeon Lane or to the north of town, and also the possibility of a future HGV ban in the town centre within the lifetime of the Plan and/or under future land uses plans for the town.*

Market Square is also noted within the Architectural Conservation Area and Zone of Archaeological Potential for the town.

7.5 Kildare Town Transportation Strategy 2022

Kildare Town Transportation Strategy has recently been adopted which aims to secure long-lasting transport improvements in Kildare Town. The Transport Strategy outlines the impact of future proposed land development on transportation and presents potential solutions to improve conditions for active modes, private motorised vehicles and public transport. The Kildare Town Transport Strategy identifies a number of long term-objectives which regards the provision of new roads to allow the diversion of through traffic away from Market Square. This will be achieved once the development of the Former Magee Barracks Road and the Northern Link Street.

7.6 Town Centre First

The aim of the policy is “to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community”.

7.7 Climate Action Plan 2024

The CAP 2024 recognises the role of local authorities in delivering climate action. It discusses Town Centre First and how local authorities can promote sustainable settlement patterns, through the use of sustainable car parking policies and the delivery of public realm improvements and reallocation of road space

8. ASSESSMENT OF PROPOSED DEVELOPMENT

8.1 Principle of Development

The principle of the development is consistent with the zoning, policies and objectives of the Kildare County Development Plan 2023 – 2029 and with the Kildare Town Local Area Plan (LAP) 2023 – 2029 as indicated in Section 7 of this report. In particular, Chapter 4 of the Kildare Town LAP focuses on policy and objectives for the ‘Consolidation and Renewal of the Town Centre’. The chapter also focuses on urban renewal of the Kildare Town Centre to create a more attractive environment for both locals and visitors, through the ‘development of high-quality public spaces in town centres are proven to enhance the setting of historic buildings and spaces, improve the image of a centre and to make the town a more attractive and vibrant place’. Furthermore, Section 4.3.1 Market Square and Environs also seeks to create a more

pedestrian friendly public realm within Market Square and identifies public realm improvements for the square.

8.2 Environmental Impact Assessment

An EIA Screening Report was prepared to assist the relevant authority (Kildare County Council) in forming an opinion as to whether or not the Proposed Scheme should be subject to Environmental Impact Assessment (EIA) and if so whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of it. The screening process included an assessment of the details of the Proposed Scheme with reference to the relevant EIA legislation including the Planning & Development Regulations 2001 (as amended by Planning and Development Regulations 2015), the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU) and relevant EU Guidance including Interpretation of definitions of project categories of annex I and II of the EIA Directive, EU, 2015 and Environmental Impact Assessment of Projects Guidance on Screening, EU, 2017.

The overall conclusion of the screening exercise was that there should be no specific requirement for a full Environmental Impact Assessment of the Proposed Scheme as there is no requirement for an Environmental Impact Assessment Report to be carried out for the Part 8 proposal.

8.3 Appropriate Assessment

An Appropriate Assessment Screening Report was prepared to assist the relevant authority (Kildare County Council) in forming an opinion as to whether or not the Proposed Scheme requires a Natura Impact Assessment. The Appropriate Assessment (AA) Screening Report was carried out in accordance with the document 'Assessment of plans and projects significantly affecting Natura 2000 sites: methodological guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC' (Oxford Brooks University, 2001) with the requirements of Article 6 of the EU Habitats Directive (Directive 92/43/EEC). This report and any contributory fieldwork were carried out in accordance with guidelines given by the Department of Environment, Heritage and Local Government (2009, amended 2010). The process is given in Articles 6(3) and 6(4) of the Habitats Directive and is commonly referred to as 'Appropriate Assessments' (which in fact refers to Stage 2 in the sequence under the Habitats Directive Article 6 assessment). Article 6 of the Habitats Directive sets out provisions which govern the conservation and management of Natura 2000 sites. Article 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect Natura 2000 sites (Annex 1.1). Article 6(3) establishes the requirement for Appropriate Assessment.

The AA Screening Report concluded that no impacts are likely as a result of the Proposed Scheme on the conservation objectives or overall integrity of any Natura 2000 Site and accordingly Appropriate Assessment is not required.

8.4 Proposed Design and Layout

A Design Report and Planning Report, prepared by Metropolitan Works and McCabe Durney Barnes accordingly, have been submitted with the application which provides significant site analysis, urban design analysis, historical context and a design

approach of development in relation to Market Square and its historical setting. A Landscape Plan and Arboriculture Plan, prepared by AECOM and CMK Hort + Arb Ltd, have also been submitted which indicates the existing and proposed planting and hard and soft landscaping throughout the site.

The design approach seeks to redress the balance from what was previously a vehicular dominated area to a civic space that puts people and pedestrians first, creating a flexible, attractive area capable of accommodating a range of social spaces and community events. The proposal seeks to formalise the pedestrianisation of the North side of the Square and the public spaces, the outcome of the accelerated measures that took place in response to Covid 19. Improvement works also create a more cohesive environment where both north and south square can work as one integrated space both physically and visually.

The proposed works include the following:

Regrading levels

- Re-grading Market Square, North of Bride Street, Bride Street and the Eastern road whereby kerbs are removed to bring the surface of the public realm to top of existing kerb levels.
- Re-grading the entrance area to Market House (Protected Structure RPS B22-42) to provide level access.

Upgrading footpaths

- Upgrading footpath surfaces throughout site area using high quality natural stone.
- Widening and upgrading of footpath layouts along Dublin Street.

Vehicle and pedestrian movements

- Introduction of retractable bollards to manage vehicular access at Church Lane (Firecastle Lane) and Market Square East. The retractable bollards will control access along these routes during specific events and market days.
- Reduction in large radii turning to reduce speed of vehicles.
- Reduce carriage way of Bride Street to 6.5m from 6.8m and on Dublin Street to 6.5m from 8m.
- Repositioning of the bus shelter eastwards on the north side of Dublin Street to improve pedestrian movement and access around Market House.
- Provision of 6 no. Pedestrian crossings (1 no. controlled and 5 no. uncontrolled) and widening of existing 3 no. controlled crossings.
- Adjustments to the road network and parking arrangements. Removing parking along eastern side of Market Square and maintaining car parking removed during Covid-19. Delivery parking bays have been included.
- Upgrading of carriageways, signage, road markings and drainage works including implementation of Sustainable Drainage Systems.

Landscaping and infrastructure

- Introduction of hard and soft landscaping throughout Market Square.
- High quality paving throughout Market Square and extended routes.

- Retention of 14 existing trees, removal of 4 poor quality trees and the provision of 8 new tree species. A series of soft landscaped areas are also proposed at entrance points to the space.
- Introduction of bespoke street furniture, seating, lighting and bicycle parking.
- Consolidation of wayfinding and signage throughout the site area.
- Removal of overhead cables and services and relocation underground.
- Provision of all utilities, necessary services and associated site works.

CGIs have been submitted which illustrate the impact of development within the wider Market Square Area.



Fig 4: Proposed layout including landscaping



Fig 5: CGI of Market Square North (West)



Fig 6: CGI of Market Square South (East)

It is considered the design approach is an integrated, cohesive and pedestrian focused design which will enhance the public realm of the town centre in a sympathetic manner which respects the heritage of adjacent sites.

8.6 Accessibility

Design approach to the public realm has ensured that the area is accessible to all user groups, including the mobility impaired. Street furniture will also consider the needs of all user groups.

8.7 Impact on the Heritage

Market Square is noted within the Architectural Conservation Area and Zone of Archaeological Potential for the town. An Architectural Heritage Impact Assessment, prepared by JCA Architects (Grade 1 Conservation Architects) has been submitted with the application which provides a detailed historical analysis of the ACA, photographic survey and concluding impacts. The following elements of design are noted in the report:

- Introduction of new paving – existing paving is not of historic significance, impact of new paving is considered neutral. Visual impact of same will connect and integrate north and south market Square.
- Stepped and fixed concrete seating – contemporary design is considered neutral.
- Historic well - developed as a feature to draw historic significance which it currently does not have.
- The cumulative architectural heritage impact of the proposed public realm changes to Market Square ranges from neutral to positive. The scheme retains and respects the Protected Structures on the Square and will result in a positive visual impact on their setting and the open large gathering space proposed to the western side of the square represents an improvement in quality on the existing cluttered environment and reinforces the prominence of the Market House as the principal architectural feature within the square.
- Protective actions for Market House are also proposed before and during construction.

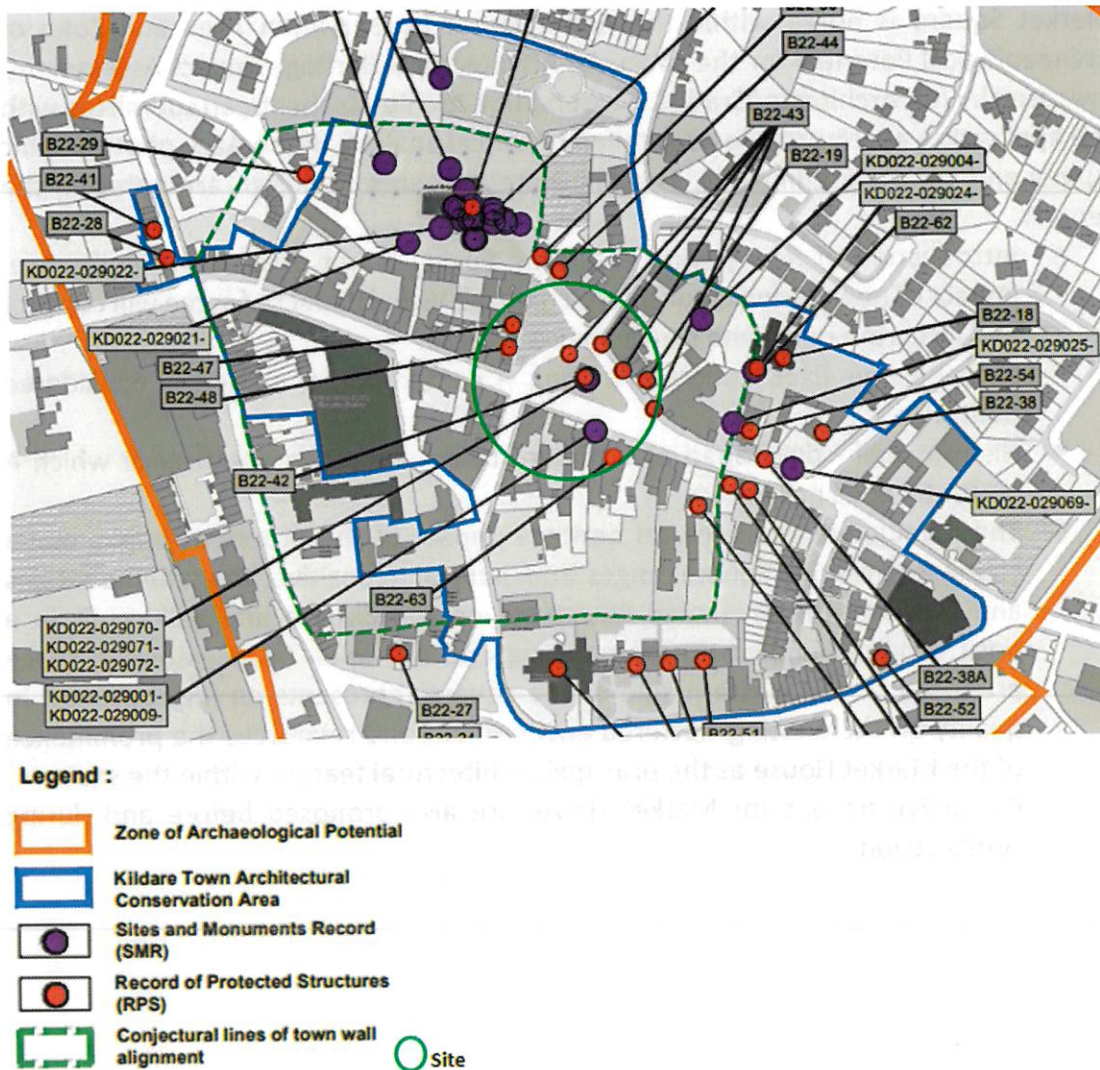


Fig x: Heritage of the site

An Archaeological Impact Assessment Report prepared by Courtney Deery Heritage Consultancy Ltd has been submitted with the application which provides a detailed historical analysis of the town centre and impact of development on surrounding monuments, particularly St Brigid's Cathedral and Round Tower. The following elements of design are noted in the report:

- There are three individual RMP / SMR sites within the proposed development boundary in Market Square, however these are located within Market House and are not in their original context (17th century mantelpiece and armorial plaques, and a 13th century effigial tomb slab; KD022-029070 to -029072). The proposed development is located within the RMP zone of notification for the Historic Town of Kildare (RMP KD022-029001), at the heart of the early medieval and medieval settlement. As such, the proposed development site is in an area considered to be of high archaeological potential.
- Given the location of the proposed development within the RMP zone of notification for the Historic Town of Kildare (KD022-029001), there is potential for the discovery of archaeological features and deposits. Archaeological monitoring is considered the most appropriate mitigation measure, given the urban nature of the proposed project's location. It is recommended that a suitably qualified archaeologist be present to monitor all ground disturbance

works associated with the project.

The application was referred to the Heritage Team of Kildare County Council and the Department of Housing, Local Government and Heritage for comment. No objections have been raised subject to conditions/requirements which will be incorporated into detailed design stage.

Having regard to the foregoing, it is considered the proposed public realm improvement works have been sensitively designed to consider the heritage of Market Square and the surrounding streetscape.

8.8 Water Services & Flood Risk

An Infrastructure Report, prepared by Aecom Consulting Engineers, outlines the engineering design associated with the proposed Part 8 in terms of Surface Water Drainage, Flooding, Foul Water Drainage, Water Supply. In terms of surface water, it is proposed to maintain the current flow paths from the site and drain surface water runoff from the market square (impermeable roads and surfaces within the square, together with any additional runoff from landscaped areas which does not percolate to ground) into the existing network via gravity. It is proposed to provide new 225mm dia. surface water drains within both Bride Street and Market Square East which new gullies can outfall to. The drainage proposed in these areas is for new dished channels to be provided along the road kerblines complete with dished gullies at regular intervals. SuDS measures are also proposed to treat water prior to entering the drainage network, which include bioretention system/tree pits. In terms of water and waste water, there is no additional foul water drainage infrastructure proposed within the subject site and water pop-ups are proposed to be provided as part of the current proposals, which will be used during events.

The application was referred to Water Services and Irish Water for assessment and comment. No objections have been raised subject to conditions which will be incorporated into detailed design stage.

8.9 Parking and Transportation

The following upgrades and interventions to roads infrastructure:

- Upgrading footpath surfaces throughout site area using high quality natural stone.
- Widening and upgrading of footpath layouts along Dublin Street.
- Introduction of retractable bollards to manage vehicular access at Church Lane (Firecastle Lane) and Market Square East.
- Reduction in large radii to reduce speed of vehicles.
- Reduce carriage way of Bride Street to 6.5m from 6.8m and carriage way of Dublin Street to 6.5m from 8m
- Repositioning of the bus shelter eastwards on the north side of Dublin Street to improve pedestrian movement and access around Market House.
- New pedestrian crossings proposed at the Northwest, Northeast and Southeast arms of the Market Square/Bride Street junction, at the Northwest arm of the Bride Street/Dublin Street junction, at the Southeast end of Market Street, and on Dublin Street at the Southeast end of the site.

- The number of car parking spaces on Market Square has been reduced since 2020, with a temporary pedestrian public realm scheme in place. Previously there were approximately 38 parking spaces west of Bride Street on Market Square. Currently the layout of the Market Square accommodates an enlarged public space to better accommodate outdoor activity in Kildare. As part of this Part 8, it is proposed to regularise this current arrangement with a further reduction of 17 spaces on Dublin Street and Market Square East. 6 No. spaces (including 2 accessible spaces) will be reintroduced to the Market Square as part of the scheme.
- A loading bay to facilitate businesses on the Square is located on Market Square East.
- Upgrading of carriageways, signage, road markings and drainage works including implementation of Sustainable Drainage Systems.
- Provision of 18 new bike stands at various locations throughout Market Square.

A Traffic Impact Assessment prepared by AECOM has been submitted with the application which assesses, inter alia, DMURS compliance, existing road network conditions, proposed public realm improvement works, junction analysis and road safety audit.

8.9.1 Car Parking

It is noted one of the main issues raised in the public submission relates to loss of car parking in the town centre. In 2022, AECOM were commissioned by Kildare County Council to undertake a parking assessment of the town to understand the existing parking arrangements. Parking surveys were undertaken at all the main on-street and off-street parking locations in Kildare Town Centre on Friday the 21st, Saturday the 22nd and Sunday the 23rd of January 2022, over a twelve-hour period from 07:00 – 19:00 to capture all peak parking periods. The on-street and off-street car parking considered as part of this parking assessment are indicated in the TTA which considered 353 car parking spaces across the 13 car parking locations within 1 – 5 minutes walking distance of the subject site. From the review of the parking surveys, the peak parking demand periods were observed as follows:

- Friday 21st January -14:30 –15:30 with 303 parking spaces occupied (86% Max Occupancy);
- Saturday 22nd January -14:00 –14:30 with 260 parking spaces occupied (74% Max Occupancy); and,
- Sunday 23rd January -11:00 –11:30 with 246 parking spaces occupied (70% Max Occupancy).

This survey concluded the local car parks which surround the Market square can cater for the spaces which have been removed as part of these proposals.

8.9.2 Retractable Bollards

The purpose of the proposed bollards is multi-faceted, but the primary objectives are as follows:

1. To maintain access to St. Brigid's Cathedral while restricting the use of Firecastle Lane to through traffic.

2. To restrict vehicles from accessing Firecastle Lane that are too large to exit due to the constriction of the lane at the cottages.
3. In the interest of pedestrian safety, to reduce traffic in the pedestrian shared space at the entrance to St. Brigid's Cathedral and at the entrance to Nugent Street (Top Nolan's) Car Park.
4. To reduce the use of the laneway to vehicular traffic unrelated to the adjacent properties/businesses.
5. To manage access to St. Brigid's Cathedral and the public space to remove unauthorised car parking.

The use of a retractable bollard system has been proposed for the following reasons:

1. It has the capacity to provide continued access to St. Brigid's Cathedral, Firecastle Lane and Market Square as necessary to vehicles associated with adjacent businesses and properties without the need to manually adjust the bollard every time access is required.
2. The system offers a flexibility for businesses to identify vehicles requiring access and how the access is facilitated including:
3. Fob access- A fob is provided to the vehicle requiring access. The bollard recognises the signal from the fob and retracts accordingly.
4. Timed access- the bollards are left in the retracted position for a duration deemed necessary by the adjacent property owners.
5. Phone access- An access number is provided which, when called from a registered phone number, will activate the bollard to retract and provide access.
6. Number plate recognition- a vehicle registration number is registered with the bollard and when recognised will activate the bollard to retract and provide access.

The application was referred to TII, NTA, Department of Transport, Area Engineer and Roads Department for assessment and comment. No issues have arisen subject to conditions. It is stated in the Submissions Report prepared by the Strategic Projects and Public Realm Section, that the conditions as set out will be incorporated into the contract documents for the construction and management of the proposed development.

8.10 Public Submissions

48no. of submissions have been summarised and addressed in Appendix A of this report. It is considered that the responses to the main issues raised in the public submissions have been adequately addressed in Appendix A of this report. It is accepted that some details will need to be agreed at the Detailed Design stage of the project.

9. CONCLUSION

Having regard to:

- The provisions of the Kildare County Development Plan 2023 - 2029
- The Kildare Town Local Area Plan 2023 - 2029

- Kildare County Council's internal departmental reports and Prescribed Bodies reports,
- The EIAR Screening Report and Determination
- The AA Screening Report and Determination
- Appendix A Submissions Report and the responses to the items/issues raised,
- The location of the proposed development,
- The nature and extent of the proposed development and
- The recommendations set out at Item 10 below.

It is considered that the proposed scheme would be in accordance with the provisions of the Kildare County Development Plan 2023 - 2029 and the Kildare Town Local Area Plan 2023 - 2029, and would therefore be in accordance with the proper planning and sustainable development of the area.

10. RECOMMENDATION

It is recommended to the Mayor and Members of the Newbridge/Kildare Municipal District, that the proposed Part 8 be proceeded with, subject to the modifications set out below.

The proposed Part 8 shall be in accordance with the plans and particulars placed on public display on from 17th January to 29th February 2024, except where amended by the following:

1. The requirements as outlined in the responses to the submissions from the public shall be included as part of the Detailed Design Stage.
2. The requirements as outlined by the Department of Housing, Local Government and Heritage, and the National Transport Authority shall be included as part of the Detailed Design stage, as appropriate.
3. The requirements as outlined in response to submissions from Heritage Team, Water Services and Transportation Department of Kildare County Council shall be complied with as part of the Detailed Design stage, as appropriate.
4. The proposed external finish of development and public realm palette of materials shall be agreed in writing with the Planning Authority at Detailed Design Stage.

Signed:




C Scanlon

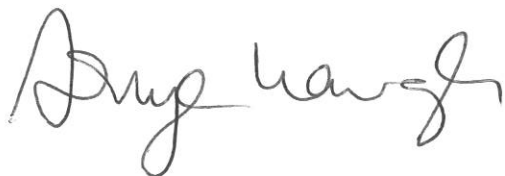
Executive Planner

Date:

19/04/24


Bébhinn O'Shea
Senior Executive Planner
30/4/24


Aoife Brangan
A/SP
01/05/24


CE
21/5/2024

APPENDIX A

SUBMISSIONS REPORT (STRATEGIC PROJECT AND PUBLIC REALM)

P82023.08 REPORT ON PART 8 SUBMISSIONS

PROPOSED PUBLIC REALM IMPROVEMENT WORKS IN MARKET SQUARE, KILDARE TOWN, CO. KILDARE



Kildare County Council
Comhairle Contae Chill Dara

March 2024

Report prepared in accordance with Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended) and the Planning and Development Act 2000 (as amended).

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1. PROCEDURE

In accordance with Part 8, Article 81 of the Planning and Development Regulations 2001, (as amended), notice of the proposed development was given by the placement of notices in Leinster Leader, editions dated the week of 16th January 2024.

Nine site notices were erected on public lamp posts, signposts and The Heritage Centre within Market Square and the wider Part 8 site area. These notices were maintained in place for the prescribed period.

Plans and particulars of the proposed development were available for public inspection, by appointment, during public opening hours of 9.30am-4.30pm, Monday to Friday, from 17th January 2024, up to and including 29th February 2024, at the following location:

- Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare.

The plans and particulars of the proposed development were also available to view online, during the period noted above, on Kildare County Council's website at:

- <http://www.kildare.ie/countycouncil/AllServices/Planning/Part8Schemes/>
- <https://consult.kildarecoco.ie/en/browse>

In addition, Stakeholder Engagement for this Part 8 Project has been extensive, not only conducted by Metropolitan Workshop Consultant Design Team but also by Kildare County Council Strategic Projects and Public Realm Team. This included a major consultation event held in Kildare Town Library on Saturday 27th January 2024, where more than 100 members of the public attended to view the proposed Part 8 project.

A total of 48 submissions/observations were received by Kildare County Council during the public display period. An online survey was also conducted during the display period of the Part 8, attracting a total of 45 responses (Refer to Section 6 of this report to view the results of the survey).

2. SITE LOCATION AND DESCRIPTION

The Part 8 site is entirely located within Kildare town centre and comprises a site area of c. 6540m² (site boundary outlined in red on the Figure 1 Project Area in this report). The proposed project incorporates the public areas both north and south of Bride Street (R415), Church Lane (known as Firecastle Lane), extending westward to Heffernan's Lane and the pedestrian laneway to Nugent Street carpark (rear of Top Nolans). The proposed works are located within the Kildare Town Architectural Conservation and there are several Protected Structures located within the project area.

Market Square previously accommodated 39 no. carparking spaces and the horizontal surfaces of the Part 8 site were dominated car parking. As part of the Council's response to the Covid-19 pandemic KCC carried out a project to provide increased space for outdoor socialising, pedestrianisation and activation of Market Square, with the aim of enhancing peoples' experience and enjoyment of the

public realm. Introduced on a trial basis, it was a short-term intervention with the potential to catalyse long-term change.

The Part 8 proposal seeks to formalise the pedestrianisation of the North side of the Square, an outcome of the accelerated measures that took place in response to Covid 19. Assessing the use of space as outdoor dining and use of loose furniture during this period has helped inform the design proposal.

At the outset it should be emphasised that the proposed works are confined to the horizontal surfaces of the square and no work is envisaged to the surrounding buildings which form the vertical enclosure to the sides of the Part 8 site.

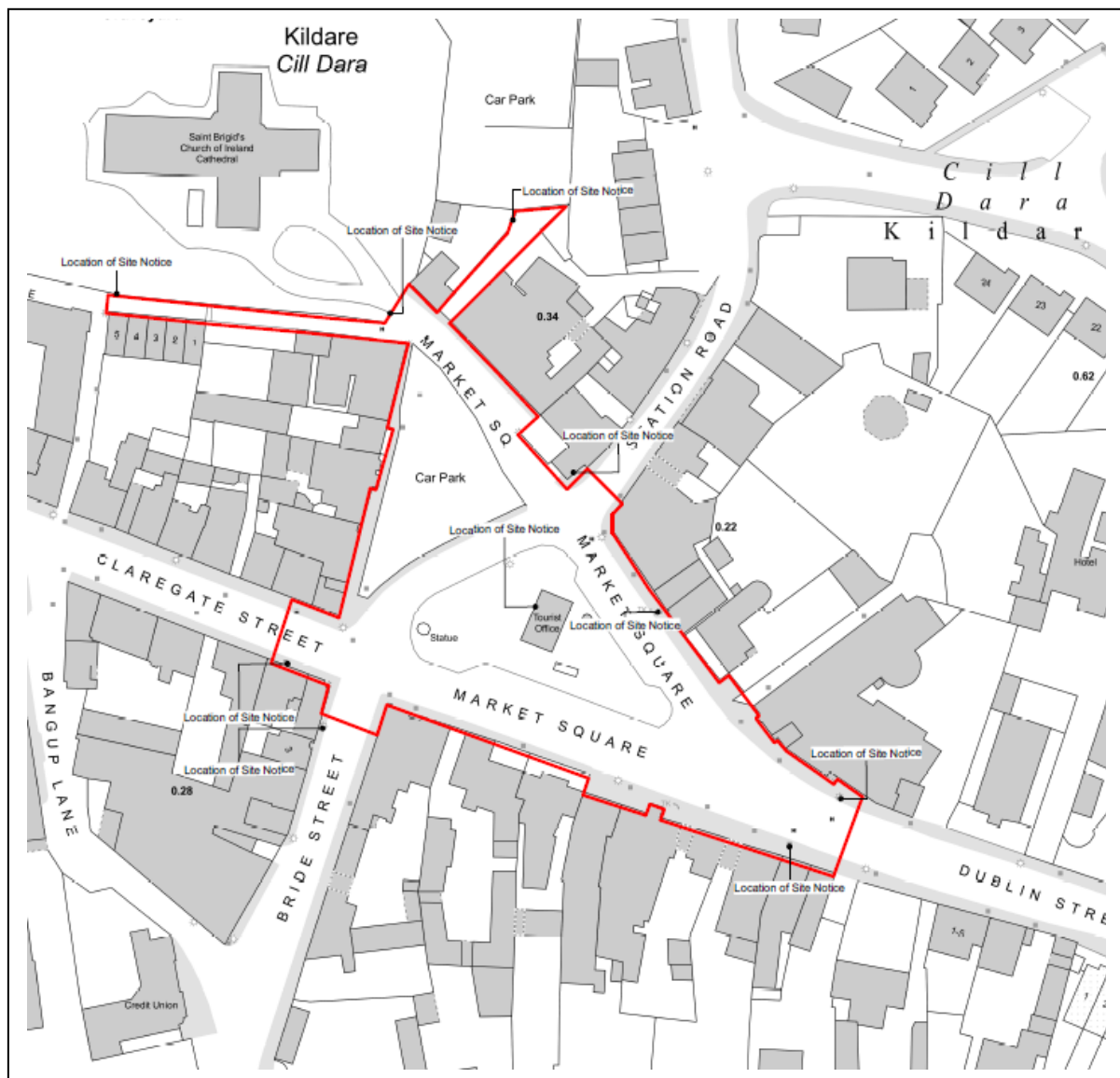


Figure 1: Project Area

3. PROPOSED SCHEME

3.1 Design Objectives

The proposed design of the Market Square seeks to redress the balance from what was previously a vehicular dominated area to a civic space that puts people and pedestrians first, creating a flexible, attractive area capable of accommodating a range of social spaces and community events. The proposal seeks to formalise the pedestrianisation of the North side of the Square, an outcome of the accelerated measures that took place in response to Covid 19.

The design objectives set out below represent Kildare County Council's (KCC) key values, principles and constraints have informed the proposed layout and outline design for the Market Square site:

- Promoting a sustainable, healthy, vibrant, accessible, connected and safe public realm.
- Integrating existing features and constraints whilst improving public realm and pedestrian links.
- Creating a flexible, people focussed public space and an attractive environment for all users.
- Providing bespoke seating, lighting, street furniture and planting using high quality materials and craftsmanship comprising natural stone paving, additional tree planting, soft landscaping to encourage a range of outdoor day and evening time activity and to provide a visually attractive setting for the buildings and attractions within the historic core of the town focusing on an enhanced user experience within the town centre.
- Incorporating SuDS interventions to address recurring surface water drainage issues, and providing additional planting to contribute towards the greening and biodiversity of the town centre.

Applying these values and objectives, the proposed scheme has been designed to deliver a greatly improved public realm in this primary civic space of Market Square located in the historic core of Kildare Town. It is intended that the proposed project when complete will stimulate greater footfall and dwell time to create vibrancy and to support local business, increased opportunities for local community events and activities, address local issues around traffic management and conveys a message of quality that reflects the vision held for the town. The scheme intends to create a safer environment for all users and to enhance active travel options. It is envisaged that the reimagining of this public space will also unify the space while enhancing the setting of heritage assets and provide improved views and vistas within and through the Part 8 site.

3.2 Description of Proposed Works

The proposed works comprise the following:

- Adjustments to the road network and parking arrangements.
- Re-grading Market Square, North of Bride Street, Bride Street and the Eastern roadway whereby kerbs are removed to bring the surface of the public realm to top of existing kerb levels.
- Re-grading the entrance area to Market House (Protected Structure RPS B22-42) to provide level access.
- Upgrading footpath surfaces throughout site area using high quality natural stone.
- Widening and revision of the footpath layouts along Dublin Street.

- Introduction of bollards to manage vehicular access at Church Lane (Firecastle Lane) and Market Square East.
- Repositioning of the Bus Shelter on the North side of Dublin Street to improve pedestrian movement and access around Market House.
- Consolidation of wayfinding and signage throughout the site area.
- Introduction of hard and soft landscaping (including 8 no. additional street trees) throughout Market Square.
- Introduction of bespoke street furniture, seating, lighting and bicycle parking.
- Provision of 6 no. Pedestrian crossings (1 no. controlled and 5 no. uncontrolled) and widening of existing 3 no. controlled crossings.
- Removal of overhead cables and services and relocation underground.
- Upgrading of carriageways, signage, road markings and drainage works including implementation of Sustainable Drainage Systems.
- Provision of all utilities, necessary services and associated site works.

3.3 Appropriate Assessment

A Screening Report in support of the Appropriate Assessment for the proposed development was prepared by NMEcology Ltd – Consultant Archaeologists, in accordance with the requirements of Article 6(3) of the EU Habitats Directive. The AA process is an assessment of the potential for adverse or negative effects of a plan or Draft Project, in combination with other plans or Draft Projects, on the conservation objectives of a European Site. These sites consist of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) and provide for the protection and long-term survival of Europe’s most valuable and threatened species and habitats.

The Screening Report concluded that the proposed development is not foreseen to give rise to any significant adverse effects on designated European sites, alone or in combination with other plans or Draft Projects. This evaluation is made in view of the conservation objectives of the habitats or species for which these sites have been designated. Stage 2 – Natura Impact Statement (NIS) is therefore not required for the proposed development as there are no effects identified.

3.4 Environmental Impact Assessment

An Environmental Impact Assessment Screening Report was also prepared for the proposed development by NMEcology Ltd – Consultant Archaeologists. Its purpose was to form an opinion as to whether the proposed development should be subject to Environmental Impact Assessment and if so, whether an Environmental Impact Assessment Report should be prepared in respect of it.

The Screening Document concluded that the proposal is sub-threshold and does not fall within the scope of any class of project prescribed in the Directive or Regulations. Having considered the nature, scale and location of the proposal; having regard to the characteristics and location of the proposed development; and having regard to the characteristics of potential impacts it is considered that the project is unlikely to give rise to significant environmental impacts. There is therefore no requirement for an Environmental Impact Assessment to be carried out for the Part 8 and there is no requirement for an Environmental Impact Assessment Report to be prepared.

4. PART 8 SUBMISSIONS AND RESPONSES

4.1 Part 8 Submissions / Observations

The closing date for the receipt of submissions and observations was 5:00pm on 29th February 2024. A total of 48 submissions were received, of which 20 were from individual members of the public, 15 from businesses/ business owners operating in the town, 5 from Groups/Organisations, 3 from Prescribed Bodies, 3 from Internal Departments within Kildare County Council, 2 from elected representatives.

Submission Ref. No.	Submission received from	Representing	Completed
KCC-C225-KMSP8-1	Conor Leigh	Individual	✓
KCC-C225-KMSP8-2	Ken Morley	Individual	✓
KCC-C225-KMSP8-3	Tracie Patel	Individual	✓
KCC-C225-KMSP8-4	Sheila Barry	Individual	✓
KCC-C225-KMSP8-5	OOS	Individual	✓
KCC-C225-KMSP8-6	Maria Barry	Individual	✓
KCC-C225-KMSP8-7	Brian Barry	Individual	✓
KCC-C225-KMSP8-8	Sean Fitzpatrick	Individual	✓
KCC-C225-KMSP8-9	Sharon Fitzpatrick	Individual	✓
KCC-C225-KMSP8-10	Emma Flynn	Individual	✓
KCC-C225-KMSP8-11	Marbelam Limited (Miriam Macari)	Business	✓
KCC-C225-KMSP8-12	Linda Lambert	Individual	✓
KCC-C225-KMSP8-13	Flanagan Harhen Hardware & Interiors	Business	✓
KCC-C225-KMSP8-14	Maloss Ltd	Business	✓
KCC-C225-KMSP8-15	Francis Doheny	Individual	✓
KCC-C225-KMSP8-16	Department of Housing, Local Government and Heritage	Prescribed Body	✓

KCC-C225-KMSP8-17	Lorraine Benson	Individual	✓
KCC-C225-KMSP8-18	Boyle's Off Licence and Pub (Judith Boyle)	Business	✓
KCC-C225-KMSP8-19	Square Coffee	Business	✓
KCC-C225-KMSP8-20	David Hall	KCC Water Services Department	✓
KCC-C225-KMSP8-21	Margaret Dunne	Organisation	✓
KCC-C225-KMSP8-22	Born To Shine	Business	✓
KCC-C225-KMSP8-23	Nauman Qureshi	Business	✓
KCC-C225-KMSP8-24	Cllr. Paddy Curran	Elected Representative	✓
KCC-C225-KMSP8-25	IOMST	Organisation	✓
KCC-C225-KMSP8-26	Kildare Town Chamber of Commerce	Organisation	✓
KCC-C225-KMSP8-27	Laurence J Mahon	Business	✓
KCC-C225-KMSP8-28	Joann Mahon	Business	✓
KCC-C225-KMSP8-29	Patricia Waters	Individual	✓
KCC-C225-KMSP8-30	Agape Cafe (Tanya Doyle)	Business	✓
KCC-C225-KMSP8-31	Niall Duffy	Individual	✓
KCC-C225-KMSP8-32	Cllr. Suzanne Doyle	Elected Representative	✓
KCC-C225-KMSP8-33	James Kavanagh	Individual	✓
KCC-C225-KMSP8-34	The Very Reverend Isobel Jackson, Dean of Kildare on behalf of the Select Vestry of St Brigid's Cathedral	Organisation	✓
KCC-C225-KMSP8-35	O' Dooles Restaurant (Ciarán O' Toole)	Business	✓
KCC-C225-KMSP8-36	Ronan Maher	Individual	✓
KCC-C225-KMSP8-37	National Transport Authority (NTA)	Prescribed Body	✓

KCC-C225-KMSP8-38	Hartes of Kildare Town	Business	✓
KCC-C225-KMSP8-39	Firecastle Kildare	Business	✓
KCC-C225-KMSP8-40	Kate Moran	Business	✓
KCC-C225-KMSP8-41	Nolans Pub (Peter Gibbons)	Business	✓
KCC-C225-KMSP8-42	Fionnuala Dukes	Individual	✓
KCC-C225-KMSP8-43	Kildare Town Heritage Centre	Organisation	✓
KCC-C225-KMSP8-44	Kildare Tidy Towns	Organisation	✓
KCC-C225-KMSP8-45	Brian Murphy	Individual	✓
KCC-C225-KMSP8-46	Kildare County Council Heritage Team	KCC Heritage Team	✓
KCC-C225-KMSP8-47	Kildare County Council Transportation Team	KCC Transportation Department	✓
KCC-C225-KMSP8-48	Transport Infrastructure Ireland (TII)	Prescribed Body	✓

4.2 Response to Part 8 Submissions

The following tables within sections 4.2.1 and 4.2.2 and Section 5.1 collate the comments raised by Prescribed Bodies, KCC Internal Departments and all other submissions received and detail the response from Kildare County Council.

4.2.1 Kildare County Council Internal Departments

The table below collates the three submissions received from Kildare County Council Internal Departments. Full copies of the submissions received from Kildare County Council Internal Departments are included within Appendices B, C, D, E and F.

Submission Ref. No.	Submission on behalf of	Submission received from	Summary of Submission
KCC-C225-KMSP8-20	KCC Water Services Section	David Hall, SEE, Water Services	<p>KCC Water Services Planning have no objection to the proposed development and request that the following items are considered prior to commencement of the development:</p> <ol style="list-style-type: none"> 1. The Drainage-SuDS Strategy shall be in accordance with CDP (SuDS policies and objectives will be complemented by KCC SuDS Guidance Document which is to be published in Q1 2024), LAP, GDSDS, Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design Best Practice Interim Guidance Document, CIRIA SuDS Manual and the following advice from WSP: 2. Maximise pervious pavements subject to Roads department Taking in Charge requirements, infiltration of runoff to ground and where infiltration is not feasible, Nature based SuDS shall be prioritised. 3. Only where a clear and plausible engineering rationale is agreed for exclusion of the above SuDS shall filtration and detention system SuDS be considered. 4. Underground storage tanks are currently not permitted under CDP. 5. Runoff should be treated at source and at surface level where possible, runoff from impermeable surfaces should discharge to suitable SuDS over flush kerbs or through gaps in raised kerbs without recourse to gullies and suitable SuDS shall convey runoff at surface level without drainage pipes and manholes where feasible.

			<p>6. Any surface storage of runoff shall be subject to design and risk assessment in accordance with CIRIA SuDS Manual including addressing the risk of young children drowning in shallow water.</p> <p>7. A pragmatic approach to the strategy is acceptable given the site constraints and where it is proposed to retain surface water drainage infrastructure serving the existing site area. Other nature-based SuDS including bioretention areas and rain gardens may be feasible in green spaces to augment the proposed bioretention tree pits. See Sheffield City Centre Greening Scheme.</p> <p>8. Any increase in impermeable surface area shall be assessed and shall be considered in formulating the drainage-SuDS strategy along with the available opportunity to restrict and store runoff and improve the pre-existing situation in this regard.</p> <p>9. Drainage-SuDS design shall comply with GDSDS and CIRIA SuDS Manual and consider application of a 30% climate change factor. Provision should be made for drainage-SuDS failure-exceedance events.</p> <p>10. Where existing drainage infrastructure is used, it shall be assessed for hydraulic capacity and physical condition and the required upgrades to facilitate runoff from the proposed development shall be implemented.</p> <p>11. WSP note the use of existing and new surface water drainage connections to the public wastewater drainage network. WSP are not aware of a dedicated surface water drainage network in the vicinity of the subject site and would be recommending that a pragmatic approach is adopted to this part of the drainage strategy. Uisce Eireann do not normally permit connections of surface water runoff to wastewater network. The SuDS-Drainage Strategy should clearly demonstrate that at the very least no increase in runoff discharge to the wastewater network will occur as a result of the proposed development.</p> <p>12. A flood risk assessment in accordance with CDP, LAP and Planning System Flood Risk</p>
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			<p>Management Guidelines shall be carried out.</p> <p>Arrangements for protecting existing Uisce Eireann infrastructure along the subject site shall be agreed with UE.</p>
<p>Submission noted with thanks.</p> <p>KCC Water Services Section confirmed that it has no objection to the proposed development subject to additional points 1-12 being considered prior to commencement of the development.</p> <p>As part of the Infrastructure Report which accompanied the Part 8 Application, AECOM on behalf of Kildare County Council (KCC) prepared a drainage and watermain planning report in support of this Part 8 planning application to KCC for the proposed public realm improvement works to Market Square and the surrounding area. This report detailed the existing and proposed surface and foul water infrastructure, existing and proposed water supply network, and the Sustainable Urban Drainage Systems (SuDS) measures for the proposed development.</p> <p>The following documents were reviewed in support of this report:</p> <ul style="list-style-type: none"> • Kildare County Development Plan 2023 – 2029 (KCDP). • Kildare Town Local Area Plan 2023 – 2029 (LAP). • Risk Management Plan for the Liffey & Dublin Bay River Basin (UOM09) <p>Section 2 and 3 of the Infrastructure Report which accompanies the Part 8 Application outlines the design intent for the proposed surface water and foul water drainage system. Section 4 of the report outlines the proposed sustainable urban drainage systems (SuDS) that are to be incorporated into the drainage design. The Part 8 has been assessed in relation to Sustainable Urban Drainage Systems (SuDS) in accordance with the guidelines of the Kildare County Development Plan and the SuDS CIRIA Manual C753.</p> <p>Section 5 of the report outlines the design for the proposed water supply system for the proposed development. The proposed water supply network has been designed in accordance with the relevant Irish Water requirements contained, more specifically, in relation to the Code-of-Practice for water design.</p>			

On approval of this Part 8 proposal, SPPR will continue to work with both Uisce Eireann and the KCC Water Services Section at detailed design stage on SuDS specification and site works and to ensure the protection of existing Uisce Eireann infrastructure within the subject site and facilitate upgrades where possible.

Where appropriate, the conditions as proposed will be incorporated into the contract documents for the construction and management of the proposed development.

While the area of the proposed drained area will not change as a result of the proposed works, Kildare County Council acknowledges that the profile of the area will change with respect to the removal of kerbs and minor changes to gradients which may have an effect on runoff rate of the site and consequently the capacity of the existing surface water connection. The proposed provision and implementation of SuDS infrastructure will add additional surface water capacity within the works area while subsequently reducing the capacity requirement of the existing connection. KCC will carry out a hydraulic capacity assessment of the site and proposed upgrades at detailed design stage to ensure that, at a minimum, there is no increase in surface water runoff as a result of the works and any improvements achieved through SuDS interventions will be quantified accordingly.

KCC-C225-KMSP8-46	Heritage Team Kildare County Council	Caroline O'Donnell, Senior Executive Planner	<p>Archaeology</p> <p>It is noted that an Archaeological Impact Assessment was undertaken and that archaeological monitoring will form part of any development works. This is welcomed and is particularly important given the location of the Zone of Archaeological Potential in Kildare Town.</p> <p>Trees and Landscaping</p> <ul style="list-style-type: none"> • All proposed trees must be native, and details should be provided in relation to age, species and girth size. • The Parks Department in KCC has drafted guidance in relation to the protection of trees during construction works, the detail of which should be adhered to. • Request that bio-retention trees be used at the locations of each of the proposed trees. • No tree should be removed from within the red line boundary on the site layout plan, unless either diseased or where they are to be replaced by a tree(s) of at least a similar age/girth size and must be of native species. In this regard the total number of trees
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			<p>proposed to be removed throughout the overall scheme (having regard to the above) must be matched with the same number (at least) of replacement trees that are of at least the same age/girth size with all trees being native.</p> <p>Protected Structures and Monuments</p> <p>Existing protected structures should not be moved from their current positions and development proposals should be designed around them. Of particular note are the following:</p> <ul style="list-style-type: none"> • NIAH 11817002 (1798 Monument) – it is not considered appropriate to state that the relocation shall be determined at detailed design stage. This structure is of Regional significance and represents an integral component of the later twentieth-century built heritage of Kildare. • NIAH 11817004 (RPS B22-43) – These 4 freestanding cast-iron lamp standards are also of Regional significance and (according to the NIAH) are an <i>‘example of subtle items of street furniture that are often overlooked but which are becoming increasingly rare on the streetscapes of urban centres’</i>. It is noted on the proposed site layout that the relocation of same shall be determined at detailed design stage. The location of same should be retained at their current locations. • NIAH 11817001 (freestanding cut-limestone Celtic High-Cross-style monument) – this should be retained at its current location. • Details should be provided in relation to where existing statues are to be moved to. • Where relocation details are referenced on the proposed site layout plan, relocation details should be clearly stated on the site layout plan. <p>Materials and Finishes</p> <p>All details associated with the proposed works (including e.g. public realm pavement and all associated materials) should be sensitive to the location of same in the historic Kildare Town market square including in proximity to Kildare Cathedral.</p>
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Submission noted with thanks.

Archaeology

Noted. On approval of this Part 8 proposal, SPPR will continue to liaise with the KCC Heritage Team. SPPR will also incorporate into the contract documents for the construction and management of the proposed development, the recommendations set out in the submission (KCC-C225-KMSP8-16) received from the Department of Housing, Local Government and Heritage.

Trees and Landscaping

An Arboriculture Assessment and Impact Report accompanies this Part 8 Application. As set out in the report, the proposed development necessitates the removal of four trees. This represents a loss of three low value category C trees and one moderate value category B tree. The impact on the tree population is considered to insignificant given the size of the trees and their overall condition. Replacement tree planting as shown on the Landscape Masterplan Drawing will more than compensate for the removal of the four trees and where appropriate, bio retention trees will be used as part of the SuDS interventions which will be finalised at detailed design stage.

On approval of this Part 8 proposal, SPPR will continue to liaise with the Heritage Team at detailed design stage to agree tree species and

Protected Structures and Monuments

A Draft Monuments Strategy for Kildare Town has been prepared and has been the subject of consultation with the relevant internal departments. SPPR will progress to engaging with the relevant stakeholders including the Planning and Housing SPCs and the Monuments Committee to agree the strategy going forward. The relocation of any monument or lampposts will require further consideration at detailed design stage.

Materials and Finishes

All materials and finishes will be high quality and will incorporate the use of natural stone where possible. The materials. The Part 8 project has regard to the policies and objectives set out in the Kildare Local Area Plan 2023-2029: *'TCO 2.6 Support the completion of a public realm strategy for Kildare Town, as part of the implementation of the Town Renewal Masterplan. Such a strategy shall incorporate a bespoke materials palette, including for pavement, signage and street furniture which will complement and enhance the natural and built environment of Kildare Town'*.

All materials will be selected and specified at detailed design stage and will be subject to the agreement of Transportation and the MD Engineer. SPPR will continue to liaise with the Heritage Team and in particular the Architectural Conservation Officer.

KCC-C225-KMSP8-47	KCC Transportation, Mobility & Open Spaces Department	George Willoughby SEE	<p>The Kildare County Council Transport, Mobility & Open Spaces Department has examined and has no objection to the proposed Part 8 subject to the following conditions and comments:</p> <ol style="list-style-type: none"> 1. A Consulting Engineer should be employed by KCC to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in the procurement of a Contractor and to assist in the supervision of the works on site. 2. A detailed design for the proposed works should be submitted to the Planning Authority for approval prior to commencement of works on site. Details of the design and traffic management arrangements should be agreed in writing with the Planning Authority, KCC Roads and Newbridge/ Kildare Town MD Sections prior to the commencement of the development on site. 3. The detailed design with dimensions should include pavement materials which should be robust and durable to accommodate pedestrians and cyclists paths, cycle parking, parking bays (2.5m * 5m), access arrangements where sight visibility should comply with the DMURS standards, facilities for vulnerable road users (pedestrians and cyclists) accessing the site from the town centre, traffic impact assessment, drainage and outfall arrangements, public lighting, signage, road markings and bollards. 4. Roads, footpaths, turning areas and corner radii at junctions should be designed and constructed in accordance with the DMURS standards within the development, new footpaths should tie into existing footpaths. 5. The finish surface of new road pavements should be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar approved, details to be agreed with the Planning Authority, KCC Roads and Newbridge/ Kildare MD Sections beforehand.
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			<ol style="list-style-type: none"> 6. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping. 7. A root management plan should be submitted to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads. 8. A Stage 2 Road Safety Audit should be carried out by an independent approved and certified Auditor for the proposed development and the infrastructure works. The RSA recommendations should be incorporated into the detailed design. 9. A Stage 3 Road Safety Audit should be carried out by an independent approved and certified Auditor on the completed works including the public lighting being fully operational for the proposed development and the infrastructure works. The implementation of the RSA recommendations should be incorporated into the detailed design. 10. A Construction Management Plan should be submitted before the works commence including any temporary access to the construction site and proposed haul routes to the site, this Plan should be agreed with the Planning Authority, KCC Roads and Newbridge/ Kildare MD Sections. 11. The design of the proposed additional controlled pedestrian crossing at the north west arm of the existing Bride Street/ Dublin Street Signalised Junction and the proposed widening of the existing three controlled pedestrian crossings of the existing Bride Street/ Dublin Street Signalised Junction should be submitted to the KCC Traffic management Section for their approval prior to commencement of works on site where the approved KCC Signalised Contractor is Traffic Solutions Ltd and the completed signalised works should be approved by the KCC Traffic Management Section.
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			<p>12. Electric vehicle EV charge points should be provided and to be in accordance with Chapter 5 of the Kildare County Development Plan 2023 – 2029.</p> <p>13. Bicycle parking should have passive surveillance, be sheltered, have public lighting and to be in accordance with Table 15.4 of Chapter 15 of the Kildare County Development Plan 2023 – 2029.</p> <p>14. Disabled parking spaces. Disabled parking spaces to be in accordance with the Irish Wheelchair Association’s Best Practice Access Guidelines, clearly marked with 100 mm wide white lines with a durable permanent material and have 1.20-metre-wide accessibility aisles cross hatched in yellow. Disabled parking spaces are also to be marked with a white wheelchair symbol in a durable material.</p> <p>15. Signage and road markings to be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.</p> <p>16. The Applicant will be required to submit to a draft Construction Traffic Management Plan that is to contain:</p> <ul style="list-style-type: none"> a. A Construction Traffic Management Plan indicating all haul routes to and from the site. Delivery times for plant and materials and waste collection shall have consideration to morning and evening peak school times in the area. This plan is also to contain mitigation measures to minimize the effects the proposed development would have on the immediate public road network and existing traffic movements. b. Wheel wash arrangements and locations for the construction phase. c. Location of the construction compound, use of cranes, parking and storage areas during the construction phase. (This is in the interest of the existing residential amenity of properties in the area).
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			<p>d. Relevant construction site warning signs shall be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.</p> <p>e. Hours of operation during the construction phase to be 08.00 hours to 19.00 hours Monday to Friday and 0.800 hours to 14.00 hours Saturday. No work permitted on the Sundays and public holidays. (This is in the interest of the existing residential amenity of properties in the area).</p> <p>f. Construction parking within the site and not on the public road.</p> <p>17. Prior to the commencement of development, a licence is required from the Planning Authority for the erection of fencing / hoarding on the public footpath network pursuant to Section 254 of the Planning and Development Act 2000, as amended.</p> <p>18. All works involving the opening of public roads or footpaths shall be carried out under a Road Opening Licence submitted to the Municipal District Area Office through the MRL system to ensure the following items are assessed:</p> <p>a. Contractors' experience and competency to carry out such works.</p> <p>b. Compliance with the Guidelines for Managing Openings in Public Roads (The Purple book, 2017 edition).</p> <p>c. Compliance with Chapter 8 of Traffic Management Guidelines including a general assessment of traffic impacts within the local area.</p> <p>d. Relevant Insurance's to carry out such works.</p> <p>19. Clarification is requested if there are any plans to close both sections of the Market Square at any point in the future. It is noted that this option is mentioned in the traffic analysis report by AECOM (see extract below) but this option doesn't seem to have been modelled and impacts on traffic and HGVs do not seem to be considered.</p>
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			<p>9.1 Summary</p> <p>AECOM has been commissioned by Kildare County Council (KCC) to provide a Traffic and Transport Assessment (TTA) in support of the planning application for a part 8 public realm redevelopment of Kildare Market Square in Kildare town, Co. Kildare</p> <p>Kildare County Council have a vision to regenerate the Market Square into a public realm space for the community. It is proposed to improve the existing road and pedestrian network of the square by increasing pedestrian crossing widths, removing parking bays and extending bus stop laybys. It is proposed to install a combination of temporary and retractable bollards on Bride Street and Market Square to allow one or both roads to be closed during market days or special events.</p> <p>20. The proposals do not appear to have included for cycle lanes – cycle tracks are identified in this area in both the GDA cycle network plan and the Kildare Town Transport Strategy</p> <p>21. It is noted that the auto tracking for HGV movements show areas where there is sometimes a requirement to drive into the opposite lane (as is the existing case) – would recommend that this be further checked out for safety of road users.</p> <p>22. Clarification is requested in relation to the long-term plan for the Market Square – is it still the plan to close the Bride Street section permanently once the Northern Link Street and Magee Barracks roads are in place (and reopen the eastern section)? Or is it the plan to keep the eastern section of Market Square closed permanently?</p>
<p>Submission is noted with thanks. KCC Transport, Mobility and Open Spaces Department confirmed that it has no objection to the proposed development subject to the submitted conditions and comments.</p> <p>Items 1 -18</p> <p>The conditions as set out will be incorporated into the contract documents for the construction and management of the proposed development.</p> <p>Item 19</p> <p>As per Section 9.1 of the Traffic and Transport Assessment carried out by AECOM which accompanies the proposed Part 8 Project, it is proposed to improve the existing road and pedestrian network of the square by increasing pedestrian crossing widths, removing parking bays and extending bus stop laybys. By way of amendment, it is proposed to install a combination of temporary and retractable bollards on Market Square and Market Square East only (<u>not on Bride Street</u>). The intended use of the bollards is to provide the flexibility to manage vehicular access on the shared space</p>			

of Market Square and on Market Square East as required on market days and special events only. It is not the intention to close Market Square East on a permanent basis as part of this project.

Item 20

Regarding the provision of cycle lanes (as identified in this area in both the GDA cycle network plan and the Kildare Town Transport Strategy), the revitalisation of the town centre will transform this area into a pedestrian and cyclist priority area. In general, and as encouraged by DMURS, within town centre zones, bicycles share the road with pedestrians and motorists alike. This is due to lower speed within these areas, as per DMURS Figure 4.52. This also increases safety and accessibility for pedestrian traffic. It is the intention of the project to create a shared street designed to prioritise pedestrians and cyclists and which is safe for all road users.

Item 21

Autotracking was prepared by Aecom Ireland Ltd, Engineering Consultants as part of the Traffic and Transport Assessment. The movement of HGVs is restricted in some areas given the size of the vehicle in a historic town centre environment. The vehicles will be required to utilise opposing lanes, as set out in DMURS section 4.3.3. An approximate location of yellow boxes has been incorporated into the design. Subject to approval of the Part 8 proposal, the exact position of the yellow boxes will be confirmed at detailed design stage.

Item 22

As per Section 9.1 of the Traffic and Transport Assessment carried out by AECOM which accompanies the proposed Part 8 Project, it is proposed to improve the existing road and pedestrian network of the square by increasing pedestrian crossing widths, removing parking bays and extending bus stop laybys. By way of amendment, it is proposed to install a combination of temporary and retractable bollards on Market Square and Market Square East only (not on Bride Street). This will allow vehicular access to be managed on the shared space of Market Square and on Market Square East, the road can be closed during market days or special events.

The longer-term objective to close Bride Street to vehicular traffic will be considered by the Transportation Department once the Northern Link Street and Magee Barracks roads are in place. There are no plans as part of this proposal to close Bride Street.

4.2.1 Submissions Received from Prescribed Bodies

The table below collates the three submissions received from Prescribed Bodies. Full copies of the submissions received from each body, are included within Appendices B, C, D, E and F.

Submission Ref. No.	Submission on behalf of	Submission received from	Summary of Submission
KCC-C225-KMSP8-16	Department of Housing, Local Government and Heritage	Sinead O' Brien Development Applications Unit	<p>The DHLGH notes that the proposed development site (PDS) is located within the defined and established zone of archaeological potential of the historic town of Kildare, a Recorded Monument (KD022-029001-).</p> <p>This area is subject to statutory protection in the Record of Monuments and Places (RMP), established under Section 12 of the National Monuments (Amendment) Act 1994. The development area is additionally located in proximity to Kildare Cathedral (St. Brigid's–KD022-029005-) and associated ecclesiastical site (KD022-029002-). The historic centre of Kildare town is a designated Architectural Conservation Area. The subject site includes a rich set of buildings and structures from a wide range of different periods.</p> <p>The Department welcomes the opportunity to engage with the Local Authority and Design Team as part of the planning process and would be happy to meet on request.</p> <p>Outlined below are heritage-related observations/recommendations co-ordinated by the Development Applications Unit under the stated headings.</p> <p>Archaeology</p> <p>The development area represents the core of the historic town and there is therefore an increased potential for disturbing sub-surface archaeological remains, including human remains, and at shallow levels during groundworks required for the development.</p> <p>The Department has reviewed the desk-based Archaeological Impact Assessment (AIA) report submitted in support of the planning application (prepared by Courtney Deery Heritage Consultancy Ltd., dated December 2023). The Department acknowledges the findings of the AIA report and broadly concurs with the recommended mitigation set out in section 9 of the report (page 30).</p>

			<p>Therefore, in line with national policy – see section 3.7 of <i>Framework and Principles for the Protection of the Archaeological Heritage</i>, 1999 – the Department recommends that the continued input of the Archaeologist be maintained on the design team and that archaeological monitoring of all ground disturbance, as described below, be included as a condition of any grant of planning approval that may issue.</p> <p>Note the below conditions align with Sample Conditions C.4 and C.5 as set out in <i>OPR Practice Note PN03: Planning Conditions</i> (October 2022), with appropriate site-specific additions/adaptations based on the particular characteristics of this development and the findings of the AIA report.</p> <p>Archaeological Recommendations</p> <ol style="list-style-type: none"> 1. All mitigation measures in relation to archaeology as set out in the Archaeological Impact Assessment (AIA) report (Courtney Deery Heritage Consultancy Ltd., dated December 2023) shall be implemented in full. 2. The developer shall retain/engage a suitably qualified Archaeologist to be part of the design team. The Archaeologist should advise on the specific archaeological constraints, sensitivities and opportunities in design. 3. The Archaeologist shall monitor (licensed under the National Monuments Acts) all ground disturbance (i.e. preparatory/enabling works, site investigations and other groundworks associated with the development). The use of appropriate machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary. No ground disturbance shall take place in the absence of the Archaeologist without his/her express consent. All underground services required should be kept to minimum depths in so far as is practicable. 4. Archaeological Monitoring shall be informed and supplemented by licensed metal detection survey where feasible. 5. The developer and contractors shall be prepared to be advised by the Archaeologist to ensure
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			<p>that all necessary advance and on-going precautions are taken to prevent incidental negative impacts during the proposed works to any upstanding recorded monuments, protected structures, street furniture and other features of heritage significance within the development area. These precautions may include, but not be limited to, measures to ensure that movement of plant and machinery, storage of plant, materials and sundries and potential for associated impacts and vibrations do not impact on recorded monuments, protected structures and any identified features of archaeological/architectural heritage significance within the development area.</p> <p>6. Should archaeological remains be identified during the course of archaeological monitoring, all works shall be suspended in the area of archaeological interest pending a decision of the Planning Authority, in consultation with the Department, regarding appropriate mitigation (preservation <i>in situ</i>/excavation).</p> <p>7. The developer shall facilitate the Archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the Planning Authority, following consultation with the Department, shall be complied with by the developer.</p> <p>8. The Planning Authority and the Department shall be furnished with a final archaeological report describing the results of any archaeological investigative work/excavation required, following the completion of all archaeological work on site and any necessary post-excavation specialist analysis. All resulting and associated archaeological costs shall be borne by the developer.</p> <p>9. The Construction Environmental Management Plan (CEMP) shall include the location of any and all archaeological and cultural heritage constraints relevant to the proposed development as set out in the AIA and Architectural Heritage Impact Assessment (AHIA) reports. The CEMP shall clearly describe all identified likely archaeological/cultural heritage impacts, both direct and indirect, and present appropriate mitigation measures to be employed to protect the archaeological and cultural heritage environment during all phases of site preparation and construction activity.</p>
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			<p>10. All construction personnel shall be apprised of the locations and sensitivities of all recorded monuments, protected structures, street furniture and other features of heritage significance within the development area. This shall be done through appropriate dissemination of the CEMP by way of pre-commencement and on-going and regular toolbox talks.</p> <p>Reason: To ensure the continued preservation (either <i>in situ</i> or by record) of places, caves, sites, features or other objects of archaeological interest.</p> <p>Architectural Heritage The Department concurs with the assessment provided in the Archaeological Impact Assessment, which states that <i>‘the archaeological, built and cultural heritage within and surrounding Market Square is significant and lends much to the historic character of the Square. It represents the history of the town from the early medieval period onwards... Many of the other built elements date to 18th, 19th and 20th century development of the town. These include numerous protected structures and NIAH sites within the lining the Square, such as the early C19th Market House RPS B22 – 42, at its centre’</i>.</p> <p>The Department also notes Livia Hurley’s research on Market Houses in Ireland which observes that <i>‘freestanding market houses were strategically placed on former medieval sites in prominent positions on a central market space or a diamond (square particular to northern counties). Often sited on axis with their civic and ecclesiastical counterparts, together they created a distinctive set-piece in the formally planned settlement’</i>.</p> <p>The Department is very supportive of this proposal. The Department acknowledges the multi-disciplinary approach taken and the integration of archaeological and built heritage considerations to provide an overall statement of character and cultural significance for Kildare Market Square.</p> <p>The Department recommends that: 1. The Local Authority should continue to engage the services of a Grade 1 Conservation Architect</p>
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			<p>or equivalent to monitor impacts that arise and to advise on areas of intervention, remaking, repair and discovery in order to achieve a high-quality design and conservation outcome;</p> <p>2. The Conservation Architect should record as necessary all conservation works undertaken as part of the project to maintain a permanent record.</p> <p>The Department concurs that it is very important that all proposed interventions into the existing public square are carefully considered as part of a fully co-ordinated approach to the design of the historic Market Square.</p>
<p>Submission noted with thanks.</p> <p>Archaeology</p> <p>On approval of this Part 8 proposal, SPPR will continue to liaise with the DHLGH at detailed design stage which will have continued input of the Archaeologist on the design team.</p> <p>Recommended conditions 1-10 as proposed will be incorporated into the contract documents for the construction and management of the proposed development.</p> <p>Architectural Heritage</p> <p>On approval of this Part 8 proposal, SPPR will continue to liaise with the DHLGH at detailed design stage which will have continued input of the Grade 1 Conservation Architect or equivalent on the design team to monitor impacts that arise and to advise on areas of intervention, remaking, repair and discovery in order to achieve a high-quality design and conservation outcome. The Conservation Architect will record as necessary all conservation works undertaken as part of the project to maintain a permanent record.</p> <p>Recommendations 1 and 2 in relation to Architectural Heritage will be incorporated into the contract documents for the construction and management of the proposed development.</p>			

<p>Kildare County Council will continue to ensure that all proposed interventions into the existing public square are carefully considered as part of a fully co-ordinated approach to the design of the historic Market Square. Further details on materiality and specification will be investigated at detailed design stage, subject to approval of the Part 8 proposal.</p>			
KCC-C225-KMSP8-37	National Transport Authority	Michael Mac Aree, Head of Strategic Planning	<p>The National Transport Authority (the “NTA”) has reviewed the above-referenced Part 8 development and based on the Transport Strategy for the Greater Dublin Area 2022-2042 (the “Transport Strategy”) and the Cycle Design Manual, which are considerations material to the proper planning and development of the Greater Dublin Area (GDA), submit the following observations. The NTA welcomes the proposed public realm improvement works in Kildare Town which it is considered, has the potential to enhance pedestrian and public transport user experiences in particular.</p> <p>1.0 Road Closures</p> <p>The NTA notes that the Kildare Town Transport Strategy previously undertaken by the Council determined that Bride Street was the preferred road closure option (as opposed to Market Street) in the medium-long term.</p> <p>The Planning Report accompanying the Part 8 proposal does not state whether the closure of Bride Street is still considered to be the medium-long term solution and whether the current proposal is an interim measure.</p> <p>It is noted that the inclusion of retractable bollards on both streets would facilitate the trialling of various options which may facilitate a longer-term vision.</p> <p>2.0 Bus Stops</p> <p>In relation to the proposed scheme’s design in the vicinity of the two bus stops on Dublin Street, the NTA would, in principle, favour the provision of in-line bus cages for bus set down in urban areas, rather than bus lay-bys.</p> <p>Also, the pavement at the bus stop location on the south side of the street is considered to be very</p>

			<p>narrow for the purpose of accommodating boarding and alighting bus passengers, in addition to the pedestrian footfall which would be expected in this town centre location.</p> <p>Based on the location indicated in the Site Layout Plan Proposed, the pavement on the south side of the street does not appear to have sufficient space to accommodate the requirements relating to an accessible bus stop. It is the NTA's view that design provision for accessible bus stops should be taken consideration in the design of the scheme.</p> <p>It is recommended that the above matters are taken into consideration in identifying the most appropriate designs and locations for the bus stops on both sides of Dublin Street.</p> <p>NTA Recommendation</p> <p>In regards the proposed scheme, it is recommended that the design as presented in the Part 8 documentation is reviewed as necessary, to address the issues raised in this submission, in particular in relation to the design of accessible bus stops, and in consultation with the NTA. I trust that the views of the NTA will be taken into account when considering this proposal.</p>
<p>Submission is noted with thanks.</p> <p>1.0 Road Closures</p> <p>As per Section 9.1 of the Traffic and Transport Assessment carried out by AECOM which accompanies the proposed Part 8 Project, it is proposed to improve the existing road and pedestrian network of the square by increasing pedestrian crossing widths, removing parking bays and extending bus stop laybys. By way of amendment, it is proposed to install a combination of temporary and retractable bollards on Market Square and Market Square East only (<u>not on Bride Street</u>). This will allow vehicular access to be managed on the shared space of Market Square and on Market Square East, the road can be closed during market days or special events. The longer-term objective to close Bride Street to vehicular traffic will be considered by the Transportation Department once the Northern Link Street and Magee Barracks roads are in place. There are no plans as part of this proposal to close Bride Street</p> <p>2.0 Bus Stops</p> <p>KCC have completed an initial study and autotracking assessment to ascertain whether the relocation of the bus stop is feasible. The potential relocation of the bus stop will be further considered at detailed design stage with a view to providing an accessible bus stop and a more appropriate area to</p>			

accommodate passengers boarding and alighting buses.			
KCC-C225- KMSP8-48	Transport Infrastructure Ireland	Tara Spain Head of Land Use Planning Unit	Transport Infrastructure Ireland has no observations to make.
Correspondence noted with thanks.			

5. SUBMISSIONS FROM MEMBERS OF THE PUBLIC

Of the 48 submissions received, a number of primary issues were identified by members of the public. The following section will focus on addressing the recurring issues in detail under the headings below and will be referenced as part of the submission responses in Table 5.2. The remaining issues will be addressed individually in Table 5.2.

1. Project Objective
2. Provision of Loading Bays
3. Provision of Alternative Car Parking
4. Market Trading
5. Bus and Coach Bays
6. Market Square east
7. Retractable Bollards
8. Anti-Social Behaviour
9. Permanent Furniture/Fixtures

5.1.1 Project Objective

Background

During the Covid-19 Pandemic, Kildare County Council put in place temporary works to provide an increased space for outdoor socialising and community activities at the Market Square in Kildare Town. The provision of the increased pedestrian-oriented space acted initially as a trial but the interventions subsequently demonstrated how the use of the Square, other than as a car park, could stimulate interest in the uptake of retail and commercial units on the Square and within the wider town centre. The positive response to the space from the public has encouraged KCC to proceed with the permanent instatement of the interventions that were deemed successful during the period.

Primary Project Objectives

- Redress the balance from what was previously a vehicular dominated location to a civic space that puts people and pedestrians first,
- Create a flexible area capable of accommodating a range of community and commercial events and activities.
- Significantly improve the public realm of this historic town centre and focus on pedestrian connectivity and enhanced experience within the Market Square.

- Unify the town centre through the choice of high-quality bespoke materials and finishes to reflect the importance of the Kildare town.
- Re-establish the primacy of Kildare town centre and to provide the business, residential and visitor community a people centred civic space which increases footfall, dwell time and overall vitality and vibrancy of the town centre.
- Draw attention to the importance of Kildare Town and all that it has to offer including St. Brigid's Cathedral and Round Tower and numerous other attractions located in and around the town.
- Deliver residents and businesses an attractive, cleaner, safer, greener Kildare that promotes active travel and reduces unnecessary car trips and traffic on our roads.

Policy Objectives

The proposed development has been formulated in the context of national, regional and local planning policy. The proposal makes substantial contributions to the renewal of Market Square with positive spin off benefits for the Town Centre. By reallocating space from car parking to the public, pedestrians, social and commercial activities, it is envisaged that the Square will reclaim its former role as a forum and central meeting and activity point in the town which is unique to Kildare and attractive to residents, business owners and visitors alike. Given the rich heritage of the town and its potential, this Part 8 proposal will be a catalyst of long-term change and renewal, as supported by national, regional and local policies including:

- The National Planning Framework, 2040 – 'Project Ireland 2040' with focus on the revitalisation of Irish towns
- Climate Action Plan 2023 and 2024 - 50% reduction in transport emissions by 2030, and for walking, cycling and public transport to account for 50% of all daily trips, which will contribute towards the achievement of national climate targets.
- Town Centre First – A policy Approach to Irish Towns, 2023
- The Design Manual for Urban Roads and Streets
- National Sustainable Mobility Plan, 2024
- Regional Spatial Economic Strategy for the Eastern Midlands Region
- Greater Dublin Area Transport Strategy 2022-2042
- Kildare County Development Plan 2023-2029
- Kildare Local Area Plan 2023-2029
- Draft Kildare Town Renewal Plan

General

It is intended that the project will positively impact the historic town centre and will encourage greater footfall in the area, which will increase economic and tourist activity. New opportunities and support for existing business will arise and setting up an enterprise in the town centre will become more attractive, leading to an uplift in the area, increased vibrancy, vitality and sustainability.

The proposed scheme seeks to create the conditions for safe, attractive streets and public spaces that prioritise pedestrians and stimulate town centre footfall and vibrancy. This involves increasing permeability for pedestrians by removing barriers and street clutter as well as addressing existing safety concerns that arise from interaction between pedestrians and motorists throughout the Part 8 site and beyond.

Kildare County Council believe that the significant public realm improvements proposed as part of this Part 8 Project will safeguard the sustainable future of Kildare, both as a thriving local business and residential community and as a landmark tourism destination. The design has been enhanced by input from the internal KCC Departments, residents, businesses, Transport Infrastructure Ireland and the Department of Housing, Local Government and Heritage. Public spaces offer valuable opportunities for people in present-day society. If quality is missing, people will also be absent. However, 'evidence from all over the world points to the fact that, if the quality is there – if the public spaces are well placed, well designed and inviting – people will use them'.

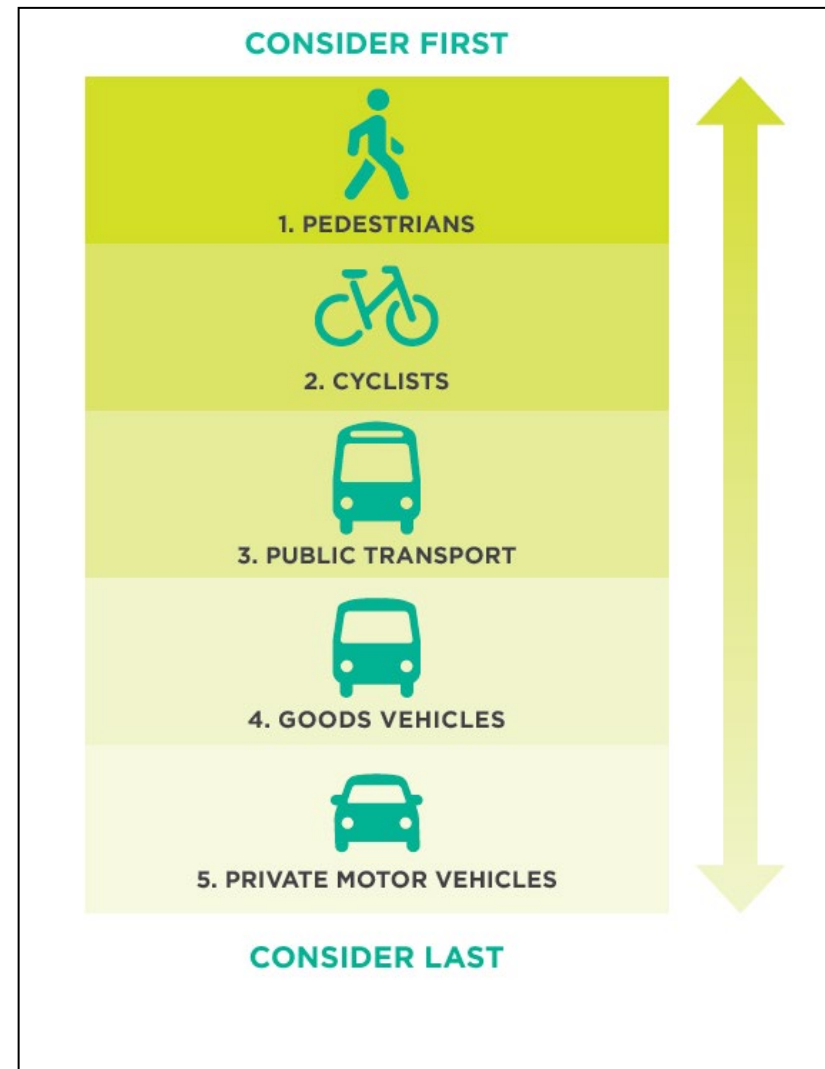


Figure 2: Road User Hierarchy

Source: NTA GDA Transport Strategy 2022-2042

5.1.2 Provision of Loading Bay(s)

Kildare County Council Taking in charge Policy 2023, Appendix 13 states the following:

- The primary objective of a loading bay is to provide an area for loading and unloading facilities for businesses (commercial vehicles only).
- Where appropriate they should not interfere with traffic or pedestrians.
- They should be positioned to facilitate more than one business.
- Loading bays are installed in areas where the parking of private vehicles interferes with the loading/unloading of commercial goods. They operate during specified hours. Outside of these hours the bays revert to parking bays or they may also be shared with, for example, a taxi rank or pay and display parking.

The existing loading bay for Market Square is located on Market Square East adjacent to Square Coffee. The current location is close to the approximate geographical centre of the square in respect of delivery distances to each of the 25+ business units within the Market Square area. As part of the proposed work, it is intended to relocate the loading bay to the opposite side of the Market Square East. The objective of the proposed relocation is to provide the businesses on the north side of the square with a wider more pedestrian orientated footpath space with the capacity to be developed as an outdoor dining/meeting space while simultaneously retaining the loading bay at the geographical centre of the square. The central location of the bay has a significant importance in providing a delivery platform that is considered equal and fair to all existing and future business stakeholders within the Market Square area.

The table below shows the approximate distances to the business units on the boundary corners of the square from the existing and proposed relocated loading bays. It should be noted that the maximum distance does not exceed 70m and ranges between 44m -70m. There are no current guidelines on the provision of loading bays with regard to distance and quantity, however the distances highlighted are in keeping with other towns of a similar size.

Location	Distance from existing Loading Bay	Distance from Proposed Loading Bay
Cunninghams Bar	70m	62m
Connolly's Pharmacy	58m	62m
Firecastle Coffee	62m	69m
Silken Thomas	54m	44m

KCC explored the possibility of locating a loading bay on the west side of Bride Street but it has been omitted for the following reasons:

- Location is not central to the Market Square to facilitate the servicing of all business units equally.
- Autotracking for rigid type delivery trucks highlights difficulty in maneuvering into a loading bay of standard depth.
- Required maneuvering of rigid vehicles from Dublin Road junction will interfere with flow of traffic through signaled junction at peak hours when junction is at capacity.
- Where appropriate loading bays should not interfere with traffic or pedestrians (Kildare County Council Taking in charge Policy 2023, Appendix 13).

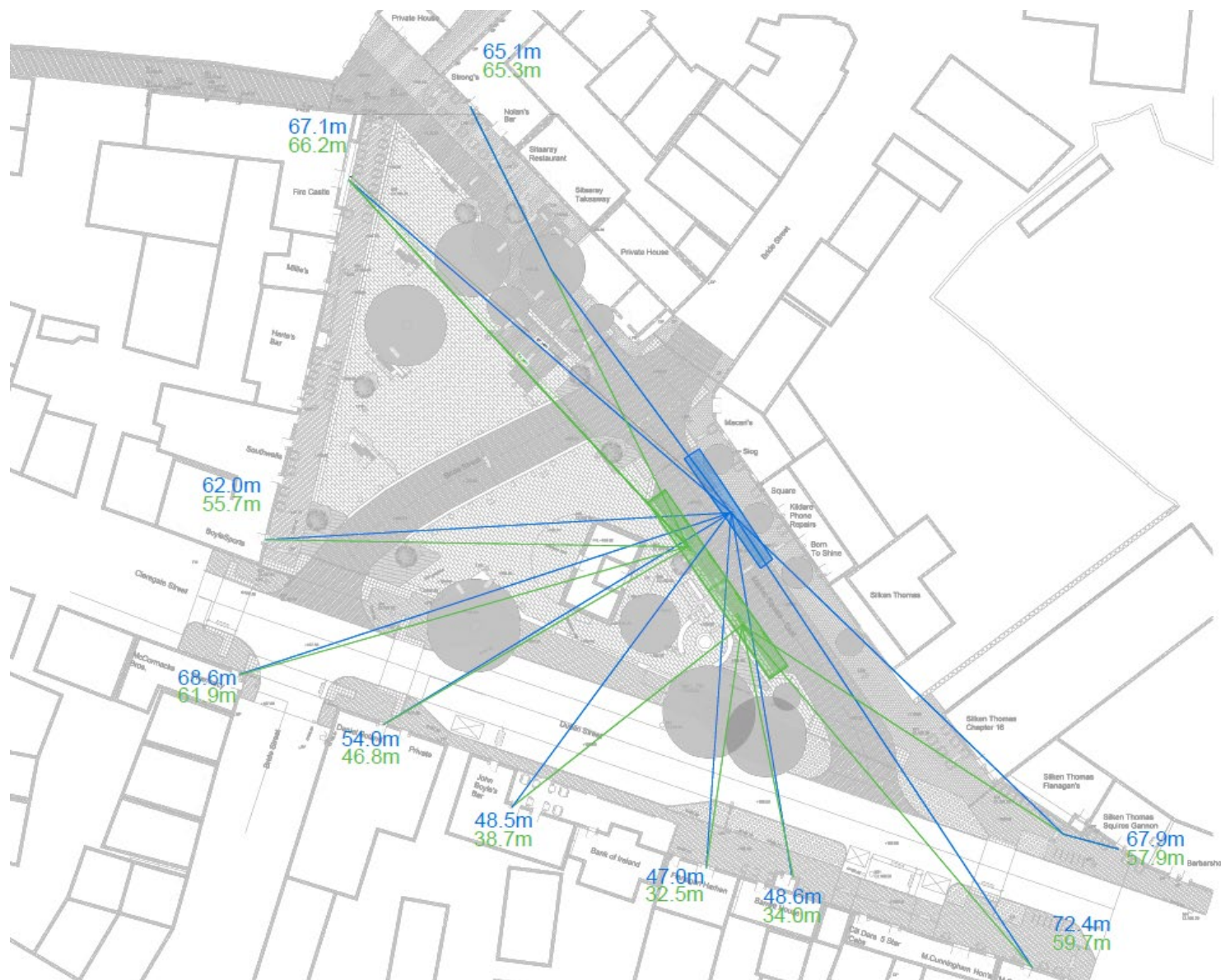


Figure 3: Distances from Proposed Loading Bay on Market Square East

5.1.3 Provision of Alternative Car Parking

The concerns raised regarding the provision of alternative car parking solutions are acknowledged. Kildare County Council is actively progressing in the acquisition of car parking within the town centre. Furthermore, KCC is committed to exploring and developing additional alternative parking options within reasonable walking distance of Market Square and Dublin Street, on approval of the Part 8 and prior to the commencement of works. KCC will continue to engage with business and landowners throughout this Part 8 process regarding delivery of this project. Whilst provision for active travel modes and shift away from car-based trips remains a priority, the development of alternative parking solutions and measures will continue. These measures may include:

- Acquisition and/or leasing of existing town centre car parking. This would enable KCC to upgrade, reorganise and/or expand these car parking facilities where feasible.
- Review of the Byelaws by Elected Representatives to address the ongoing issue of long stay parking over the weekend period, implementation of parking zones e.g. 2-hour parking areas.
- Review of the wider town to identify where additional on street parking may be gained and to maximise efficiency of space.
- Review of sustainable modes of transport and walking and cycling route improvements throughout the town, Safer Routes to School, to reduce shorter car journey trips.
- Explore the provision of 'Park and Stride' locations and facilities at the edge of the town centre to cater for the longer-stay trips into Kildare. Such facilities encourage car commuters to switch to alternative modes of transport (i.e. walking & cycling), which is particularly effective for those who commute to school or employment locations and will encourage longer dwell time in the town centre.

5.1.4 Market Traders

1. The proposed new layout will have no impact on the capacity of the square to hold a market. The completed works will provide a space comparable to the existing with minor relocating of pitches on the west side of the square (1-2m) to facilitate the installation of permanent seating.
2. Consideration will be given to the status of the market for the duration of the construction stage. This may involve re-location within the footprint of the square or possible relocation to an adjacent site to be agreed at a future date. This will be subject to the phasing of the works and will be finalized at detailed design stage. It is intended that the market pitches will return to their current agreed location on completion of the works.
3. As part of the works, it is proposed that additional servicing of the market area is provided in the form of service pop ups for water and electrical supply (see Part 8 Map Proposed Power Connection Layout for further information). The additional services will facilitate the current market traders while simultaneously providing the capacity to expand the market to a wider variety of traders in the future.

It should be noted that the primary objective for Kildare County Council is to provide continuity for the market traders with regard to trading in the town for the duration of the works and to provide an improved level of service for the existing and future traders in the Market Square.

5.1.5 Bus and Coach Bays

The existing layout of Market Square incorporates 2 No. existing bus stops on both the north and south sides of the Dublin Road and the intention is for this layout to remain part of the proposed design. The north bus stop has the capacity to service 2 No. standard 14m coach type buses as both a pick up and drop off zone (40m total bus stop length). The south bus stop has the capacity to service 1 No. standard 14m coach type bus.

It is important to note that the existing bus stops, although primarily used by Transport Ireland and similar scheduled bus services, are not explicitly for use by these companies only and can be accessed by private tour operators subject to license from Kildare County Council Active travel. The limitations of this license is for pick up and drop off only and the parking of the buses in the interim would be required to be off square.

While we appreciate the nature of tourist/visitor to the Square will include a number of patrons that may be considered low mobility, the distance to the Cathedral (the furthest point in the square from the bus drop off points) is approximately 100m. The redevelopment of the square will ensure that upgraded pedestrian crossing points will be available to ensure safe access and egress from the main points of interest within the square to the bus drop off points.

It should be noted that this is in line with other towns in respect of bus parking and distances to tourist attractions where parking is not available at the primary location of interest.

Kilkenny City: Castle Road Bus Parking adjacent to Kilkenny Castle.

Minimum bus parking distance from Castle gate – 80m

Maximum bus Parking distance from Castle gate – 300m

It is the consideration of Kildare County Council that the availability of 3 No. dedicated drop-off spaces for buses (subject to KCC licensing requirements) is sufficient to meet the requirements of the Square with regard to tourists/visitors. The provision of additional spaces, and the locations where they would need to be provided, would be contrary to the intended function of the square as a pedestrian orientated flexible meeting space for community events, markets and similar.

5.1.6 Market Square East

As per Section 9.1 of the Traffic and Transport Assessment carried out by AECOM which accompanies the proposed Part 8 Project, it is proposed to improve the existing road and pedestrian network of the square by increasing pedestrian crossing widths, removing parking bays and extending bus stop laybys. By way of amendment, it is proposed to install a combination of temporary and retractable bollards on Market Square and Market Square East only (not on Bride Street). This will allow vehicular access to be managed on the shared space of Market Square and on Market Square East, the road can be closed during market days or special events.

The longer-term objective to close Bride Street to vehicular traffic will be revisited by the Transportation Department once the Northern Link Street and Magee Barracks roads are in place. There are no plans as part of this proposal to close Bride Street and Market Square East on a permanent basis.

5.1.7 Retractable Bollards

As part of the development of Market Square, KCC has proposed the installation of a retractable type of bollard on Market Square and Firecastle Lane. The purpose of the proposed bollards is multi-faceted, but the primary objectives are as follows:

1. To maintain access to St. Brigid's Cathedral while restricting the use of Firecastle Lane to thru traffic.
2. To restrict vehicles from accessing Firecastle Lane that are too large to exit due to the constriction of the lane at the cottages.
3. In the interest of pedestrian safety, to reduce traffic in the pedestrian shared space at the entrance to St. Brigid's Cathedral and at the entrance to Nugent Street (Top Nolan's) Car Park.
4. To reduce the use of the laneway to vehicular traffic unrelated to the adjacent properties/businesses.
5. To manage access to St. Brigid's Cathedral and the public space to remove unauthorised car parking.

The use of a retractable bollard system has been proposed for the following reasons:

1. It has the capacity to provide continued access to St. Brigid's Cathedral, Firecastle Lane and Market Square as necessary to vehicles associated with adjacent businesses and properties without the need to manually adjust the bollard every time access is required.
2. The system offers a flexibility for businesses to identify vehicles requiring access and how the access is facilitated including:
3. Fob access- A fob is provided to the vehicle requiring access. The bollard recognises the signal from the fob and retracts accordingly.
4. Timed access- the bollards are left in the retracted position for a duration deemed necessary by the adjacent property owners.
5. Phone access- An access number is provided which, when called from a registered phone number, will activate the bollard to retract and provide access.

6. Number plate recognition- a vehicle registration number is registered with the bollard and when recognised will activate the bollard to retract and provide access.

It is important to note that the intended use of the bollard is not to remove traffic relating to the adjacent properties from using the space but to give them the ability to manage unauthorised and unnecessary vehicular traffic from having full unrestricted access to use Firecastle Lane and adjacent properties as car park and turning zone. It will simultaneously provide a safer space for pedestrians alighted from the adjacent car park to Firecastle Lane.

The retractable bollard system is used successfully in several towns in Ireland and throughout Europe to provide limited access to public areas, car parking, loading bays and other areas that may require the management of vehicular movements and access. The practical usage details of the proposed bollard on Firecastle Lane will be agreed at detailed design stage to provide a system that best fits the relevant affected stakeholders that will have access to the bollard system. Emergency Vehicles will be provided with unrestricted access to the Market Square, St. Brigid's Cathedral and Firecastle Lane

5.1.8 Anti-Social Behaviour

The issue of anti-social behaviour is a matter for An Garda Síochána. It should be noted that it is widely considered that one of the most effective measures for community safety and crime prevention is the creation of lively, lived-in urban areas and public spaces which are easy to overlook. 'Safer-by-Design' is the concept of designing the urban environment in a way which promotes passive security. While active security measures such as Garda presence on the streets and private security in buildings play a role in creating a sense of security, it is important that the environment is designed in a way which maximises the perception of safety and reduces opportunities for crime and anti-social behaviour. Some specific design measures include, Natural/passive surveillance, diversity of uses, legibility, open Space, safe pedestrian routes, active frontage and well-defined openings to buildings, laneways etc (*Crime Prevention Through Environmental Design (CPTED)*) (<https://www.garda.ie/en/crime-prevention/crime-prevention-through-environmental-design.pdf>)).

5.1.9 Permanent Furniture/Fixtures

The addition of permanent street furniture and fixtures in the form of shelters, communal dining areas, retractable awnings, gaming tables etc. would restrict the capacity of the square to function in its intended use as a flexible pedestrian orientated space capable of hosting a range of social and cultural events.

The widening of the footpaths and the creation of the pedestrian orientated space provides the opportunity for the existing and future businesses to deliver an attractive outdoor dining space in accordance with their own requirements. The proposed provision of permanent seating on the periphery of the

market space and at strategic locations around the Market House will afford visitors to the square a place to rest and socialise independent of business-related seating while simultaneously not imposing on the functionality of market/event space.

The provision of temporary, semi-permanent or seasonal structures could be considered under licence post-delivery as part of an organised event requirement or through a more detailed coherent Market Square activation strategy.

Table 5.2 Submissions from Members of the Public

Sub. Ref. No.	Received From	Summary of Submission
KCC-C225-KMSP8-1	Conor Leigh	Submission states that the proposed works will bring great life to the town and would love to see them completed.
Submission noted with thanks.		
KCC-C225-KMSP8-2	Ken Morley	Submission states that it is an excellent scheme for the square in Kildare town and raises the following points: 1. The pedestrianisation of the Square is a positive step and will enable the residents and families of Kildare to enjoy the space safely. 2. It would create huge outdoor dining potential due to the number of food/restaurants etc. adjacent to the square and would turn Kildare into a great destination town. 3. It is suggested that an area of the space for permanently covered outdoor dining is considered. Refer to Downer International website and Hynds Square, Portlaoise for examples.
Submission noted with thanks.		
Refer to Section 5.1.9 - Permanent Furniture/Fixtures		
KCC-C225-KMSP8-3	Tracie Patel	Submission raises the following points: 1. Top Nolan's leading to the car park need to be lit up and made safe e.g. Installation of CCTV cameras. 2. It would be valuable to have a raised canopy covered area outside the Tourist office. 3. Dining areas should be central and shared by businesses. 4. A loading bay should be in the current public car park eliminating the need of fobs and the loss of fobs. 5. It would have been nice to see bins on the plan. 6. Permanent tables should be multipurpose with chess boards etc.

<p>1. It is proposed as part of the Part 8 development to install 3 LED Luminaires, 4m high to light the laneway linking Market Square to Nugent Street Carpark. All lighting will be provided in accordance with the Kildare County Council Public Lighting Guide. It is also proposed to upgrade the footpath surface using high quality natural stone.</p> <p>2. Refer to Section 5.1.9 - Permanent Furniture/Fixtures</p> <p>3. It is proposed that public street furniture including seating will be central and dotted throughout Market Square. The detail of same will be agreed at detailed design stage. The maintenance and policing of central dining areas shared by businesses is outside the scope of this proposal and is dealt with under Section 254 the Planning and Development Act 2000 (as amended). Refer to Kildare County Council's Guide on Licensing Outdoor Dining and Seating, 2022. This is a matter for further consideration at detailed design stage and would be subject to agreement between Kildare County Council and the businesses.</p> <p>4. Refer to Section 5.1.2 Provision of Loading Bay(s)</p> <p>5. Bins will be provided as part of the proposed project. The design, finish and location of same will be agreed at detailed design stage.</p> <p>6. Refer to Section 5.1.9 - Permanent Furniture/Fixtures</p>		
KCC-C225-KMSP8-4	Sheila Barry	Submission states that it is a great idea to make the pedestrianisation of the square permanent.
Submission noted with thanks.		
KCC-C225-KMSP8-5	OOS	Submission states that the plan looks outstanding and looking forward to implementation, In particular, removal of parking and addition of uncontrolled pedestrian crossings on Market Sq. East is welcome. It is hoped that by implementation of this design the illegal and dangerous parking on the "Western" side of Market Square (i.e. area in front of McHugh's Pharmacy/Sitaaray Takeaway) is addressed, but this may require ongoing monitoring or enforcement.
Submission noted with thanks.		
KCC-C225-KMSP8-6	Maria Barry	Submission is fully behind the proposed project. It is states that Kildare town has improved a lot over the last few years, thanks in no small part to the development of Market Square.
Submission noted with thanks.		

KCC-C225-KMSP8-7	Brian Barry	Submission is fully behind the proposed development of our Market Square. It has enhanced the town hugely since the centre has been pedestrianised. It has been fantastic for the local community and hopefully the pedestrianisation of the town centre continues.
Submission noted with thanks.		
KCC-C225-KMSP8-8	Sean Fitzpatrick	Submission is in favour of the proposed project. It should make the town a nicer place to spend time as there are many businesses like shops and café which I do like to visit. Not having to dodge as much traffic when walking around would make it more likely to visit them more often.
Submission noted with thanks.		
KCC-C225-KMSP8-9	Sharon Fitzpatrick	Submission states that they cannot see anything negative about it the proposed project and it will bring a much-needed happy atmosphere for all ages and every generation within families.
Submission noted with thanks.		
KCC-C225-KMSP8-10	Emma Flynn	It is submitted that the plans for the market square look great, it would be a fantastic addition to the town.
Submission noted with thanks.		
KCC-C225-KMSP8-11	Miriam Macari on behalf of Marbelam Ltd	<p>Submission objects to the new proposed alterations of the market square based on observations:</p> <p>General Comments/Observations re the Pedestrianisation of Market Square</p> <ul style="list-style-type: none"> The current pedestrianisation of Market Square has led to "unintended consequences" for our Company Marbelam Ltd and the efficient operation of our takeaway premises at Claregate street, Kildare Town and the Market Square, Kildare Town. Since the introduction of this temporary scheme of pedestrianisation of Market Square we have suffered serious interference to our "takeaway premises" at Claregate Street. Delivery vans and cars have been unable to access "Firecastle Lane" due to indiscriminate parking of delivery vans and cars by others on the access

		<p>route in the Market Square.</p> <ul style="list-style-type: none"> • We have had to call the Garda on a number of occasions to sort matters out. It is self-evident from the "Location Map" here attached that this pedestrianisation scheme on Market Square has led to serious interference and impacts on our business. • The blocking of Firecastle Lane by Kildare County Council taken in conjunction with this temporary pedestrianisation scheme in Market Square ensures that our Company Marbelam Ltd have no alternative vehicular access out of our "service yard". • We note that from the 2020 Town and Village Renewal Scheme prepared by the Department of Rural and Community Development that "certain accelerated measures" by the Local Authority will be provided funding by the Department. However, it is stated in the Departments documentations that "solutions" should be identified and developed in conjunction with local business interests. Applications should be developed in consultation with community and business interest including Town Teams, Chamber of Commerce (or similar) and community organisations as appropriate. It is a matter for each Local Authority to decide the process for carrying out public consultations, seeking expressions of interest where applicable and identifying potential projects. I can confirm that no public consultation was carried out with our Company Marbelam Ltd prior to the completion of the pedestrianisation of Market Square by the Kildare County Council. • As discussed above Firecastle Lane has already been obstructed by bollards which prevent vehicles passing from one terminus to another without obstruction which in effect is a public right of way. As per your current proposal there are an additional three bollards to be erected and a one-way system put in operation. • The proposal also seeks to remove existing car park spaces to facilitate recreational use by the community under the precedence that there is adequate current car park space provided away from the square. In 1999 there were 15 car park spaces removed from the square that were located at the tourist office and since then a further 33 parking spaces have been removed from the Square. The current car park spaces provided are not feasible as they are not adequate to meet the demands of our staff, delivery drivers, and customers e.g. Top Nolan Parking has been the only parking space provided to date however, it is not nearly adequate enough to provide support to all the businesses affected. Additional provisions of external space where appropriate to support business activity were also discussed. • There is currently one loading bay in the square, however this is to be removed as per the proposal. Currently
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		<p>there are twenty + businesses who avail of this facility within the Market Square area. The proposed new loading bay is not in an adequate position as the majority of the heavy loading business are at the other end of the square which is generally all uphill and quite a distance. We have two takeaways which will be directly affected, customers need to be able to park their car short term while they pick up their food etc. I imagine that this facility will also be required by many of the other businesses in the vicinity. i.e. pick up drop off. Currently there is very limited parking spacing to facilitate this but if the current proposal goes ahead as is then customers may have to seek their business elsewhere.</p> <ul style="list-style-type: none"> • One of our takeaways has been established over 40 years and has provided employment to the town. We also have three commercial units which again provide employment to the town and again require adequate parking spacing and loading bay etc. Unfortunately, since the start of the renovations we have seen a very negative effect on our business due to illegal parking and indeed lack of parking. It has disrupted our delivery drivers, staff and indeed customers. Please see attached supporting images. We have sent email after email to the council about the issues with illegal parking. • Our observations to date unfortunately are negative and detrimental to our business, while I appreciate the ethos of "Access for all" masterplan for people of all ages and abilities, prioritising pedestrians, cyclist movement. I don't see that businesses which I add provide employment to the town have been adequately considered here. Kildare town needs employment and businesses have already been hit hard by Covid, the current cost of living crisis and wage and vat rate increases. I have raised my concerns with the Council and I have to-date received no response. We are worried for our Businesses and extremely frustrated at the lack of support we have received. <p>Suggested changes to the Part 8 Project</p> <ol style="list-style-type: none"> 1. Location Macari's Unit 2 Market Square it is proposed in the drawing that the road directly in front of this premises, be completely pedestrianised however, we feel that this will be detrimental to businesses e.g. Nearby Store, Siog Botanical, Born to Shine, Macaris etc (all these businesses require short term parking). We suggest a one-way system may work with parking being kept on opposite side of the street and no bollards at all. This parking can cater for all short term needs e.g. 15mins max 1hour. The business side of the street - footpath could be extended to facilitate outdoor setting. 2. A much-needed pedestrian crossing is needed on the market square, particularly at the Nearby store, crossing over to McHugh's Pharmacy. This has been a public safety issue for quite some time now. 3. Loading Bay - Please see marked (A) on Map attached. We suggest relocating the loading bay to this area which can cater
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for more than one delivery vehicle as well as a large lorry. After 5pm this can double up as a taxi rank which we currently don't have in any location in Kildare Town and for which there is currently a very high demand for.



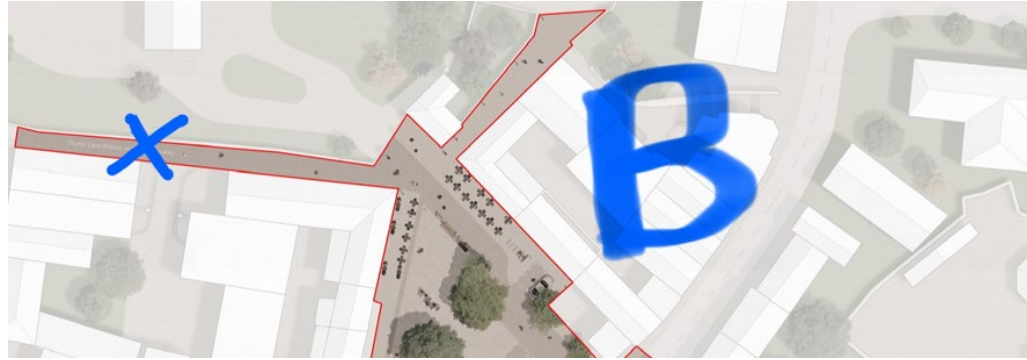
4. The existing bollards which are located at the bottom of Firecastle lane (Please see map (B)) should be replaced by electric bollards and ramps should be installed outside the small cottages for the safety of the residents and pedestrians. This will facilitate health and safety in the case of an emergency for the business as-well as the residents located along Firecastle Lane.

5. The new bollards proposed by the council at the chemist - Our main concern is how are they to be controlled and operated? Because we operate a home delivery service from 5pm daily and have been doing so for 40+ years, we are worried about how our drivers are to operate safely and undisrupted? Our suggestion is that after 5pm that either these bollards or the other bollards (marked in blue on map (B) be left down until our business closes at 11pm. This is only by way of a compromise but frankly we feel that these new bollards are unnecessary if the double yellow lines are continued down the lane and are properly enforced. Currently there is no enforcement being carried out which leads to a lot of confusion and unauthorised parking and results in the right of way being blocked continuously.

6. Our right of way cannot be blocked for any period of time as this causes obstruction for our home delivery business and loss of business.

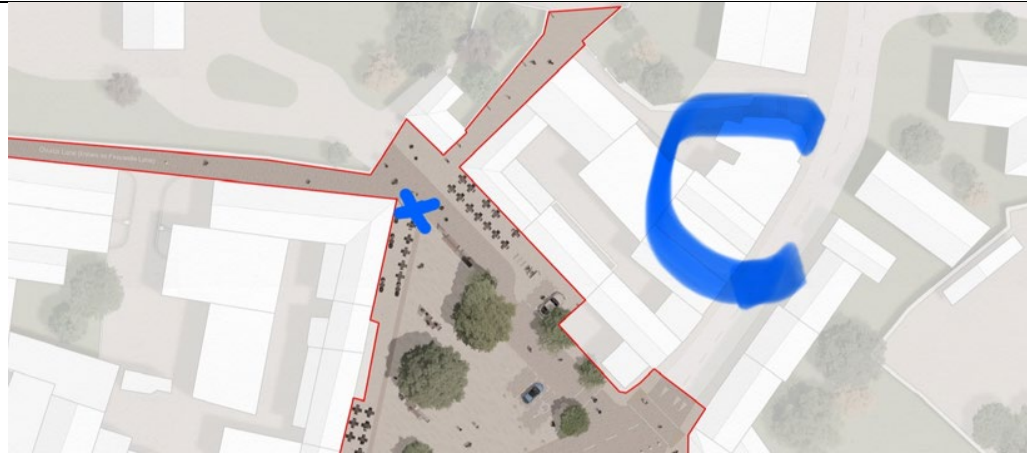
7. There should be clear signage erected to state that for no amount of time is the right of way (fire castle lane) or bollards

to be obstructed. This is vitally important signage that is currently missing which causes much confusion as well as issues and disruptions to business.




8. Lighting on firecastle lane is also an issue which has led to a series of vandalism as well as a public safety issue.

9. The very high and obstructive footpath located outside fire castle Business should be removed immediately - Please see map marked (C) - Again this is a health and safety issue which has not only caused a lot of damage to vehicles but obstructs the safe passage for fire trucks, ambulances, delivery vehicles etc. As can be seen in the image attached, this was the original footpath and yellow lines that continued down the lane. The following image shows the new footpath which is clearly a health and safety issue and poses a threat to the public and the access to our business in the event of an emergency.



10. The area that was pedestrianised a number of years ago, where 15 (approx.) car parking spaces existed - please see map (D) - tourist office location - is very large and unused. Perhaps a portion of this space could be utilised to widen the road to allow the free flow of traffic which can get very congested especially when vehicles need to turn right going towards Claregate street. "Strategically located car parks within five minutes walking distance to the town centre" can you please confirm exactly where these car parks are located?

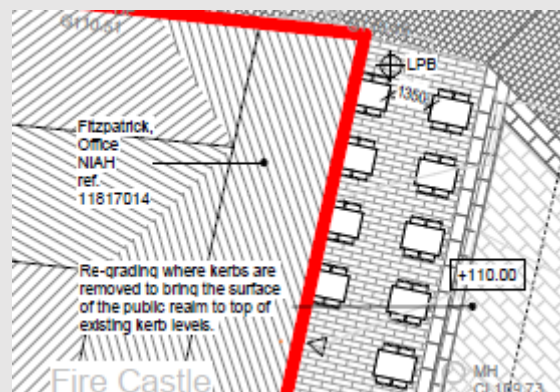
		
		<p>The enforcement of road traffic regulations is a matter for An Garda Síochána, with powers also provided to KCC in respect of Community Wardens who have a dual role of traffic and litter duties between the hours of 9am to 5pm Monday to Friday inclusive. This submission has been noted by KCC Roads, Transportation and Public Safety Department.</p> <p>Refer to Section 5.1.5 re bus and coach parking.</p> <p>Suggested Changes to the Part 8 Project</p> <ol style="list-style-type: none"> 1. Refer to Section 5.1.6 - Market Square East 2. A new uncontrolled pedestrian crossing has been proposed in the proposed Part 8 Project between Mc Hugh's Chemist and Market Square East 3. Refer to Section 5.1.2 - Provision of Loading Bays 4. Refer to Section 5.1.7 - Retractable Bollards. 5. Refer to Section 5.1.7 - Retractable Bollards. It should also be noted that exit bollards (i.e. Map B) can be installed with a magnetic loop system which will activate the bollard when approached by a vehicle. As per Section 5.1.7, functionality of the bollard will be agreed at detailed design stage.

6. Signage will be agreed at detailed design stage.

7. A Public Lighting Report and Layout accompanies the proposed Part 8 Project. It is considered that additional bespoke lighting solutions for Firecastle Lane should be included in the proposed lighting layout at detailed design stage. All lighting will be provided in accordance with the Kildare County Council Public Lighting Guide.

8. It is not proposed as part of this Part 8 Project to re-introduce car parking in front of the Heritage Centre. To revert this space back to car parking would not be in keeping with the key principles of the project to provide a flexible, safe, attractive and accessible pedestrian orientated public space.

9. The footpath located outside Firecastle will be addressed at detailed design stage. It is intended to provide a level surface throughout Market Square North by means of kerb removal and regrading of the square to proposed levels



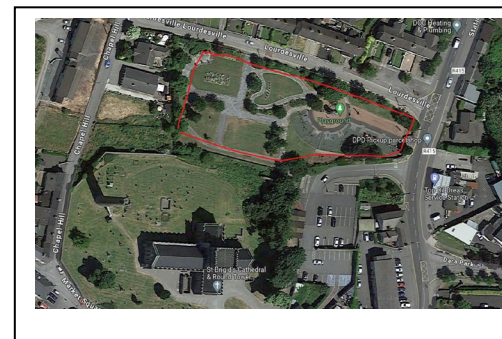
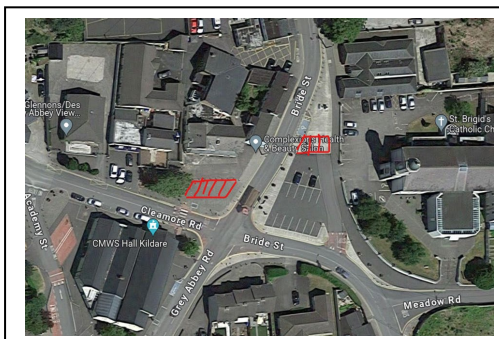
10. The re-introduction of car parking at the Tourist Office will not be considered as part of this project as it is contrary to the primary objectives of the project to provide a safe pedestrian oriented multi-functional space. (Refer to Section 5.1.1 - Project Objectives). Please note, the location of car parks within five minutes walking distance of the town centre are shown in Section 4.6 of the Traffic and Transport Assessment Report which accompanies the Part 8 application.

KCC-C225-	Linda	Submission states that the plans for Market Square in Kildare Town need a lot more thought to be put into them. The
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KMSP8-12	Lambert	<p>following points are raised:</p> <p>Traffic Management and Movement</p> <p>1. One main problem with them is that traffic that would previously have used the road with planned bollards along the Square Coffee shop etc. would be funnelled through the traffic lights at Boland's building. This would lead to large tailbacks down Station Road for traffic looking to turn right down Claregate Street and tailbacks behind traffic looking to turn right towards Station Road from the lights at Boland's building as no right-turning filter lanes are factored into the plans.</p> <p>2. Another concern I have is that traffic will, instead of waiting to turn right at Boland's, carry on down towards Cross Keys and turn right there, up and around by either Tower View estate or Friary Road. Neither of these roads are suitable for 2-way traffic or the amount of traffic that use them as it is, so the potential knock-on from these works at Market Square will add to problems that already exist. There is a distinct lack of understanding of the movement of traffic in other areas of the town, which is clear just from the plans. Will the bollards be up?</p> <p>Pedestrian Crossings</p> <p>3. There is a positive aspect to these plans and that is the provision of a pedestrian crossing at the corner of McHugh's chemist.</p> <p>Footpath Improvements</p> <p>4. Other than this one positive, I believe that other road and pathway improvements in Kildare Town should be focussed on before this project. These would improve the ease of movement for VRUs and vehicular traffic around the Town. Residents need to be able to move with ease around the town that they live in and not just enjoy the outdoor space in the Square for a few weeks each year. Case in point is Pigeon Lane which is completely unsuitable for pedestrians and other VRUs such as people in wheelchairs and parents with buggies.</p> <p>5. In the summer of 2019, a public consultation was held to discuss the possibility of improving roads throughout the town. Nothing came to fruition from these plans, which would actually have benefitted the residents a lot more.</p>
Traffic Management and Movement		

<p>1. Refer to Section 5.1.6 - Market Square East</p> <p>2. It is not proposed to close Market Square East to traffic except during special events or larger market days.</p> <p>Pedestrian Crossings</p> <p>3. The provision of a pedestrian crossing at the corner of McHugh's chemist prioritises the movement and safety of pedestrians moving through this part of Market Square.</p> <p>Footpath Improvements</p> <p>4. The Part 8 proposed will incorporate significant improvements and regrading of footpaths within the project area to ensure a safe and attractive public realm for all users. The revision of Pigeon Lane is outside the scope of this project.</p> <p>5. In February 2019, a public consultation was held by SPPR to inform the Kildare Town Renewal Plan.</p>		
KCC-C225-KMSP8-13	Flanagan Harhen Hardware and Interiors	Submission states that as a business owner based in the middle of the town, we are reliant on car parking spaces outside our store and within proximity to our store. We cannot afford to lose the minimal spaces that we have. The removal of these spaces will be detrimental to our survival.
<p>Car Parking</p> <p>Refer to Section 5.1.3 - Provision of Alternate Parking</p> <p>The proposed removal of car parking spaces along Dublin Street will facilitate the significant improvement of the public realm space and will include the modification of footpaths, the provision of SuDS interventions to address recurring surface water drainage issues, and additional planting to contribute towards the greening and biodiversity of the town centre. These interventions are in accordance with Best Practice Guidelines including Town Centre First Policy, The Design Manual for Urban Roads and Streets, The National Sustainable Mobility Plan, 2024 and The Climate Action Plan 2023 and will prioritise the safe and efficient movement of pedestrians throughout the town.</p> <p>It is intended that the proposed Part 8 Project will create the conditions to increase footfall within the town and will positively affect the economic environment for businesses in the town centre. There is also a car parking area to the rear of the building, which includes rear access to the business, that can be utilised in lieu of the car spaces on Dublin Road.</p>		
KCC-C225-	Maloss Ltd	Submission raises the following points:

KMSP8-14	<div data-bbox="577 236 813 268" data-label="Section-Header"> <p>Current Carparking</p> </div> <div data-bbox="577 279 2020 641" data-label="List-Group"> <ol style="list-style-type: none"> 1. To facilitate and encourage business on Claregate St/ Dublin St / Bride St and the town in general short-term parking should be extended to Saturdays. 2. The boundary of the works needs to be extended to demonstrate holistic solution to the removal of the central carparking. 3. The functionality of remaining carparking needs to be optimised to promote short term parking to promote business. Very little info provided in the Planning Report in this regard. 4. As parking is currently free on Saturday and Sunday cars are left in these spaces over the weekend and limit associated retail revenue for all businesses. The loss of additional spaces compounds the issue. Perhaps there a way to encourage residents that live in the town to not use these spaces over this period. </div> <div data-bbox="577 694 799 726" data-label="Section-Header"> <p>Loss of carparking</p> </div> <div data-bbox="577 737 2042 1018" data-label="List-Group"> <ol style="list-style-type: none"> 5. Suggest location for underground car park is considered to provide a substantial number of spaces to serve current car parking needs and future proof town growth. 6. Existing playground north of Cathedral is a suitably large footprint that could provide a good quantity of spaces in excess of those lost. Playground could be re-instated over same. Other areas also exist. 7. In the short term suggest exercise is carried out to identify areas within walking distance of town centre to gain back car spaces due to inefficient car park design and re use of large unused hard landscape areas. See images below with suggestions for St. Brigid’s Square, Firecastle Lane, Dublin St. and the Playground and Park. </div> <div data-bbox="577 1125 1630 1390" data-label="Image"> </div>
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Market House Focal Point

8. The main focus of improvement works focuses on the market square tourist office and new hard landscaping. Much of the space is taken by a substation. The addition of awnings to the existing building facing square and change of use to a more active function would bring more life to this central focal point. Currently this space feels underutilised considering its position. The upstairs could be used as ancillary area to the new use. The tourist office could be housed in a smaller standalone unit along with relocated substation.

Current Carparking

1. This matter is currently under review, however, is outside the scope of this Part 8 Project. It should be noted that the introduction of extended paid parking is a matter for elected representatives. This can be addressed through the Parking Bye-Laws.
2. The boundary of the works cannot be extended at this stage, KCC has committed to exploring and developing alternative parking options within reasonable walking distance of Market Square.
3. KCC are actively pursuing car parking options within the town centre and considering the functionality of same.
4. The introduction of extended paid parking is a matter for elected representatives. This can be addressed through the Parking Bye-Laws. The issue of encouraging residents to free up spaces in the town centre is outside the remit of this project and they are subject to compliance with normal Bye-laws. However, it should be noted that Residents within the town centre can apply to KCC Transportation Department for Parking Permits (reviewed on an annual basis).

<p>Loss of Parking</p> <p>5. – 7. The proposed additional car parking options are noted with thanks; however these locations are outside the scope of this Part 8 Project but have been referred to the relevant Departments within KCC. KCC is actively pursuing alternative and parking options in the town centre. Please refer to Section 5.1.3 - Provision of Alternative Parking for further details</p> <p>Market House Focal Point</p> <p>8. The matter of the ESB substation is outside the remit of this Part 8 Project, however KCC are committed to discussing with ESB to ascertain the feasibility of such a relocation.</p> <p>Refer to Section 5.1.9 - Permanent Furniture/Fixtures with respect to awnings/fixtures.</p>		
KCC-C225-KMSP8-15	Francis Doheny	<p>Taxi Rank</p> <p>It is submitted that Kildare should have a Taxi rank in the town centre, as tourists and local people in the town have nowhere to obtain a taxi in the town day or night. This needs urgent attention for the town to progress in getting tourists to Kildare village or Japanese gardens etc. please ensure this is provided.</p>
<p>The benefits that a dedicated taxi rank would bring to the town are acknowledged. The provision of a taxi rank is a matter for elected representatives. This can be addressed through the (Taxi) Bye Laws, 2017.</p>		
KCC-C225-KMSP8-17	Lorraine Benson	<p>Submission states that the proposals for Market Square are welcomed and important for the Community. Kildare Town has no Neighbourhood Park, Local Park or Linear Park so the Square will assume a prominence as a place to gather, visit, linger and enjoy as a social space. As the new Green Party representative in Kildare I am pleased to attach more specific comments on accessibility.</p>
<p>An Accessibility Audit will be carried out at detailed design stage.</p>		
KCC-C225-KMSP8-18	Judith Boyle	<p>Submission raises the following points on the proposed improvement works on Market Square. As a business owner on Market Square (Boyle's Pub and Off-licence & house, a premises that has been operational since 1945) and a Kildare Town</p>

		<p>resident, I support the plans for developing the Market Square area as currently it is neither pedestrianised nor works for all the businesses, and residences in the Market Square area. I do however have several concerns about the proposed plan and how they will affect the day-to-day running of businesses on and immediately off the square and I have concerns over the lack of facilities in the plan.</p> <p>Removal of Parking and Realignment of Dublin Street</p> <p>1. By proposing widening and revising the footpath layouts along Dublin Street by removing all car-parking spaces on Dublin Street in front of our premises (Boyles), the Bank of Ireland, Expert Hardware, Agape, O' Dooles and Cunninghams, the council is removing footfall from this side of the Square while promoting businesses on the other side of the street. The car spaces are replaced with spaces that are for planting and drainage which is required due to the works on the main area of the square. This is removing facilities for one side of the square to give preference to the other. These spaces are used to access many of the businesses for short periods of time and for deliveries as there is no loading bay in Kildare Town on this side of the square a facility that is not part of the proposed plans either.</p> <p>2. Currently, many people stop in these spaces to quickly go to the BOI ATM or to use businesses on Dublin Road. This is the only ATM in the centre of a busy town and the only physical bank between many of the nearby towns and villages. People do not feel safe going to the bank by public transport, most people who are required to physically go to a bank are elderly and or are using the bank for business, services that cannot be completed online or where people do not feel safe or have the facilities to access the internet.</p> <p>3. My business is an off-licence and most products we sell are by their nature heavy. The removal of these spaces will directly affect my business and send customers to competitors outside the Market Square area where there are trolleys or parking close to the premises. We are also now part of the deposit return scheme and can take back empty containers. This is an initiative by the government and by removing these spaces people will not be able to drive with a bag of empty containers to return again supporting other businesses above ours. There is no replacement of these spaces in the proposed plan.</p> <p>Bus Stop on Dublin Street</p> <p>4. The bus stop is used constantly for this service which causes issues during the day. The bus stops are only used for 10</p>
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		<p>minutes every hour for busses if these bus stops were double use this would in some way help the situation. There is also no current taxi rank or other necessary amenities for people to get into the town centre if they can not walk/cycle or take public transport.</p> <p>Loading/Delivery Bays</p> <p>5. The sole current loading bay on the other side of the square is not feasible or workable for businesses on the Dublin Street side of the Square. Currently, delivery drivers park in the car spaces or bus stop while delivering to businesses both on our side of the street and also down Claregate Street as there are no loading bays in any part of the main street at the moment. This makes it very difficult to do business in The Square, the proposed plan suggests one loading bay in a similar location as the one currently is and as it is this is not workable so the proposed loading bay in the plan does not address this issue.</p> <p>Equal Provision of Facilities for Businesses</p> <p>6. During the consultation sessions, it was stated that all businesses on the Square would get the same facilities with the proposed improvements of the square in Kildare Town but this is not the case. If you have a business on the pedestrian side of the square you have access to tables and chairs and outdoor facilities while again the businesses on the Dublin Road have to provide these themselves on their own premises as there is only an enlarged footpath on the plan which only removes car spaces and does not add anything to the Dublin Road.</p> <p>Outdoor Seating and Bylaws</p> <p>7. Also, there is no plan when the bylaws for outdoor seating licences come back into effect. What will happen if businesses on the new pedestrianised side of the square decide not to pay for these licences?</p> <p>Anti- Social Behaviour</p> <p>8. At nighttime, there are noted problems with anti-social behaviour, especially around the Market House. Better lighting and better patrolling need to occur to manage this issue. I understand that the patrolling cannot be brought into a plan but areas that are not lit and are around businesses that are closed at nighttime (café, retail, tourism) attract antisocial behaviour and this needs to be offset.</p>
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		<p>9. The closing (pedestrianisation) of Market Square Street is also concerning as this road has very few businesses that are open after 6pm but there is a guesthouse at the edge of it.</p> <p>Public Toilets</p> <p>10. In the plans there are no toilet facilities, again if the idea is to promote socialisation on the square then this needs to be amended as it is currently an issue and unsustainable to ask businesses to deal with this and provide toilets.</p> <p>Bus Shelters/Stops</p> <p>11. The plan aims to bring people into the town and encourage people to use public transport however there is still, only one small bus shelter on the plans. We have a small area outside our premises, inside our gates (not on a public street) where we have chairs and tables for our customers. We are constantly explaining to people waiting for the bus that this is not part of the bus stop. They will not cross the road to wait for the bus in the bus shelter or at the many tables on the main part of the Market Square instead they shout at our staff and cause issues with access to the premises. This will only get worse with this plan as there is nowhere for people to be dropped off for the bus or for children to be collected from school buses which also drop off at this bus stop.</p> <p>Upgrading Footpaths and Regrading of Market Square</p> <p>12. I do agree that the footpath surfaces need to be upgraded throughout the site area and am glad that concrete is not the material suggested and quality natural stone will be used. The re-grading of the entrance to the Market House will be good as it is difficult to access.</p> <p>Trees and Landscaping</p> <p>13. The introduction of more trees and green space in the Market Square area is welcome as the paving and concrete around the trees are not sustainable for tree growth.</p> <p>Pedestrian Crossings</p> <p>14. The additional pedestrian crossings to the North of Dublin Street are also required especially since the new housing estate.</p>
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		<p>Project Timeline</p> <p>15. Finally, I am concerned about the timeline of the works on the Market Square if the proposed plans go ahead. The area is a historic square close to a burial site and buried town walls. The works will cause extreme disruption to the area. If the work is started and then stopped due to difficulties and findings in the area this will push people out of the square and cause financial difficulties to the businesses in the short to medium term which will be difficult to recover from due to the competitive nature of the area around the town centre.</p>
		<p>Removal of Parking and Realignment of Dublin Street</p> <p>1. KCC consider that the proposed public realm improvement works which include the removal of car parking and the widening, regrading and modification of footpaths will increase footfall along Dublin Street. The proposed Part 8 Project encompasses a significant portion of the historic town core (c.6540m²) including north and south of Bride Street, Market Square, Dublin Street, Firecastle Lane, Heffernan's Lane and the laneway to Nugent Street Car Park.</p> <p>The area in front of Boyles, and a considerable extent along the south side of Dublin St, has been identified as a vulnerable area in terms of potential surface water flooding. As set out in Section 4 of the Infrastructure Report which accompanies the Part 8 Project, SuDS interventions are proposed to facilitate the management of surface water by reducing/preventing the likelihood of flooding through the provision of additional surface water runoff storage while simultaneously minimising environmental impact.</p> <p>Refer to Section 5.1.2 - Provision of Loading Bays</p> <p>2. While the removal of car parking along Dublin Street may pose some inconvenience to some users, it should be acknowledged that there is a choice of car parks available within a 1-5 minute walk away from this part of the town centre and on-street parking remains on Bride Street (south), Claregate Street and further east on Dublin Street. The revised, widened and upgraded footpath will make it easier, safer and more attractive to people to walk to their destinations.</p> <p>3. Refer to Section 5.1.3 - Provision of Alternative Parking</p> <p>Bus Stop on Dublin Street</p> <p>4. Refer to Section 5.1.5 - Bus and Coach Bays</p>

Loading/Delivery Bays

5. Refer to Section 5.1.2 - Provision of Loading Bays

Equal Provision of Facilities for Businesses

6. Kildare County Council does not provide street furniture for private businesses. Dining areas provided by businesses on the square will require a Section 254 licence to comply with KCC requirements. The proposed permanent street furniture that will be provided adjacent to the Tourist Office and the existing well are for public use and are not related to any single business. The removal of the parking spaces and proposed modifications/widening of the footpath on the south side of Dublin Road will provide the opportunity for the provision of outdoor street furniture similar to other parts of the square and in compliance with Section 254 licensing requirements.

Outdoor Seating and Bylaws

7. The matter of outdoor seating provision and licensing is outside the scope of this project. As set out in Section 15.16 of the Kildare County Development Plan 2023-2029, the siting of outdoor dining and associated structures on a public footpath is subject to a licence in accordance with Section 254 of the Planning and Development Act 2000 (as amended). Planning permission is required where the outdoor dining structures are located on private land.

Anti-Social Behaviour

8. Refer to Section 5.1.8 - Anti-Social behaviour

Market Square East

9. Refer to Section 5.1.6 - Market Square East

Public Toilets

10. The provision of public toilets is outside the remit of this Part 8 and the provision of same is wider Council policy.

Bus Shelters/Stops

11. While KCC acknowledge that larger and additional bus shelters would be desirable, we operate within the parameters set out by the National Transport Authority and the physical constraints of the historic town centre. KCC will continue dialogue with the NTA to ascertain whether further solutions exist to provide greater and more convenient waiting facilities for bus users.

Upgrading Footpaths and Regrading of Market Square

12. Noted.

Trees and Landscaping

13. Noted.

Pedestrian Crossings

14. 1 no. additional controlled crossing is proposed on Claregate Street and 2 no. additional uncontrolled crossings are proposed at the junction of Bride Street (north) and Market Square East and on the eastern edge of the project area across Dublin Street. It is proposed to upgrade and widen all existing controlled crossings to further improve pedestrian safety and effectiveness. Additional crossings cannot be proposed outside the red line boundary of the project at this time.

Project Timeline and Possible Archaeological Discoveries

15. Project timelines have not been agreed to date. The commencement of this project is subject to the necessary planning consent, funding approval, detailed design, licencing agreements etc. If the project proceeds close consideration will be given to the construction timelines which will seek to minimise disruption to the everyday workings of the town centre as much as possible.

The Department of Housing, Local Government and Heritage made a submission to this Part 8 (Refer to Submission Ref. 16 for further detail) and included a number of recommendations regarding archaeology and associated monitoring of the site prior to and during the construction stage. On approval of this Part 8 proposal, SPPR will continue to liaise with the DHLGH at detailed design stage which will have continued input of the Archaeologist on the design team. Their recommended conditions 1-10 as proposed will be incorporated into the contract documents for the construction and management of the proposed development. KCC cannot offer any further insight until such time as the project is on site.

KCC-C225-KMSP8-19	Square Coffee	<p>Submission is generally in favour and supports the further development in Market Square, however, as business owners on the Square, there are serious concerns with the proposed plans and there needs to be a lot more consideration on how the Town Centre works for those living, working, and providing services in the town in everyday life.</p> <p>There are some serious issues that we feel could be very detrimental to our business and other businesses on the Square as well as having a serious impact on how the town works and flows in general. It cannot be a vibrant, cultural town centre</p>
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		<p>/ market square if the plans do not allow serious consideration into how a business can operate and or how a customer/visitor to the town can access a service to promote this vision. There simply won't be the business left there to support it.</p> <p>Pedestrian Crossings</p> <p>1. The provision of a pedestrian crossing at the corner of McHugh's chemist is positive, welcomed and much needed.</p> <p>Closure of Market Square East</p> <p>2. We feel that the road closure on Market Square East will have no beneficial impact on the town and we cannot find any considered rationale for this closure in the proposal? It will, however, cause serious traffic congestion, this road acts as a relief road to the main intersection and when running correctly keeps traffic moving more freely, traffic that currently use this road would be funnelled through the traffic lights at Boland's building. This would lead to large tailbacks down Station Road for traffic looking to turn right down Claregate Street and tailbacks behind traffic looking to turn right towards Station Road from the lights at Boland's building.</p> <p>The town is already under pressure with traffic at rush hour / crunch school times on Bride Street towards the lights at Boland's and coming from Station Road from the schools situated on Melitta road. We do not see any traffic relief solution and feel this must be revised on the plan.</p> <p>Car Parking</p> <p>3. There is no consideration or plan suggested for additional parking to compensate for the loss of the spaces being sacrificed on the Square. There is already a significant issue with the lack of and illegal parking in the Square. With reference to the "Strategically located car parks within five minutes walking distance to the town centre" Can you please confirm exactly where these two car parks are located? Is the plan referencing car parks that are not owned or operated by the Council and therefore cannot confirm long-term availability of same? We feel this is a very serious issue which seems to be brushed off.</p> <p>4. We have talked to representatives about this, and the only car parking being highlighted is at the back of Top Nolans and the back of Cunninghams, both of which are at capacity at present. They cannot be used in the plan as compensatory</p>
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		<p>spaces as they are already full. This is a serious concern and must be given the attention and consideration it merits.</p> <p>5. There needs to be serious consideration to the functionality of the some carparking and it needs to be optimised to promote short term parking to promote business. The current car park spaces provided are not feasible as they are not adequate to meet the demands of those, residing, working, delivering etc into the town centre.</p> <p>6. The proposed 15min set down spots are not located in a safe considered area. As it stands the few Disabled and age friendly parking spaces that are situated in front of McHughs Chemist are already difficult to get in and out off, almost dangerous, adding more set down spots in this area will cause serious traffic congestion as there is no consideration of a one-way traffic flow up Firecastle lane.</p> <p>Conclusion</p> <p>We understand that change is inevitable, and that progress is very important, but we feel that the planners are not in touch with the town and are not familiar with how it works and flows. We have engaged and voiced our concerns but feel they have not listened to but fallen on deaf ears. We are asking for our very real concerns to be considered. We need some reasonable proper solutions to both the huge parking and traffic issues this plan will present to the town.</p>
<p>Pedestrian Crossing</p> <p>1. Noted.</p> <p>Closure of Market Square East</p> <p>2. Refer to Section 5.1.6 - Market Square East</p> <p>Car Parking</p> <p>3. – 5. Refer to Section 5.1.3 - Provision of Alternative Parking</p> <p>The proposed loading bay located on the south side of Market Square East will revert to use as car parking (Generally 11:30am, to be confirmed) which can be used as short-term parking to facilitate businesses in the immediate locality. Please refer to Section 5.1.6 - Market Square East</p> <p>6. A full Autotracked Design will be carried out at detailed design stage to ensure that the proposed parking layout at this location is both functional and</p>		

safe with respect to the manoeuvring of vehicles in a shared pedestrian space. It is intended that the provision of the retractable bollard, to prevent full access to Firecastle Lane, will reduce vehicular traffic in the area and subsequently provide an additional layer of safety for pedestrians and manoeuvring vehicles in the area.		
KCC-C225-KMSP8-21	Margaret Dunne Parishioner of St. Brigid's Cathedral and Member of the Select Vestry	<p>Submission raises concerns regarding the proposals for the development of Kildare Market Square. The plans to develop the square as a space for locals and visitors is welcomed. However, I have concerns about the operation of these plans as they would affect St. Brigid's Cathedral and Round Tower which are the main heritage attractions of the town.</p> <p>Access to St. Brigid's Cathedral</p> <p>1. Daily 24 hour access all year round is required for:</p> <ul style="list-style-type: none"> •Weekly Sunday Services •Special Services such as Funerals, Weddings, Confirmation, Ordinations, Harvest etc. •Tourism, in light of the national monument and significant heritage site status of the location. •Events - concerts, fundraisers, social gatherings, etc •Contractors and service personnel •Residents (Vergers House) •Conservation and fabric maintenance •Emergency access <p>2. In relation to the route from Market Square to Firecastle Lane it is essential that the traditional route of access and egress to and from the Cathedral via Market Square be maintained. The proposal for egress via the Firecastle Lane route is an untenable option due to restricted turning capacity.</p> <p>Car Parking</p> <p>3. Parking for private cars is a concern as parking places within Market Square are being reduced. Most of the current visitors to the Cathedral arrive by private car and the reduction in car parking spaces will have a negative effect on visitor numbers.</p> <p>4. The introduction of max. 2-hour parking zone within the square would be welcomed. Together with clear signage to car parking with the council needing to take responsibility for providing adequate parking for both visitors and locals alike.</p>

		<p>Coach Parking</p> <p>5. One of the elements as an impediment to attracting tourists is the lack of a coach drop-off point in the vicinity. Consideration needs to be given to location point where coaches can drop off and collect tourists.</p> <p>Public Toilets</p> <p>6. Kildare Co. Council took the decision to withdraw all public toilets from Market Square and the environs. This decision has serious consequences for many businesses who now implement a customer only policy on their facilities. The Council's decision leaves the public with no other option than to make their way to the nearest open area which is the grounds of the Cathedral which is a graveyard. The Cathedral volunteers cannot patrol or deny access once the gates of the Cathedral are open. We would like to work with the council to actively have the gates open more frequently in line with their tourism strategy, in order to attract more people to the town, however the lack of public toilets actively discourages the Cathedral to be open. Proper management, lighting and surveillance of public toilets has been proven successful in other towns and could be in Kildare town too.</p> <p>Antisocial Behaviour</p> <p>7. There is growing concern about the increasing levels of antisocial behaviour associated with increased activity in the Market Square. In the past fortnight there was a dreadful incident with a fire destroying the Cathedral workshop resulting in the loss of significant resources and some artefacts. All indications are that this was a malicious fire. Residents of the Vergers House have also experienced concerning behaviour and loitering at the house, and down the lane. Bye laws precluding behaviour and activities at agreed times would give the Gardaí the necessary tools to implement any interventions that might be required and maintain a safe space for all.</p>
<p>Access to Cathedral</p> <p>1. Refer to Section 5.1.7 - Retractable Bollards</p> <p>2. Turning access to Firecastle Lane from the Cathedral car park will be assessed at detailed stage and addressed accordingly.</p>		

<p>Car Parking</p> <p>3. Refer to Section 5.1.3 - Provision of Alternative Parking</p> <p>4. Please note any issue relating to parking restrictions are subject to KCC Parking Bye-Laws and is a matter for Elected Representatives.</p> <p>Coach Parking</p> <p>5. Refer to Section 5.1.5 - Bus and Coach Bays</p> <p>Public Toilets</p> <p>6. The provision of public toilets is outside the remit of a land uses plan and the provision of same is wider Council policy.</p> <p>Anti-Social Behaviour</p> <p>7. Refer to Section 5.1.8 - Anti-Social Behaviour</p>		
KCC-C225-KMSP8-22	Born To Shine	<p>Car Parking</p> <p>As the owner of the nail bar in the town centre, submission states that it is essential that there are car parking spaces outside and near our salon. We rely on our clients being on time so that our schedule can run as smoothly as possible. Inability to find parking nearby would delay our clients and disrupt the workflow of my employees and I, which would impact our business negatively.</p>
<p>Car Parking</p> <p>Refer to Section 5.1.3 - Provision of Alternative Parking</p> <p>The proposed loading bay located on the south side of Market Square East will revert to use as car parking (Generally 11:30am, to be confirmed) which can be used as short-term parking to facilitate businesses in the immediate locality.</p> <p>Refer to Section 5.1.6 - Market Square East</p> <p>It is intended that the proposed Part 8 Project will increase footfall within the town and will positively affect economic trading conditions for businesses in the town centre.</p>		

KCC-C225-KMSP8-23	Nauman Qureshi	<p>Car Parking</p> <p>1. Submission states that living in Market Square, they need to park their vehicle next to their door due to mobility issues.</p> <p>Phone Box</p> <p>2. As the owner of Kildare Phone Repair, it is submitted that the Eircom phone box which is in front of the shop unit is dangerous for pedestrians and the customers leaving the shop and is too close to the shop is too close. Anti-social behaviour is often observed in the phone box particularly at nighttime. It is requested that the phone box is removed as it is not fit for purpose anymore.</p>
<p>Car Parking</p> <p>1. Refer to Section 5.1.3 - Provision of Alternative Parking</p> <p>The proposed loading bay located on the south side of Market Square East will revert to use as car parking (Generally 11:30am, to be confirmed) which can be used as short-term parking to facilitate businesses in the immediate locality.</p> <p>Please refer to Section 5.1.6 - Market Square East</p> <p>It is intended that the proposed Part 8 Project will increase footfall within the town and will positively affect economic trading conditions for businesses in the town centre.</p> <p>Phone Box</p> <p>2. It is proposed to remove the phone box referenced in this submission as part of the proposed works to Market Square East and replace it with an extended, level, safe and accessible footpath running along all businesses at this location.</p>		
KCC-C225-KMSP8-24	Cllr. Paddy Curran	<p>Submission states that the Public Realm improvement scheme is a positive development for the town. I welcome all efforts to improve the attractiveness, enterprise and community engagement including many of the proposed plans. However, I believe that the proposed plan will be a missed opportunity to honour our past, take pride in our present, and demonstrate belief in our future. The submission and the observations and recommendations contained in it are driven by the need to ensure our town's survival. This submission represents a coherent vision for our town and I feel it reflects its rich heritage</p>

and is an expression of our ambition and belief in our towns future. I feel it is in preparation for future projects and funding opportunities and it will allow our Market Square to develop in the future.

Key points and observations

The proposed plan sets an ambitious vision, and it doesn't deliver on its stated aspiration of connecting the Market Square, its people, heritage, and business. I feel a pedestrian only Market Square is a step too far at present and the following are my alternative suggestions.



Orange – Pedestrian

Orange arrows – One-way system

Large blue box – Loading Bay / Coach set-down area / Taxi rank

Small blue boxes – Parking

Yellow – Bollard.

Market Square East

1. It is submitted that Market Square East should only be pedestrianised on one side, and it should be a one-way traffic system, turning left from Bride St. onto Market Square East with no parking and an extension of footpath for pedestrianisation, this will aid traffic congestion and help current business demand with the option to develop in the future. Refer to 5.1.1 – Project Objective.

		<p>Delivery/Loading Bays/Coach Parking/Taxi Rank</p> <p>2. The loading bay on the current plan should be relocated and move it to Bride St., highlighted in blue (large box). To do this I suggest we infringe on the current plaza, or seating area in front of Southwells and Hartes to facilitate a loading bay from 7am – 12pm, a set-down area for tourist coaches from 12pm – 5pm (close of public buildings etc.), and taxi rank from 5:30pm – 12:30am. The correct signage needs to be erected. This area can also be designated as a seating area for outdoor concerts in the summer as it is directly across from the Heritage Centre and the centre point for a stage.</p> <p>Car Parking</p> <p>3. I would also suggest at this time that the parking currently on the plan be moved to Bride St. (small blue boxes), the same amount of parking but ‘herringbone’ style with rumble strips on approach to the spaces. By doing this I suggest we remove the retractable bollard on plan to the new area outside McHugh’s Chemist.</p> <p>Conclusion</p> <p>My suggestions are based on 38 years, walking, cycling, driving around Market Square and actively being involved over the last 12 years with all the outdoor events from concerts to circus performances, to vintage cars and tractor runs. Working closely with so many local groups who also believe this submission is the correct approach for the people of Kildare, the businesses of Kildare and in line with the heritage of our town.</p>
<p>Market Square East</p> <p>1. Refer to 5.1.1 – Project Objective.</p> <p>Delivery Bays/ Coach Parking/Taxi Rank</p> <p>2. The removal of public space and reintroduction of car parking onto Market Square is not proposed as part of this Part 8 Project.</p> <p>Refer to 5.1.2 – Provision of Loading Bay(s)</p> <p>Car Parking</p> <p>3. Refer to Section 5.1.3 – Provision of Alternative Car Parking</p>		

KCC-C225-KMSP8-25	IOMST	Market Trading 1. What provisions have been made to take into account market trading on the square on Thursdays? 2. How will the works affect the current layout and placement of traders and what will be the impact on them post completion of works? 3. A number of traders have serious concerns as to the impact of these works and how it may affect their ability to make a living.
1. – 3. Refer to Section 5.1.4 – Market Trading		
KCC-C225-KMSP8-26	Kildare Town Chamber of Commerce	On behalf of the local businesses on, or nearby market Square, Kildare Town. The Kildare Town, Chamber of Commerce would like to make the following observations in this submission. Supporting businesses Nigel Flanagan - Cunninghams Brian Flanagan - Silken Thomas Tanya & Ciaran O Toole - Agape & O'Dooles Restaurant Joanne Mahon - Millies Alan Stafford - Square Coffee Judith Boyle - Boyles Brian Fanning - McHugh's Chemist Kathy Flanagan - A Move Estate agents Kit Harahen - Flanagan/Harahen Joan Conlan - Pensar Ltd Ciaran McHugh - McHugh's Chemist Peter Flanagan - Solicitors Terry & Louis Hennessy - Malones Newsagents Patricia Waters - Southwells Paul Lenehan - Hartes of Kildare Paul Lenehan & Ronan Kinsella - Firecastle

		<p>Car Parking</p> <p>1. The first thing to note in this plan is the huge lack of parking on the Market Square. Over 35 original carpark spaces are being sacrificed with only four spaces being replaced. No consideration for additional parking or alternative parking is suggested on this plan. The current public car park at top Nolans is constantly full and is not sufficient for the Towns needs.</p> <p>Delivery/Loading Bays</p> <p>2. The businesses on Market Square are extremely worried about the lack of loading bays and also about the current positioning of the proposed new loading bay opposite Square Coffee. The proposed location is impractical, potentially hazardous and in our opinion not fit for purpose. Food deliveries, keg deliveries, light and heavy loads having to cross at a pedestrian crossing is a health and safety risk for both the public and the delivery drivers.</p> <p>3. Deliveries to Boyle's, Cunninghams, Flanagan Harahen, O'Dooles and the other businesses will all have to cross the busy main road on Claregate Street. Deliveries to Top Nolan's, Sitarray, Hartes and Firecastle will all have to be made by pushing trolleys or rolling kegs up a gradient to their final destination. It won't be long before a keg is rolling down Bride Street.</p> <p>4. Several alternative locations have been provided by the business owners to the design team at various meetings over the past few years. The proposed space for the loading bay is far too small. Currently all deliveries, pull up outside businesses, park illegally and cause disruption. This will continue as the size and location of the proposed loading bays, if already full will cause additional congestion around the bollards and entrance to the road this road on Market Square East.</p> <p>5. The proposed closure of the road at Market Square East, in front of Square Coffee will double the number of cars using the main crossroads on the Square. During rush hours both in the morning and in the evening, traffic is often at a standstill while trying to get through the crossroads. Currently the option to filter left at McHugh's chemist alleviates the pressure on the crossroads. Without this option available, congestion will be doubled which will have a knock-on effect and increase congestion back down to the old Mondello crossroads.</p> <p>Retractable Bollards</p> <p>6. The lack of a plan for the removable/automatic bollards, both onto the square at market Square East and towards the</p>
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		<p>cathedral is also very worrying. No practical solution has been provided to date. The suggestion that business owners will have individual key fobs for remote entry is simply not practical. This is also the case for the parishioners to the cathedral.</p> <p>Conclusion</p> <p>7. It is the opinion of the business owners on market Square Kildare town that this current plan needs to be revised. The complete lack of consideration for loading bays and alternative, practical parking, presents huge challenges for our businesses. The idea of a pedestrianised market Square is to enhance the overall appeal and look of Kildare Town. Without viable businesses to draw custom, the Square there will be left with empty shop units and in time fall into disrepair. A key component to the proposed development is sustainability. In our opinion it will have the opposite effect. We were all told at the early stages of this process back in 2020 that the pedestrian of the market square would potentially enhance our businesses by up to 20%. Three and a half years from that moment of “tactical urbanisation” on the square we can say that business has remained static, if not reduced during this time.</p>
<p>Car Parking</p> <p>1. Refer to Section 5.1.3 – Provision of Alternative Car Parking</p> <p>Delivery/Loading Bays</p> <p>2. – 5. Refer to Section 5.1.2 Provision of Loading Bay(s)</p> <p>Retractable Bollards</p> <p>6. Refer to Section 5.1.7 – Retractable Bollards</p> <p>Conclusion</p> <p>7. Refer to Section 5.1.1 – Project Objective</p>		
KCC-C225-KMSP8-27	Laurence J Mahon	Submission states total opposition and objection to this Proposed Public Realm Improvement Works to Market Square Kildare Town on the following grounds.

		<p>Car Parking</p> <p>1. On 6 July 1994, I purchased a property on Market Square Kildare Town, at the time a dilapidated private residence, with a view to renovating it and using the property to develop my business interests. As a condition attached to the planning permission converting the premises from a private residence to a commercial property, I was required to advance a contribution of (at that time) 1800 punts to Kildare County Council for the provision of car parking spaces. If successful, this measure will suppress these same car parking spaces without provision of adequate convenient alternative parking.</p> <p>2. The business to whom the property is currently leased has indicated to me that if the Proposal is passed, they will neither be able to receive deliveries of the materials they sell to the public, nor to attract their usual vehicle using customers. This will severely impact their business model, requiring a fundamental reassessment of the viability of their continued leasehold on the property. This in turn would severely materially impact my income and my ability to attract similar clients going forward, should the current leaseholder decide to terminate or not renew the lease because of the passing of this Proposal.</p> <p>3. More generally, the Proposal will result in a lack of adequate parking spaces in the Market Square area of Kildare Town, reducing business foot fall, thereby depressing business activity, depressing the attractiveness of the area to the general public as an amenity and substantially negatively impacting the desirability of the area as a commercial location. A similar lack of commercial activity has already contributed substantially to the poor appearance and depressed environment of the adjacent Bride Street area of Kildare, and if this Proposal is successful, it is to be feared that this rundown area risks being extended into Market Square just as the area starts to show some commercial vigour after many years.</p> <p>Conclusion</p> <p>4. As a lifelong inhabitant of Kildare town and a businessman of some sixty plus years standing in the area, I believe strongly that this measure is counterproductive. This proposed improvement is severely deleterious to my business interests, and I am further given to understand, to those of every one of the businesses currently in place in the area. Therefore, I object to the Proposal and urge fundamental reappraisal and further consultation.</p>
<p>Car Parking</p> <p>1. – 3. Refer to Section 5.1.3 – Provision of Alternative Car Parking</p>		

Conclusion 4. Refer to Section 5.1.1 – Project Objective		
KCC-C225-KMSP8-28	Joann Mahon	<p>Submission objects to the proposed works at Market square, Kildare town for the following reasons:</p> <p>Trial Stage</p> <p>1. I live in the centre of the town and also have a business in the town. Both are affected by the temporary testing phase. Dara Park residents have to put no parking signs and bollards as the amount of people parking at the ends of our drives and at the top of the estate was getting out of hand. Not enough parking spaces available. I don't feel that this project is having the desired outcome. People are not utilizing these facilities besides the pockets of activity that might be going on in the town. Our weather does not lean to people sitting out, besides a few weeks a year.</p> <p>Car Parking</p> <p>2. My business is greatly affected by the removal of car spaces, if it is a permanent fixture, I don't think my business will last there.</p> <p>3. The current parking allocation is not sufficient for this town and to say it is very disingenuous.</p> <p>Delivery/Loading Bays</p> <p>4. I cannot get all my deliveries to my business address on a no. of occasions the courier companies did not delivery due to not being able to park.</p> <p>5. It is very frustrating that genuine and legitimate concerns have been raised throughout this 2/3 year process and they have not been addressed i.e. the laneway beside Firecastle and the cathedral. it does not facilitate large lorries that our deliveries come on i.e. the parking bollards that will be in place are not realistic, couriers will need one each if this is to work and does not seem possible.</p> <p>Funding</p> <p>6. There is so many other ways this funding can be spent and improve the town needs and should be spent, just in a different way.</p>

<p>Trial Stage/ Project Objective</p> <p>1. Refer to Section 5.1.1 – Project Objective</p> <p>Car Parking and Project Objective</p> <p>2. – 3. Refer to Section 5.1.3 - Provision of Alternative Car Parking</p> <p>Delivery/Loading Bays</p> <p>4. Refer to Section 5.1.2 – Provision of Loading Bay(s)</p> <p>Funding</p> <p>6. The funding for public realm projects of this nature is primarily through Urban Renewal and Rural Renewal public funding programmes. Funding is subject to Department application and approval and each project is considered on merit versus projects of similar type from other Local Authorities. Funding is specifically project related and non-transferable to other work streams/projects within the Council.</p> <p>It should be noted that unused project funding will be transferred to other Local Authorities</p>		
KCC-C225-KMSP8-29	Patricia Waters	<p>Submission states that as a lifelong resident of the Square in Kildare town. Observing from a general perspective, I would offer the following comments from the experience of having observed activity on the Square for these 80 years and also the experience of a family business that has operated in that space up until 4 years ago. While I recognise change is a necessary part of progress, it is important that the changes made are judicious and do bring progress. The local Council team who serves Kildare are excellent and arrive on Square for daily clean ups very early, to include flexible furniture and shelter with their support would be an ideal way to make the space more dynamic and successful in responding to weather conditions. More specific requests/observations are as follows:</p> <p>Car Parking for Resident</p> <p>1. As a resident, who is now in her eighties, I am very concerned about the practical issue of how I will access my home. Thankfully, I am still very mobile and healthy, but this may not always remain the case. I play golf weekly and put my clubs in the boot of my car from the front door off above the shop residence, I have a small storage area at the door to keep heavy items. To not have ready access to my car to transport clubs will have a big impact on my quality of life. Also, from a practical point of view, I rely on an anthracite stove in my home for cooking and heating, regular delivery of fuel comes</p>

		<p>through my front door, as I have no rear access to property. I would respectfully ask that a private parking space at my door continue to be accommodated.</p> <p>Street Furniture</p> <p>2. Many aspects of the plan are very welcome and reflect what a modern town should look like, however the locating of table and chairs around perimeter of Square does not consider that not all of the premises may be serving food, Shop windows purpose is to be seen and not blocked by tables and chairs.</p> <p>Might I suggest that a more European model of tables and chairs located under shelter that is removable should be considered, Ireland's weather is not always suitable to sit outdoors, but I have observed that people will readily sit outdoors except in rain and to provide shelter from rain will most definitely give the Square better practical use.</p> <p>One of the great successes of our Square has been the number of public events that it hosts, it's geography naturally lends itself to hosting performance. During these periods the main road is closed to accommodate numbers. I think the permanent fixture of seating needs to be reconsidered as this will impede some of the performances and also the closure of road to Silken Thomas will further be problematic, as it may prevent closure of road through middle of Sq, which will make big events impossible.</p> <p>Car Parking</p> <p>3. It has been a great privilege to live in the heart of our town and throughout that time I have witnessed many changes, unfortunately the heart of our town has been eroded through the demise of small business and the shifting of axis to large retail stores that uniformly offer the convenience of extensive car parking. It is simply unrealistic to think that we can restore the importance of our town centre without practical access to adequate parking and until such time as we have identified the number of spaces that will reasonably support the vibrancy of a growing town and deliver same, the proposals outlined should not commence.</p> <p>Bus Shelters</p> <p>4. In addition, and on the similar subject of supporting peoples transport, larger and more comfortable bus shelters should be provided. A survey of numbers of people using bus terminus should be conducted (I suspect they have cctv footage) to observe the number of times that the bus shelter is inadequate, it also seems strange to provide a shelter at one side of</p>
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		<p>road and not the other?</p> <p>Anti-Social Behaviour</p> <p>5. Since the removal of cars from Square during Covid period, while much of the new activity and use has been welcome and positive, it is lovely to see young families using space with children playing and eating ice cream on a sunny day, it is also true to say that the space has also attracted a good degree of anti-social behaviour. The attraction of public seating late at night for people to gather has not always been positive, while it is nice to see young people gather and socialise sometimes this activity has been both violent and crude and does not give a good impression of our town. I have observed guests of some of our new visitor accommodation moving through Square when this activity is occurring and it is not pleasant. Again, removable seating might be the answer.</p> <p>Layout of the Plan</p> <p>6. It seems that the plans for Sq have changed considerably from outset, in that it now proposes to separate public spaces one with Market Hse as focal point and other with Cathedral as focal point. I think this is a bit ambitious and should be reconsidered. It would be much better to concentrate on creating one successful and dynamic space rather than separating them.</p> <p>General Design Aesthetic</p> <p>7. Lastly, I would offer the following and please take no offence, but the general design would not be to my taste, I think the style is too spare and lacks character, it does not compliment the eclectic nature of a town that has ebbed and flowed for centuries with a most important building hidden in the corner of our Square.</p> <p>Town Market</p> <p>8. Throughout my life the most successful period for our Square was when we had wonderful bustling markets, selling everything from live animals to jewellery stalls. Clearly, we can never take back time but I think we should aim to make the space bustling again and perhaps a more modern version of market days similar to what occurs in Dublin could be developed.</p>
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		<p>Activation of Market Square</p> <p>9. With that in mind it is important that the changes for Square not only include plans for the physical but also a plan on how the development of its use will be supported to ensure that the space is optimised and productive. Reflecting on what business is competing with will be a vital consideration, over time it has been competition that has seen the demise of the heart of our town, which has all been supported by planning.</p>
<p>Car Parking for Resident</p> <p>1. KCC endeavour to retain the car parking space outside Southwells (former) shop to accommodate one resident car parking space. This will be agreed at detailed design stage and the current arrangement may need to be altered to ensure safe access and egress from this area of Market Square.</p> <p>Street Furniture</p> <p>2. The observation regarding tables and chairs at the perimeter of Market Square and the potential variety of business is noted. Drawings are indicative and reflect what is achievable within the square with regard to existing and future businesses.</p> <p>On approval of the proposed Part 8 Project, the provision of a retractable shelter/covered area or canopy will be investigated and considered as part of the detailed design stage. Refer to Section 5.1.9 Permanent Furniture/Fixtures</p> <p>It is proposed that 4 no. permanent benches will be provided in the Square. It is an important element of the project to cater for those wishing to dine and shop on the Square and those wishing to simply sit on the Square. It is considered that there is ample space remaining to ensure the flexibility of the space is retained to continue to host a wide variety of community and cultural events.</p> <p>Car Parking</p> <p>3. Refer to Section 5.1.3 – Provision of Alternative Car Parking</p> <p>Bus Shelters</p> <p>4. While KCC acknowledge that larger and additional bus shelters would be desirable, we operate within the parameters set out by the National Transport Authority and the physical constraints of the historic town centre. KCC will continue dialogue with the NTA to ascertain whether further solutions exist to provide greater and more convenient waiting facilities for bus users.</p>		

Anti-Social Behaviour

5. Refer to Section 5.1.8 – Anti- Social Behaviour

General Design Aesthetic

6. & 7. While the comments area noted regarding character of the design, the Design for the Square was developed through public consultation and current best practice guidance and precedence with the goal of providing a people centred, flexible, safe, accessible and attractive civic space of its time. The design of the project strives for the highest quality in terms of materials and finishes to reflect the primacy of the town centre and to create a canvas for the beautiful buildings, features and attractions which frame Market Square and Dublin Street as the unique centre piece of this project. The use and installation of reclaimed materials and structures within this public space is not considered feasible in terms of sourcing and certifying the extent of materials required and ensuring continuity of materials.

Town Market

8. Refer to Section 5.1.4 – Market Trading

Activation of Market Square

9. The importance of how Market Square will be activated is acknowledged. However, the scope this Part 8 process is to The development of an Activation Strategy for the town centre is of high priority status on approval of the Part 8 and will require collaboration between KCC, Fáilte Ireland, Kildare Fáilte, Market Traders, Kildare Tidy Towns, The Heritage Centre, businesses and residents and other relevant stakeholders. However, this is outside the scope of the project currently. On approval of the Part 8, KCC will actively seek funding to bring the project to detailed design stage and to deliver the project on site. The development of an Activation Strategy for the town centre may form part of future funding applications, however this is outside the scope of the project at this time.

KCC-C225-KMSP8-30	Tanya Doyle Agape Cafe	<p>We have invested heavily in a relatively new business, employ 15 staff, and have brought a previously derelict prominent building into good use. We are very fearful for the sustainability of this business if elements of this plan are implemented.</p> <p>Car Parking</p> <p>1. Particularly lack of parking, our customers require parking, for some it will be a matter of convenience which will result in them choosing to eat in nearby competitors that provide ample parking, such as Outlets in Kildare village, Irish National Stud and restaurant at Curragh racecourse, however for many of our customers, parking is a necessity. We run a very</p>
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		<p>successful daytime business, which is well supported by retired customers, many of whom have mobility issues.</p> <p>2. This plan fails to acknowledge the practical realities of how our public and commercial space functions. As part of development process for businesses in Square, including our own, we were required to pay levies for the provision of parking, this gave us a reasonable expectation for the provision of parking on which we planned our business. Surely, this proposal is a breach of these conditions.</p>
<p>Car Parking</p> <p>Refer to Section 5.1.3- Provision of Alternative Car Parking</p> <p>1. This Part 8 has been prepared and designed having regard to the objectives, policies, requirements and recommendations of key Government Guidelines, Planning and Transportation Policies, Climate Action 2023, Kildare County Development Plan 2023-2029 and the Kildare Local Area Plan 2023-2029. This proposed Part 8 which is a key delivery project in the Draft Kildare Town Renewal Plan. This plan represents a considered response to balance the functional needs of different users, enhance the sense of place, stimulate town centre vibrancy and manage vehicular speeds and movements in a manner that does not rely on extensive regulatory controls and physically intrusive measures for enforcement, as set out in the Design Manual for Urban Roads and Streets (DMURS). Such environments are referred to as being self-regulating through the design and application of a variety of psychological and physical measures to lower the operating speed of the environment. Interventions and improvements within town centres must respond to the various constraints present within town centres such as carriage widths, buildings etc. Increasing permeability for pedestrians by removing barriers and street clutter as well as addressing existing safety concerns that arise from interaction between pedestrians and motorists throughout the Part 8 site. Furthermore, it is important to acknowledge that the project feeds into our national climate policy goal for a 50% reduction in transport emissions by 2030, and for walking, cycling and public transport to account for 50% of all daily trips, which will contribute towards the achievement of our national climate targets. The projects will deliver, residents, businesses an attractive, cleaner, safer, greener Kildare that promotes active travel and reduces unnecessary car trips and traffic on our roads.</p> <p>KCC acknowledges the concerns raised regarding the provision of additional car parking and will continue to engage with business and landowners throughout all stages of this project. KCC is actively progressing options of alternative car parking within the town centre. Furthermore, KCC has committed to exploring and developing additional alternative parking options within reasonable walking distance of Market Square and Dublin Street, on approval of the Part 8 and prior to the commencement of works.</p>		

<p>KCC believe that the significant public realm improvements proposed as part of this Part 8 Project will safeguard and support the sustainable future of Kildare, both as a thriving local business and residential community, as a landmark tourism destination and as a climate resilient and pedestrian focussed town centre. The design has been enhanced and informed by input from the internal KCC Departments, residents, businesses, Transport Infrastructure Ireland and the Department of Housing, Local Government and Heritage.</p> <p>2. The issue of levies is outside the scope of this project.</p>		
KCC-C225-KMSP8-31	Niall Duffy	<p>Submission expresses serious concerns and objections to the proposed works at Market Square, Kildare Town for the following reasons:</p> <p>Pedestrianisation of Market Square</p> <p>1. A large part of the Square has already been pedestrianised and this offers more than enough space for outdoor dining / public areas etc. There has been an increase in residential units replacing old, empty offices above shop units in the town in recent years and this has greatly benefited the town centre with a vibrant mix of both commercial & residential footfall in the locality.</p> <p>Car Parking</p> <p>2. There needs to be adequate car parking spaces available to the residents in these residential properties. Taking away further car parking spaces will only exacerbate the issue for residents around the Square, particularly elderly residents and residents with small children.</p> <p>3. There are a large number of shop units in this location which rely on passing motor car traffic to survive. These commercial units already contribute to the local authority in the form of rates, charges etc. they have already been greatly affected by the pedestrianisation of the main part of the Square already and there does not seem to be any direct consultation from the stakeholders involved with the owners of these local businesses. Some of these businesses will simply not be able to survive if this goes ahead.</p> <p>4. All businesses in or around the Square are reliant on the parking spaces outside their shops and in the immediate surrounding areas. Other alternative car parks are privately owned and may not be available to the general public in the coming years, for these businesses in the town centre to survive it's extremely important that their customers have car</p>

		<p>parking spaces available to them, whether they are going to the bank, local shops, cafes etc. Not all patrons to the Square live within a walking or cycling distance to the town centre, a large amount of the customer base of local shops come from the surrounding town lands and areas outside the town, their only viable option to come into the town is by car and the lack of available parking will certainly turn people off coming into the town.</p> <p>Traffic Management and Congestion</p> <p>5. There is a serious concern in relation to traffic congestion, in particular cars travelling along Dublin Road that wish to turn right onto Station Road. Taking this vital road out of the equation will cause a huge amount of congestion at the main traffic lights in the middle of the Square. While the introduction of pedestrian crossings would be welcome the roadway in its current form works well with alleviating some of the traffic congestion at the main traffic lights in the Square.</p>
<p>Car Parking</p> <p>Refer to Section 5.1.3 – Provision of Alternative Car Parking</p> <p>1. – 4. This Part 8 has been prepared and designed having regard to the objectives, policies, requirements and recommendations of key Government Guidelines, Planning and Transportation Policies, Climate Action 2023, Kildare County Development Plan 2023-2029 and the Kildare Local Area Plan 2023-2029. This proposed Part 8 which is a key delivery project in the Draft Kildare Town Renewal Plan. This plan represents a considered response to balance the functional needs of different users, enhance the sense of place, stimulate town centre vibrancy and manage vehicular speeds and movements in a manner that does not rely on extensive regulatory controls and physically intrusive measures for enforcement, as set out in the Design Manual for Urban Roads and Streets (DMURS). Such environments are referred to as being self-regulating through the design and application of a variety of psychological and physical measures to lower the operating speed of the environment. Interventions and improvements within town centres must respond to the various constraints present within town centres such as carriage widths, buildings etc. Increasing permeability for pedestrians by removing barriers and street clutter as well as addressing existing safety concerns that arise from interaction between pedestrians and motorists throughout the Part 8 site. Furthermore, it is important to acknowledge that the project feeds into our national climate policy goal for a 50% reduction in transport emissions by 2030, and for walking, cycling and public transport to account for 50% of all daily trips, which will contribute towards the achievement of our national climate targets. The projects will deliver, residents, businesses an attractive, cleaner, safer, greener Kildare that promotes active travel and reduces unnecessary car trips and traffic on our roads.</p> <p>KCC acknowledges the concerns raised regarding the provision of additional car parking and will continue to engage with business and landowners throughout all stages of this project. KCC is actively progressing options of alternative car parking within the town centre. Furthermore, KCC has committed</p>		

<p>to exploring and developing additional alternative parking options within reasonable walking distance of Market Square and Dublin Street, on approval of the Part 8 and prior to the commencement of works.</p> <p>KCC believe that the significant public realm improvements proposed as part of this Part 8 Project will safeguard and support the sustainable future of Kildare, both as a thriving local business and residential community, as a landmark tourism destination and as a climate resilient and pedestrian focussed town centre. The design has been enhanced and informed by input from the internal KCC Departments, residents, businesses, Transport Infrastructure Ireland and the Department of Housing, Local Government and Heritage.</p> <p>Traffic Management and Congestion</p> <p>5. Refer to Section 5.1.6 – Market Square East</p> <p>A robust Traffic and Transport Assessment has been completed by Aecom Ltd. The purpose of this TIA is to provide a comprehensive and systematic review of the transport implications relating to the proposed development. The assessment has been undertaken in line with the guidelines set out in Transport Infrastructure Ireland's (TII's) 'Traffic and Transport Assessment Guidelines'. As a point of clarification, it is not proposed to close Bride Street. Refer to Section 5.1.6 re Market Square East.</p>		
KCC-C225-KMSP8-32	Cllr. Suzanne Doyle	<p>As an enthusiastic supporter of Public Realm Development, I am respectfully making the following observations on proposals for Kildare Market Square Plan.</p> <p>Notwithstanding that the focus of submission is on elements of the plan that I am requesting be revisited for amendment and improvement, I am broadly in support of redevelopment of Square. The successful redevelopment of Square offers an opportunity to revitalise our town centre and create a space that can support commerce and community. As a town that is experiencing significant growth, the value of having a vital space that offers a natural environment for meaningful integration of our community cannot be understated, to achieve this requires a plan where the function of space will provide purpose for this engagement, it is a symbiotic relationship.</p> <p>Activation</p> <p>1. As the name suggests, the space for which this plan has been prepared is a Market Square, as such its existence served a purpose and much like that, I think that we need to approach this plan with a focus on what is the purpose of the space</p>

		<p>and how it will be used. I think it is ambitious to think that merely providing seating and paving will give the space purpose, to productively plough this space will require investment in activation of the space. We already have a strong tradition of holding events and engagement with technical people (stage and sound, can provide contacts) involved in that needs to happen to ensure that space will continue to work. Much work has recently happened to introduce market bye laws for Square, the purpose of which was to create a template for attractive market activity. Unfortunately, this has not happened, and may need support to get established.</p> <p>2. As part of the plan, a budget should be set aside to support the activation of this space, a weekly multicultural market, perhaps in evening time, having regard to commuter nature of town, could be established that brings back the original tradition of this space and with that the opportunities for community to meet and mix. Support for seasonal activities and introduction of amenities that attract families should also be considered, ideas such as sensorised fountains, light beams that interact with movement might be considered.</p> <p>Car Parking</p> <p>3. This is the single most contentious issue and a make-or-break issue for project. The primacy of our town centre has continually been undermined by the emergence of big box retail and the resulting shift in footfall, indeed the emergence of large franchise coffee outlets with boxes in these car parks is proof to the attraction of convenience for consumers. To successfully reestablish the primacy of town centres, requires that we have practical regard to this reality and even the playing pitch. The development of this proposal should be conditioned on the delivery of sufficient conveniently located parking to support a growing tourism town.</p> <p>4. With practical regard to supporting less mobile members of our community, convenient dedicated (age friendly/ disabled parking) should be provided in proximity to essential services such as bank, medical service providers and post office. Given that business development in our town centre has been subject to planning permissions over many years that have paid development levies for the provision of parking, it is unacceptable to reduce the number of parking spots as the town grows, in point of fact a comparative ratio of parking to that delivered in large out of town big box retailers, should be achieved in our town centres albeit in a number of various locations. We need to give serious and analytical consideration to supporting successful commerce in our town centres because without it, we will simply have hollowed out vacuums at considerable public funding expense and loss of opportunity.</p>
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		<p>Road Closures</p> <p>5. The Square is a pivotal point for movement in our town, supporting important movement from east to west to key destinations of large schools, train station, motorway interchange and many other key components to a modern town. The delivery of a route through Magee Barracks will be key to removing some of that pressure and in the interest of optimising the Square development, the plan should be designed on the basis of the delivery of this important route with delivery of plan conditioned on opening of Magee Barracks Melitta Rd./ Dublin Rd. link road.</p> <p>6. It would also be beneficial to devise an effective one-way system in the town that will increase road capacity for all road users. The town is an ancient heritage town with many narrow carriageways and footpaths that fall far below DMUR standards with limited capacity to improve. Implementing a one-way system will significantly improve roads capacity, which is required for growth of town and facilitate wider footpaths, cycle lanes and more on street parking where appropriate. This will also allow us to consider potential closure of Bride St through the Sq., thus creating a significant public space at the heart of town, the current proposal is disjointed and seems to be designed with the constraint of roads in mind. Prioritising the delivery of route through Magee Barracks will greatly improve our options and allow us to reconsider closure of Bride Street as opposed to side road to Silken Thomas.</p> <p>7. It is also worth incorporating the flexibility of road closures, with electronic bollards that allow access when required to support business, Community events and capacity to respond to issues that may arise when development is put in place.</p> <p>Public Seating/Fixtures/Shelter</p> <p>8. Concern expressed at the large permanent fixture of seating. More flexible seating would be appropriate given the regular events held in Square. As a tourism town, this space will be important for the continued development of destination events, such as Halloween, Derby Festival, St Brigid, Medieval Festival and Markets. The design needs to have more regard to the function of Square and building in flexibility is important.</p> <p>9. It would also be helpful to incorporate effective shelter that can be used & removed or is mechanical and has the ability to be retracted. Studying models in successful public spaces in other tourism locations, primarily abroad, seating space that supports the hospitality industry would be very valuable.</p>
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		<p>10. It may be worth putting forward a template for cooperative engagement with relevant hospitality outlets on Square to ensure space is used productively and managed to a high standard. The assistance of our local area office in managing this space effectively will be critical and details of which need to be outlined and agreed in advance of plan adoption.</p> <p>Infrastructure</p> <p>11. The inclusion of service stations to support market activity is welcomed, but would also like to see the following included:</p> <p>(a) Public Sound system that will compliment public events and notices, we had a temporary system during Covid that worked well, have made some enquiries and systems used in Ski resorts would seem to deliver service that would work on Sq.</p> <p>(b) Advisory Signage, as part of being a hub for the town, to include an Electronic Notice Board, would also be helpful. Framed in a discreet well-designed box, essentially a large screen standing vertically. This could be run by the local Heritage centre and carry community information and advice for tourists visiting town. If super tech might have a system to allow visitors to pose questions through a keyboard.</p> <p>(c) Given the significant capital costs associated with delivery of this plan, it may be the ideal time to incorporate an element that will enhance the attractiveness of space and set a marker for who our target market is. Investment in something such as a Vintage Carousel that will help attract people to our Square as a destination, thus supporting local businesses who are reasonably fearful of changes. To ensure that this apparatus holds its appeal it might be wise to restrict access to times when children are out of school which could make it a place of choice to visit at weekends and holidays.</p> <p>(d) Include a quirky kiosk that can be used as a pop-up shop to support County LEO initiatives or simply rented out seasonally to activities that complement the profile of space. Changing use periodically would also be helpful in creating curiosity and giving reason to visit Sq. Proceeds from both kiosk and Carousel could be ring fenced for projects associated with Square.</p> <p>(e) Incorporate an interactive piece of public art.</p> <p>(f) Comfortable functional bus bays should be included on both sides of Dublin rd. In the interest of creating memorable space, the design of these Bays should be unique and incorporate artwork that highlights unique selling points of town such as our heritage. A cursory search on Pinterest will provide lots of wonderful examples.</p> <p>(g) Dedicated set down for tourism buses in close proximity to Cathedral augmented by a number of parking up bays close by. Possibly across from front of CWMS which can also double to support school bus drop off and collection.</p>
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		<p>(h) Upgrade of public water pipes in Sq. and town centre. This part of town was not included in the previous upgrade of the network and is subject to significant leaks and loss of water pressure, which has adverse impact on the hospitality sector, often at critical times. The upgrade of this system is inevitable and to do so after we invest public money in Square with expensive paving and fixtures would be wasteful and unwise.</p> <p>(i) Removal of ESB substation, this is taking up a significant footprint in our busy tourism office. While I appreciate that it is in the gift of ESB, committed engagement with ESB should take place to suggest the opportunity to underground during development should be availed of. The argument that the work would be costly is not acceptable, in the interest of public good and in deference to the amount of business they realise from Kildare town and its growth should more than compensate for costs involved. It is also worth noting that in a previous draft of this plan the proposal was to create a void space in Heritage centre, restoring its original appearance and therefore the removal of the substation was also considered acceptable.</p> <p>(j) Detailed drawings for a planned extension to Heritage Centre, which is very short of space. We are very fortunate to have a well-resourced and committed team who run this centre, if they were afforded more space, their output and benefit to town would increase greatly. While the capital to deliver may not be in this stage of development to have it planned into an overall concept is important and a shovel ready project approved with part viii could be well placed to attract funding.</p> <p>Tourism Town</p> <p>12. One of the first objectives I sought to have included in our County Development Plan many years ago, was to realise the opportunities of developing Kildare as a tourism destination town. It is heartening that Failte Ireland, now recognises Kildare town as the key tourism destination town within the County. The successful development of our town Square can really enhance that visitor experience and give us a competitive advantage in attracting visitors. It is important that at a visual level the Square makes a positive impact and to that end needs to have some remarkable elements, I think the current proposals are a bit bland on that front.</p> <p>Ambitiously I would like to see the design have some stand out elements that will attract the eye of a magazine editor to use our images when promoting Ireland. I am disappointed to see that no effort has been made to explore the possibility of embracing a climate action/ circular economy concept that is sympathetic for a Heritage town, where we salvage appropriate disused public realm materials from OPW or European equivalents to create a unique space that tells a special</p>
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		<p>and compelling story, such a narrative would surely help us stand out from the crowd.</p> <p>13. On a more practical level, I would reiterate points around parking, a successful tourism town will inevitably generate traffic movements and these need to be accommodated, not finding a car parking space will result in that valuable visitor moving on down the road to Irish national Stud or Retail Outlet to spend their money and miss out on the rich heritage of our town, as it stands we are missing out on valuable coach tours because we cannot accommodate the buses. Again, function is paramount.</p> <p>Commerce</p> <p>14. Having grown up in Kildare town, living above the pub on Claregate street, I can reasonably be accused of having a very sentimental view of our town. However balancing that with the practical experience of running a small service business in a commuter town, I would make the following observations. Kildare town centre is sadly no longer the centre of our town, the constraints of Curragh & motorway have dictated that the concentration of residential growth has happened primarily to West of town and has now put the original town centre in a lopsided position. However, the historic significance of Kildare town is predicated on the current location of Kildare Town Sq. and the Cathedral whose Round Tower is a landmark for miles around. The potential of this space to be developed into a serious destination location is enormous, it has the enviable asset of an ancient working Cathedral that is the seat of St Brigid, a rich equine history and could reasonably be considered the heart of horse racing much like Newmarket in UK. This rich heritage gives us an advantage that can help set an example of how to re-establish the primacy of historic town centres.</p> <p>The most important thing is to give them relevance, function and purpose, therefore it is essential that the plan supports and accommodates the reasonable requests of commerce. This may require compromises, but they must be compromises that work and to that end, some of these suggestions need to be tested in advance of permanent changes. Loading bays, parking and access to buildings need to be accommodated which may require investment in managed access systems (retractable bollards etc) and essentially provision of sufficient parking that will support customers.</p> <p>I appreciate retrofitting an ancient town to meet these demands may not be easy but will be necessary. Acquisition of appropriately located parking space will be essential, this space needs to be additional to space that is effectively already in use. A review of road closures to sequence them with road and traffic management delivery plans will also be necessary. A</p>
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		<p>review of current car space removal and minimisation of same, will also be necessary. Lastly, the preparation of a review of parking bye laws should be prepared in anticipation of Part VIII and published immediately thereafter. The delay in this review has been very frustrating with long awaited movement of disabled bays etc.</p> <p>General Comment:</p> <p>15. Since the removal of cars during covid and working with a group of committed volunteers we have invested a lot of time and energy in making this space attractive and relevant in support of this initiative and want to acknowledge the help and support of our local area office in these activities. Throughout that time, I have also been engaging with both the public and Council on this plan. I know that our community is heavily invested in the success of this project, it is a vital part of our town development and I would respectfully ask that you have regard to their concerns, wishes and suggestions to truly give them ownership of their town, a certain level of scepticism exists around the consultative process, the most effective means of responding to that is by demonstrating meaningful and appropriate changes in response to the process. A lot of time has lapsed since we started on this journey and while that has been frustrating and disappointing, it may also give opportunity. We are much closer to realising a link road through Magee Barracks, this will make a significant impact on the traffic pressure in centre of town and help us create a space that is less traffic orientated, I think we should plan the Square on the basis of this delivery and commence development when it is in place, this will further optimise the space from a Public realm perspective.</p> <p>Lastly, I want to thank and acknowledge all the efforts that have been invested in this plan from the outset and look forward to a revised draft that we can successfully deliver.</p>
<p>Activation of Market Square</p> <p>1. & 2. The importance of how Market Square will be activated is acknowledged. The development of an Activation Strategy for the town centre is of high priority status on approval of the Part 8 and will require collaboration between KCC, Fáilte Ireland, Kildare Fáilte, Market Traders, Kildare Tidy Towns, The Heritage Centre, businesses and residents and other relevant stakeholders. However, this is outside the scope of the project currently.</p> <p>(ii) On approval of the Part 8, KCC will actively seek funding to bring the project to detailed design stage and to deliver the project on site. The development of an Activation Strategy for the town centre may form part of future funding applications, however this is outside the scope of the project at this time.</p>		

Car Parking

3. Refer to Section 5.1.3 - Provision of Alternative Car Parking

4. The Part 8 Project makes provision for vulnerable road users and less mobile members of the community through the provision of safe and accessible public spaces with revised and regraded surfaces, increased controlled and uncontrolled pedestrian crossings to ensure efficient and safe movement within the town centre. The proposal also includes the provision of 2 no. accessible parking bays within the project area.

The matter of development levies for car parking is outside the scope of this project.

Road Closures

5. Refer to Section 5.1.6 – Market Square East

6. Changes to traffic layouts/direction within the town centre is outside of the scope of this project and should be referred to KCC Transportation for further analysis subject to the future delivery of the projects outlined in the submission.

7. Re flexibility of road closures, with electronic bollards. Refer to Section 5.1.6 – Retractable Bollards.

Public Seating/Fixtures/Shelter

8. Refer to Section 5.1.9 Permanent Furniture/Fixtures

Re seating/fixtures/shelter. The Project seeks to provide a safe, attractive, accessible public space with a variety of public and private seating options provided. It is considered that the placement of the permanent seating elements will allow for significant flexibility of the remaining public space.

9. On approval of the proposed Part 8 Project, the provision of a permanent of retractable shelter/covered area or canopy will be investigated and considered as part of the detailed design stage.

10. The agreement of a template for cooperative engagement and maintenance can be considered with the relevant stakeholders at delivery stage.

Infrastructure

11. KCC have considered the following items:

(a) Public Sound System: This was not included in the Part 8 Proposal and the provision of a permanent system is not considered appropriate in the context of the aim of the project to provide a safe, attractive and flexible civic space that is centred on the pedestrian, heritage and customer experience. Options

for a sound system can be explored through the appropriate channels at delivery stage.

(b) The unique and important heritage of the square has informed and guided each step of the design process particularly given the designation of the town centre as an Architectural Conservation Area, a Zone of Archaeological Potential and the number of Protected Structures and Recorded Monuments within the study area. The design, location and nature of a range of signage will be agreed at detailed design stage in consultation with the KCC Heritage Team, Transportation Department, Kildare Fáilte and Fáilte Ireland to ensure that clear and concise wayfinding is prioritised as part of the implementation of the project.

(c) Investment of such a piece of infrastructure is outside the scope of this project. There is concern that such a large structure would impact the flexibility of Market Square as a civic space. The provision of such a structure would require the necessary planning consents given the ACA status of the town centre and the high number of Protected Structures and Recorded Monuments.

(d) The consideration of a kiosk can be considered at delivery stage. The provision of such a structure would require the necessary planning consents given the ACA status of the town centre and the high number of Protected Structures and Recorded Monuments. The funding of same is outside the scope of this project.

(e) Under the Per Cent for Arts scheme, KCC intend to allocate 1% for commissioning a work of art bespoke to the town centre. Further consideration of this will be at delivery stage.

(f) While KCC acknowledge that larger and additional bus shelters that are designed specifically for this project and space would be desirable, we operate within the parameters set out by the National Transport Authority and the physical constraints of the historic town centre. KCC will continue dialogue with the NTA to ascertain whether further solutions exist to provide greater, more convenient and attractive waiting facilities for bus users. Refer to Section 5.1.5 – Bus and Coach Bays

(g) KCC have approached Uisce Eireann with regard to the upgrading and rehabilitation of the existing water supply network within the project area. Discussions are ongoing with the intention of carrying out the necessary upgrade works prior to commencement and subject to Uisce Eireann approval.

(h) The matter of the ESB substation is outside the remit of this Part 8 Project, however KCC are committed to discussing with ESB to ascertain the feasibility of such a relocation.

(i) Refer to Section 5.1.9 - Permanent Furniture/Fixtures. It is acknowledged that the addition of awnings to the existing building facing square may act as a catalyst to increase the functionality and vibrancy in the vicinity of The Heritage Centre. On approval of the proposed Part 8 project the introduction of a semi-permanent/permanent shelter or awning will be considered at detailed design stage. Having regard to the Protected Structure status of the building, the provision of same would require further assessment.

(j) The design and location of an extension to the Heritage Centre has not been considered as part of this project.

Tourism Town

12. While the comments area noted regarding character of the design, the Design for the Square was developed through public consultation and current best practice guidance and precedence with the goal of providing a people centred, flexible, safe, accessible and attractive civic space of its time. The design of the project strives for the highest quality in terms of materials and finishes to reflect the primacy of the town centre and to create a canvas for the beautiful buildings, features and attractions which frame Market Square and Dublin Street as the unique centre piece of this project. The use and installation of reclaimed materials and structures within this public space is not considered feasible in terms of sourcing and certifying the extent of materials required and ensuring continuity of materials.

13. Refer to Section 5.1.5 – Bus and Coach Parking

Commerce

14. “Project Ireland 2040” with the national planning framework plan has placed a focus on the revitalization of Irish towns, and the recent Housing for All has heralded the ‘town centre first’ policy in the Programme for Government. KCC acknowledges the significance and importance of Kildare Town and all that it has to offer including St. Brigid’s Cathedral and Round Tower and numerous other attractions located in and around the town. The main aim of this project is to re-establish the primacy of Kildare town centre and to provide the business, residential and visitor community a people centred civic space which increases footfall, dwell time and overall vitality and vibrancy of the town centre. KCC is committed to exploring alternative parking options within the town (Refer to Section 5.1.3 – Provision of Alternative Car Parking). The matter of loading bay provision is addressed in Section 5.1.2 – Provision of Loading Bay(s).

General Comment

15. The concerns and comments of the public have been assessed by KCC with great regard and careful consideration. Since first discussions around the proposed Kildare Town Renewal Plan in 2017, public participation/citizen-led approach to urban planning design processes for public spaces has been at the forefront in the intervening years. A multidisciplinary design team and cross departmental collaboration in Local Authority have sought to engage, harness and promote civic input, to act as the standard bearer of the town’s-built environment while protecting the local architectural character through quality design, public participation in place making, promotion of visual awareness and by creating stronger senses of ownership with the positive outcomes of civic stewardship, economic development, growth, inclusiveness and equality. Both KCC and the community of Kildare are heavily invested in the success of this project and consider it to be the flagship for other towns in the county to move towards.

The realisation and implementation of this project will result in a people centred civic space that is unprecedented in the county to date that will be a destination town for businesses, locals and visitors alike with a strong focus on community, commerce and tourism.

KCC-C225-KMSP8-33	James Kavanagh	<p>Submission states that Market Square has the potential to make it somewhere very special for both locals and tourists. Handled properly, it could transform the Town.</p> <p>Amount of New Housing</p> <p>1. Kildare Town is still a country town of huge potential, and planners need to be made aware of its limitations in the amount of new housing being allowed and carefully balance that in insuring its present ambience is protected.</p> <p>Mindset Shift/Car Parking</p> <p>2. Parking will obviously be a contentious issue and must be addressed and with sympathy. However, the public must be educated to understand the real benefits of having to walk to shops etc. We all seem nowadays to need to park outside every shop we visit.</p>
<p>Amount of New Housing</p> <p>1. The issue of housing and population increases in the town are not a matter for the Proposed Part 8 Project. However, it should be noted that it is envisaged that the Part 8 will support and encourage existing and new businesses and residents in the town and will contribute towards a vibrant and thriving town centre with strong economic trading conditions.</p> <p>It should also be noted that the Kildare Town Local Area Plan 2023-2029 has acknowledged the growth between the Census periods of 2016 and 2022 (Table 3-1, Table 3-2, and Table 3-3, refers). The Plan has included 'Additional Provision' at a rate of 25% on top of the growth allocated under the Kildare County Development Plan 2023-2029 to address unmet housing demand over the lifetime of the Plan to 2029 (Table 3-6, refers). This rate of 'Additional Provision' is the maximum allowed under the Development Plan Guidelines (2022). Furthermore, the Plan provides for an additional year to 2029 in line with the lifetime of the Draft Plan in the context of the Core Strategy of the CDP which runs to Dec 2028 (Table 3-2 refers).</p> <p>Mindset Shift/Car Parking</p> <p>2. Comment noted. Refer to Section 5.1.1 Project Objective and Section 5.1.3 – Provision of Alternative Car Parking</p>		
KCC-C225-KMSP8-34	The Very Reverend Isobel	<p>Submission broadly welcomes, appreciates, and celebrates the proposals as set out for the Market Square investment, vision and public realm enhancements. We hope to contribute to this positive change. However, we have concerns about the operation of these plans as they would affect St. Brigid's Cathedral and Round Tower. The significant benefit</p>

	<p>Jackson, Dean of Kildare On behalf of the Select Vestry of St Brigid's Cathedral</p>	<p>aesthetically through the urban design implementation during Covid has brought about positive impact on life and sustainability in the town centre and building upon its success. The observations we would like to outline are directly related to our core operations, and activity expansion plans. In relation to the route from Market Square to Firecastle Lane, we note the following:</p> <p>Access</p> <p>1. In order to sustain our standard operations and core functions, safe access and egress will need to be maintained. The core operations at the Cathedral currently involve:</p> <ul style="list-style-type: none"> • Religious services (regular and significant dates as well as occasional funerals, weddings, christenings). • We have a Centre of Mission based at the Cathedral which involves staff, clergy and volunteers across a 7-day week, all year round. • Seasonal spiritual tourism, considering the national monuments and significant heritage site status of the location. • Evening events - concerts, fundraisers, social gatherings, lecture series etc • Contractors and service personnel • Residents (Vergers House) requiring 24hour access / egress. • Conservation and fabric maintenance as required. • Emergency access <p>An additional factor has recently arisen in relation to the destruction by fire of our conservation workshop which will require clearance and reinstatement. In relation to our expansion plans the following is prioritised:</p> <ul style="list-style-type: none"> • Church activity levels serving the traditional and modern spiritual needs of the expanding population. • We have a spiritual tourism set of plans in development (especially since Brigid1500 exposure and investment highlighting the valuable destination value of Kildare Town). Bear in mind the changing pattern of tourism with a significant shift in shoulder season. • Centre of Mission increased activity at the Cathedral with concerts, events, community engagement and facilitation, NGO sector supports and related activities etc. <p>What we propose is:</p> <ul style="list-style-type: none"> • that the traditional route of access and egress to and from the Cathedral via Market Square be maintained as a
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		<p>'local access only', shared surface model roadway with appropriate delineation, signage and landscape architectural consideration for people with additional support needs (visual impairment, wheelchair user needs etc)</p> <ul style="list-style-type: none"> • if bollards system or similar is implemented that we maintain control with an explicit agreement for our legitimate operational exception needs • that fire and emergency personnel always have unimpeded access. <p>We emphasise that the proposal for egress via the Firecastle Lane route is an untenable option due to restricted turning capacity / space, safety for residents towards the lower end of the Lane upon exiting / entering their homes, narrowness of the lane for larger vehicles that require to access the Cathedral. The additional turning requirements would be a significantly risky one if the increase of pedestrian activity is to be achieved given the traversing from the Market Square to access the lower car park yard.</p> <p>Coach Parking</p> <p>2. In relation to spiritual and heritage tourism, as an historic site, we have large numbers of visitors travelling to visit the Cathedral site and surrounding areas. As a marketing plan is in development, one of the elements that we have come across as an impediment to attracting pilgrims is the shortage of car parking spaces and lack of a coach drop-off point in the vicinity. When engaging with tour operators, a traffic route is a practical advisory in order to facilitate the inclusion on an itinerary e.g. a 5-day classic Ireland Tour which has many aspects to its planning and logistics.</p> <p>We propose that an ideal location for a coach set down area would be on the west aspect of Market Square with passengers alighting on the kerbside only. This would involve advising tour operators of a route to set down (15-minute window), progress to a parking site on the outskirts of the town e.g. a Service Station where the driver can avail of break facilities and return to pick up at an appointed time (usually 45 minutes later).</p> <p>What this might look like in terms of usage for maximising positive impact:</p> <p>6am - 10am loading bay, 10am - 4pm coach set down area 6pm - 6am taxi rank On occasions such as the Feast Day of Saint Brigid, Saint Patrick, Derby Day, Halloween, this area could serve as a staging space.</p> <p>CPTED Considerations</p> <p>3. <i>[Crime Prevention Through Environmental Design]</i> https://www.garda.ie/en/crime-prevention/crime-prevention-</p>
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		<p>through-environmental-design.pdf</p> <p>We are concerned over the past few months about the increasing levels of antisocial behaviours associated with increased activity in the Market Square. In the past fortnight we had a dreadful incident with a fire destroying our conservation workshop resulting in the loss of significant resources and some artefacts. All indications are that this was a malicious fire. Our residents in the Vergers House have also experienced concerning behaviours and loitering at the home, and down the lane. Other neighbouring businesses are also experiencing issues.</p> <p>Co-operation and integration with our colleagues in An Garda Síochána adopting the principles of CPTED in all plans as best practice would be hugely reassuring and preventative rather than reactive after the fact.</p> <p>We suggest that bye laws precluding behaviour and activities at agreed times would give the Gardaí the necessary tools to implement any interventions that might be required and maintain a safe space for all.</p> <p>Heritage and Environment</p> <p>4. St Brigid's Cathedral and Round Tower are the major attraction of the town.</p> <p>We are very proud of the heritage of the Cathedral site and the associated historical value of Kildare Town as a living space, workspace and a significant destination for visitors both domestic and foreign.</p> <ul style="list-style-type: none"> • Appropriate heritage friendly signage in multiple languages and accessible formats (images and braille) would be an additional enhancement alongside suitable road signage that is brand and thematically sensitive, clear and consistent - on approach to the Town (motorways and national roads), town centre areas and coach routes as well as public transport routes / links) <p>Project Timeline</p> <p>5. Impact on the Heritage Centre operations throughout the execution of the works should be considered. We propose that the implementation times should be planned to minimise impact on daily operations, off-season for example.</p> <p>Car Parking</p> <p>6. Parking for private cars is a concern as parking places within Market Square are being reduced. Most of the current visitors to the Cathedral arrive by private car and the reduction in car parking spaces will have a negative effect on visitor numbers. The introduction of max. 2-hour parking zone within the square would be welcomed. Together with clear signage to car parking with the council needing to take responsibility for providing adequate parking for both visitors and locals</p>
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		<p>alike.</p> <p>Public Toilets</p> <p>7. Kildare Co. Council have taken the decision to withdraw all public toilets from Market Square and the environs. This decision has serious consequences for many businesses who now implement a customer only policy on their facilities. The Council's decision therefore leaves the public with no other option than to make their way to the nearest open area which is the grounds of the Cathedral, the graveyard. The Cathedral volunteers cannot patrol or deny access once the gates of the cathedral are open. We would like to work with the council to actively have the gates open more frequently in line with their tourism strategy, in order to attract more people to the town, however the lack of public toilets actively discourages the cathedral to be open.</p> <p>Proper management, lighting and surveillance of public toilets has been proven successful in other towns and could be in Kildare town too.</p>
<p>Access</p> <p>1. Refer to Section 5.1.7 – Retractable Bollards</p> <p>Coach Parking</p> <p>2. Refer to Section 5.1.5 – Bus and Coach Bays</p> <p>CPTED Considerations/Anti-Social Behaviour</p> <p>3. Refer to Section 5.1.8 – Anti- Social Behaviour</p> <p>Heritage and Signage</p> <p>4. The unique and important heritage of the square has informed and guided each step of the design process particularly given the designation of the town centre as an Architectural Conservation Area, a Zone of Archaeological Potential and the number of Protected Structures and Recorded Monuments within the study area. The design, location and nature of signage will be agreed at detailed design stage in consultation with the KCC Heritage Team, Transportation Department, Kildare Fáilte and Fáilte Ireland.</p> <p>Project Timelines</p> <p>5. Project timelines have not been agreed to date. The commencement of this project is subject to the necessary planning consents, funding approval,</p>		

detailed design, licencing agreements etc. If the project proceeds close consideration will be given to the construction timelines which will seek to minimise disruption to the everyday workings of the town centre as much as possible.

Car Parking

6. Refer to Section 5.1.3 – Provision of Alternative Car Parking

This Part 8 has been prepared and designed having regard to the objectives, policies, requirements and recommendations of key Government Guidelines, Planning and Transportation Policies, Climate Action 2023, Kildare County Development Plan 2023-2029 and the Kildare Local Area Plan 2023-2029. This proposed Part 8 which is a key delivery project in the Draft Kildare Town Renewal Plan. This plan represents a considered response to balance the functional needs of different users, enhance the sense of place, stimulate town centre vibrancy and manage vehicular speeds and movements in a manner that does not rely on extensive regulatory controls and physically intrusive measures for enforcement, as set out in the Design Manual for Urban Roads and Streets (DMURS). Such environments are referred to as being self-regulating through the design and application of a variety of psychological and physical measures to lower the operating speed of the environment. Interventions and improvements within town centres must respond to the various constraints present within town centres such as carriage widths, buildings etc. Increasing permeability for pedestrians by removing barriers and street clutter as well as addressing existing safety concerns that arise from interaction between pedestrians and motorists throughout the Part 8 site. Furthermore, it is important to acknowledge that the project feeds into our national climate policy goal for a 50% reduction in transport emissions by 2030, and for walking, cycling and public transport to account for 50% of all daily trips, which will contribute towards the achievement of our national climate targets. The projects will deliver, residents, businesses an attractive, cleaner, safer, greener Kildare that promotes active travel and reduces unnecessary car trips and traffic on our roads.

KCC acknowledges the concerns raised regarding the provision of additional car parking and will continue to engage with business and landowners throughout all stages of this project. KCC is actively progressing options of alternative car parking within the town centre. Furthermore, KCC has committed to exploring and developing additional alternative parking options within reasonable walking distance of Market Square and Dublin Street, on approval of the Part 8 and prior to the commencement of works.

KCC believe that the significant public realm improvements proposed as part of this Part 8 Project will safeguard and support the sustainable future of Kildare, both as a thriving local business, visitor and residential community, as a landmark tourism destination and as a climate resilient and pedestrian focussed town centre. The design has been enhanced and informed by input from the internal KCC Departments, residents, businesses, Transport Infrastructure Ireland and the Department of Housing, Local Government and Heritage.

Public Toilets		
7. The provision of public toilets is outside the remit of a land uses plan and the provision of same is wider Council policy.		
KCC-C225-KMSP8-35	<p>Ciarán O' Toole</p> <p>O'Dooles Restaurant</p>	<p>Submission states that from looking at the plans, there has been no thought or consideration for the businesses in the town. What is a machine without the power that drives it? What will Kildare be without our restaurants, cafes, hardware, pharmacies & convenience stores? They engine & power that make Kildare Town work. We are all for improvements, making our town & its surroundings more attractive but at what cost? But this will not be our future if the proposed plans go ahead as this will end up in business closures.</p> <p>Loading Bay</p> <p>1. All businesses need some parking, whether it be short-term parking for deliveries, which do occur throughout the day, not one loading bay to service all businesses for a short period of time in the morning. This will actually only end up causing more congestion of delivery trucks, vans, etc.</p> <p>Car Parking</p> <p>2. As we are in Kildare at the moment, it is already very difficult enough to get parking, never mind losing the limited spaces we already have. There is NO alternative planning in place with this proposal. You need to collect a prescription from the pharmacy, paint/plug/fuse from the hardware, your morning coffee, takeaway lunch.....</p> <p>Overall Project</p> <p>3. My point at the end of the day is that we need to look at the BIG PICTURE & come up with a plan that actually works for the whole Community, the Elderly, Families & the Businesses.</p>
<p>Loading Bay</p> <p>1. Refer to Section 5.1.2 – Provision of Loading Bay(s)</p> <p>Car Parking</p> <p>2. Refer to Section 5.1.3 – Provision of Alternative Car Parking</p> <p>KCC acknowledges the concerns raised regarding the provision of additional car parking and will continue to engage with business and landowners throughout all stages of this project. KCC is actively progressing options of alternative car parking within the town centre. Furthermore, KCC has committed</p>		

<p>to exploring and developing additional alternative parking options within reasonable walking distance of Market Square and Dublin Street, on approval of the Part 8 and prior to the commencement of works.</p> <p>Overall Project Refer to Section 5.1.1 – Project Objective</p>		
KCC-C225-KMSP8-36	Ronan Maher	<p>Submission states that improvements to market square must be welcomed, it stands to be a great upgrade for Kildare town and the right step in a Town Centre approach to urban renewal. It has great potential to be transformative to the town. There is a distinct lack of any dedicated green spaces in Kildare town, as stated in the Kildare Town Social Infrastructure Audit there are no Urban Neighbourhood Parks, no Local Parks or no Local Linear Parks within the town. As such Market Square must serve as the green lung of Kildare town and be a clean space for citizens and not a storage area for vehicles.</p> <p>It is noted that while the plan is ambitious the following additions could be included to further increase the transformative impact of the plan:</p> <p>Public Drinking Water Fountains</p> <p>1. The inclusion of public water fountains in the square to allow citizens to fill up person water bottles and decrease litter from plastic bottles.</p> <p>Public Toilets</p> <p>2. In the inclusion of public toilets in the square would improve the viability of the square as a public plaza.</p> <p>Bicycle Parking</p> <p>3. While bike parking is included in the plan, the provision of secure bike lockers should also be provided.</p> <p>Street Furniture</p> <p>4. The Square should be a destination for foot traffic and as such the inclusion of street furniture for seating is to be welcomed. People should have to opportunity to sit in a public place without having to pay a private business for the pleasure.</p>

		<p>Footpaths</p> <p>5. An audit of the footpaths should be carried out to ensure they are sufficiently wide.</p> <p>Speed Limit</p> <p>6. An urban speed limit of 30kph should be imposed on the area surrounding Market square. This will not only make the area safer for all individuals (vehicle users and pedestrians) but increase the ambience of the area as well.</p> <p>Pedestrian Crossings</p> <p>7. The inclusion of more Zebra crossings within the Square, crossing at the corner of McHugh's chemist included in the plan is positive and should be expanded on.</p> <p>Conclusion</p> <p>I acknowledge the contentious nature of the parking situation however provision for parking of private vehicles in market square cannot be done at the expense of other public space users. The priority at Market Square must be first and foremost to pedestrians and space cannot be given over to private cars when they already dominate most of our urban spaces.</p>
<p>Public Drinking Water Fountains</p> <p>1. The inclusion of public water fountains within the overall design will be considered and incorporated in conjunction with Uisce Eireann at detailed design stage in accordance with the recommendations sets out in Circular Letter WP 04.24 from the Department of the Environment, Climate and Communications.</p> <p>Public Toilets</p> <p>2. The provision of public toilets is outside the remit of a land uses plan and the provision of same is wider Council policy.</p> <p>Bicycle Parking</p> <p>3. The provision of secure bicycle lockers is not currently proposed within the site boundary of this Part 8; however, this will be considered at detailed design stage and it is proposed provide such a facility in Nugent Street Car Park or in a similar, well-lit and manged public space close to Market Square in conjunction with the KCC Transportation Department.</p>		

Street Furniture

4. Noted. The Project seeks to provide a safe, attractive, accessible public space with a variety of public and private seating options provided. Refer to Section 5.1.9 – Permanent Furniture/Fixtures.

Footpaths

5. A DMURS Audit of all carriageways including footpaths within the project area was carried out as part of the Traffic and Transport Assessment Report prepared by Aecom Ltd, which accompanies the Part 8.

Speed Limit

6. Regarding the suggested 30kph speed limit around Market Square, it should be noted that speed limits cannot be introduced via the Part 8 Planning process (which is what this project falls under). It is the Elected Representatives function to make decisions on speed limits within the constituency and a speed limit review is underway. We have referred this project to the team involved in the speed limit review.

Pedestrian Crossings

7. A DMURS Audit of all carriageways including footpaths within the project area was carried out as part of the Traffic and Transport Assessment Report prepared by Aecom Ltd, which accompanies the Part 8. It is proposed to provide 4 controlled crossings and 4 uncontrolled crossings as part of this project. The number of uncontrolled crossings can be revisited at detailed design stage.

KCC-C225-KMSP8-38	Paul Lenehan Hartes of Kildare	<p>Trial Period/Project Objective</p> <p>1. Hartes was originally established in 2009 as a restaurant/gastro pub employing 10 people. Now employing 28 people Hartes has gone on to become one of Kildare's premier restaurants. Its location on Kildare Market Square has been key to its success. From 2009 until 2020 we had the added advantage of a carpark in front of our front door. This in no doubt was a unique selling point for the restaurant allowing accessible and convenient parking. Move forward to September 2020 and the predestination of the square. Welcomed at first as it was during the covid pandemic, the problems and realisations that the lack of parking was soon going to dramatic effect on the business at Hartes.</p> <p>Once fully re opened and after the economy got back on its feet, we could see straight away that our footfall had reduced by 15% week on week. Our lunch trade decimated, and our casual walk-in trade dramatically reduced as the drive-up, walk-in customers were now gone. Over the past few years, we have had to adapt our opening hours as a result.</p>
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		<p>Car Parking</p> <p>2. This new plan for the complete pedestrianisation of the square will in no doubt have a potentially detrimental effect on our business. The current parking facilities on and around the square are inadequate as is. It is my opinion that parking should be left on the square until such a time that alternative parking has been provided.</p> <p>Loading Bays</p> <p>3. The proposed loading bay in front of Square Coffee is also not a practical solution. No consideration has been given to the businesses that need deliveries, the suggestion that all deliveries including Kegs and food trolleys will be asked to cross at a predestined crossing is an accident waiting to happen. Multiple options have been presented to KCC during the process and all have been ignored.</p> <p>Access to Firecastle Lane/Retractable Bollards</p> <p>4. The proposed plan hasn't provided a workable solution to access onto Firecastle Lane. This is imperative before any works are to begin. Automatic barriers will not work as too many people will require access at all times.</p>
<p>Project Objective</p> <p>1. Refer to Section 5.1.1 – Project Objective</p> <p>Car Parking</p> <p>2. Refer to Section 5.1.3 – Provision of Alternative Car Parking</p> <p>KCC acknowledges the concerns raised regarding the provision of additional car parking and will continue to engage with business and landowners throughout all stages of this project. KCC is actively progressing options of alternative car parking within the town centre. Furthermore, KCC has committed to exploring and developing additional alternative parking options within reasonable walking distance of Market Square and Dublin Street, on approval of the Part 8 and prior to the commencement of works.</p> <p>Loading Bay</p> <p>3. Refer to Section 5.1.2 – Provision of Loading Bay(s)</p>		

Retractable Bollards		
4. Refer to Section 5.1.7 – Retractable Bollards		
KCC-C225-KMSP8-39	Paul Lenehan Firecastle	<p>Submissions states that for businesses to remain viable and sustainable they require customers. Customers require convenient and accessible parking. They go hand in hand. The following concerns are raised:</p> <p>Car Parking</p> <p>1. The first thing to note in this plan is the huge lack of parking on the market Square. Over 35 original carpark spaces are being sacrificed with only four spaces being replaced. No consideration for additional parking or alternative parking is suggested on this plan. The current public car park at top Nolans is constantly full and is not sufficient for the Towns needs.</p> <p>Loading/Delivery Bays</p> <p>2. The businesses on market Square are extremely worried about the lack of loading bays and also about the current positioning of the proposed new loading bay opposite Square Coffee. The proposed location is impractical, potentially hazardous and in our opinion not fit for purpose. Food deliveries, keg deliveries, light and heavy loads having to cross at a pedestrian crossing is a health and safety risk for both the public and the delivery drivers. Deliveries to Boyle's , Cunninghams, Flanagan Harhen, O'Dooles and the other businesses will all have to cross the busy main road on Claregate Street. Deliveries to Top Nolan's, Sitarray, Hartes and Firecastle will all have to be made by pushing trolleys or rolling kegs up a gradient to their final destination. It won't be long before a keg is rolling down Bride Street. Several alternative locations have been provided by the business owners to the design team at various meetings over the past few years. The proposed space for the loading bay is far too small. Currently all deliveries, pull up outside businesses, park illegally and cause disruption. This will continue as the size and location of the proposed loading bays, if already full will cause additional congestion around the bollards and entrance to the road this road on market square east.</p> <p>Closure of Market Square East</p> <p>3. The proposed closure of the road at market Square East, in front of Square Coffee will double the amount of cars using the main crossroads on the Square. During rush hours both in the morning and in the evening traffic is often at a standstill while trying to get through the crossroads. Currently the option to filter left at McHugh's chemist alleviates the pressure on</p>

		<p>the crossroads. Without this option available, congestion will be doubled which will have a knock on effect and increase congestion back down to the old Mondello crossroads.</p> <p>Retractable Bollards</p> <p>4. The lack of a plan for the removable/automatic bollards, both onto the square at market Square East and towards the cathedral is also very worrying. No practical solution has been provided to date. The suggestion that business owners will have individual key fobs for remote entry is simply not practical. This is also the case for the parishioners to the cathedral.</p> <p>Project Objective/Conclusion</p> <p>5. It is the opinion of the business owners on market Square Kildare town that this current plan needs to be revised. The complete lack of consideration for loading bays and alternative, practical parking, presents huge challenges for our businesses. The idea of a pedestrianised Market Square is to enhance the overall appeal and look of Kildare Town. Without viable businesses to draw custom, the Square there will be left with empty shop units and intine fall into disrepair. A key component to the proposed development is sustainability. In our opinion it will have the opposite effect. We were all told at the early stages of this process back in 2020 that the pedestrian of the market square would potentially enhance our businesses by up to 20%. Three and a half years from that moment of “tactical urbanisation” on the square we can say that business has remained static, if not reduced during this time.</p> <p>In short, we ask you to consider our asks and concerns. We need alternative parking and proper solutions to the issues raised. If unable to provide us with alternative parking, then leave as is, until such a time that it is provided. Or compromise and leave us some parking while addressing the other issues.</p>
<p>Car Parking</p> <p>1. Refer to Section 5.1.3 – Provision of Alternative Car Parking</p> <p>KCC acknowledges the concerns raised regarding the provision of additional car parking and will continue to engage with business and landowners throughout all stages of this project. KCC is actively progressing options of alternative car parking within the town centre. Furthermore, KCC has committed to exploring and developing additional alternative parking options within reasonable walking distance of Market Square and Dublin Street, on approval of the Part 8 and prior to the commencement of works. It is considered that the proposed project will provide a vibrant environment for businesses to thrive in.</p>		

<p>Loading Bay</p> <p>2. Refer to Section 5.1.2 – Provision of Loading Bay(s)</p> <p>Closure of Market Square East</p> <p>3. Refer to Section 5.1.6- Market Square East</p> <p>Retractable Bollards</p> <p>4. Refer to Section 5.1.7 – Retractable Bollards</p> <p>Project Objective/Conclusion</p> <p>5. Refer to Section 5.1.1 – Project Objective</p>		
KCC-C225-KMSP8-40	Kate Moran	<p>Provision of Services and Amenities</p> <p>1. As a local resident and small business owner in the town and though overall in favour of all and any investment in our town and community I fail to see this proposal as best use of public funds. I admit there are elements of this plan that are positive, such as improvement in public crossings, but having read through the proposal, I honestly think this proposal is premature and bigger issues need to be prioritized first namely:</p> <ul style="list-style-type: none"> • Parking & loading bay removal. • Traffic routes through the town (Magee barracks) • Capacity of Schools • Medical Services • Community Centre • Public Park at former National Stud Entrance <p>Kildare Local Area Plan 2023-2029</p> <p>2. Our local population has dramatically increased in recent years as of 2022' census figures our recorded population had increased by 19% on the 2016 census from 8,634 to 10,302 (2022). This growth in population numbers has not been accurately reflected in our current LAP 2023 - 2029, in fact the town's growth has been underestimated. Bearing in mind</p>

		<p>we are now in 2024 and this figure is 10,302 is now much higher. Being a local estate agent I am 100% supportive of development of our town. However, there are bigger challenges that our town faces than upgrading works to our square. My job is to sell our town as a location for buyers, renters and investors and this will make my job more challenging.</p> <p>Car Parking/ Loading Bays</p> <p>3. This plan if implemented in full, I believe will not have a positive impact on our dwindling town centre as well voiced by many other local residents to this proposal. This plan in my view will in fact be detrimental to trade by further removing parking and inadequate provision of loading bays for many business owners.</p> <p>Funding Allocation</p> <p>4. In short, I ask you to look again at our public funds and the challenges facing our local community and try, ignite and support business who will provide services to our growing population rather than put barriers in place for our communities to thrive.</p>
<p>Provision of Services and Amenities</p> <p>1. This project is led by the KCC Strategic Projects and Public Realm Team and is funded to date by the Rural Regeneration Development Fund. The delivery of Magee Barracks route, capacity of schools, medical services, community centre, public park are outside the scope of this project and are outside the remit of the KCC SPPR team and associated funding mechanism.</p> <p>Kildare Local Area Plan 2023-2029</p> <p>2. Population increases and allocations within the Kildare is not a matter for the proposed Part 8 project. However, it should be noted that the Kildare Town Local Area Plan 2023-2029 has acknowledged the growth between the Census periods of 2016 and 2022 (Table 3-1, Table 3-2, and Table 3-3, refers). The Plan has included 'Additional Provision' at a rate of 25% on top of the growth allocated under the Kildare County Development Plan 2023-2029 to address unmet housing demand over the lifetime of the Plan to 2029 (Table 3-6, refers). This rate of 'Additional Provision is the maximum allowed under the Development Plan Guidelines (2022). Furthermore, the Plan provides for an additional year to 2029 in line with the lifetime of the Draft Plan in the context of the Core Strategy of the CDP which runs to Dec 2028 (Table 3-2 refers).</p>		

Car Parking/Delivery Bays

3. Refer to Section 5.1.2 – Provision of Loading Bay(s) and 5.1.3 – Provision of Alternative Car Parking.

Funding Allocation/Project Objective

4. The funding for public realm projects of this nature is primarily through Urban Renewal and Rural Renewal public funding programmes. Funding is subject to Department application and approval and each project is considered on merit versus projects of similar type from other Local Authorities. Funding is specifically project related and non-transferable to other work streams/projects within the Council.

It should be noted that unused project funding will be transferred to other Local Authorities

Refer to Section 5.1.1 – Project Objective

It is not the intention of Kildare County Council or the proposed Part 8 Project to put barriers in place for businesses. It is envisaged that the proposed Part 8 Project will increase footfall within the town, will support a mindset shift to encourage more walking and cycling throughout the town and will positively affect economic trading conditions for businesses in the town centre. Kildare County Council considers the proposed project to be vital to improve the overall vibrancy and vitality of the town centre and to attract local residents, businesses and tourists into the town centre.

KCC-C225-KMSP8-41	Peter Gibbons Nolan Pub	<p>We are delighted with the work being carried out on the square, we look forward to the new plans coming on stream.</p> <p>We feel we have the best town centre in the county, we are the envy of most towns we have a great opportunity to even improve our beautiful square. As residents we see the benefits of the project, its lovely to see people sitting out enjoying the space and we see it's a great asset to our town. We look forward to the next phase.</p>
Submission noted with thanks.		
KCC-C225-KMSP8-42	Fionnuala Dukes	<p>As a long-time resident of Kildare Town who takes pride in its heritage, and above all pride in the Market Square, with its historic significance, the following points are submitted:</p> <p>Access to St. Brigid's Cathedral and Round Tower</p> <p>1. The money allocated to the Square is welcome but needs to take into account the needs of (a) St. Brigid's Cathedral and (b) those living and doing business on the Square. St. Brigid's Cathedral has been a place of worship and religious</p>

		<p>observance for centuries. Access to the Cathedral is vital for religious services, funerals and other religious occasions. It is also a wonderful venue for concerts. Access to the Cathedral is of paramount importance, and any improvement works must take account of this.</p> <p>Delivery/Loading Bays</p> <p>2. The businesses on the Square. The question of deliveries is of huge importance to these businesses. The proposal that deliveries take place on Market Square East only is not practical. Some businesses take deliveries of kegs of beer, and the notion that they could easily cross the main road through the Square is simply impractical. I would suggest that deliveries could take place on the upper part of the Square, possibly removing the footpath in part to allow at least two loading bays which could also be used as a coach drop off point for tourists. I would also suggest that a loading bay be provided outside Expert Hardware as it is also not practical for them to have to cross the main Dublin Road for deliveries.</p> <p>Closure of Market Square East</p> <p>3. Market Square East: Traffic approaching from the Station Road should be permitted to take a left turn into Market Square East, which would help traffic flow, and should be one way only.</p> <p>Signage</p> <p>4. Good, Big, Bold signage is required on all roads approaching the Square, to make clear what is and is not permitted.</p> <p>Conclusion</p> <p>I support the Cathedral and the businesses in the Market Square, all of which make it a vibrant place to visit.</p>
<p>Access to St. Brigid's Cathedral and Round Tower</p> <p>1. Refer to Section 5.1.7 – Retractable Bollards</p> <p>Loading Bays</p> <p>2. Refer to Section 5.1.2 – Provision of Loading Bay(s)</p> <p>Closure of Market Square East</p> <p>3. Refer to Section 5.1.6 – Market Square East</p>		

Signage 4. The unique and important heritage of the square has informed and guided each step of the design process particularly given the designation of the town centre as an Architectural Conservation Area, a Zone of Archaeological Potential and the number of Protected Structures and Recorded Monuments within the study area. The design, location and nature of signage will be agreed at detailed design stage in consultation with the KCC Heritage Team, Transportation Department, Kildare Fáilte and Fáilte Ireland.		
KCC C225-KMSP8-43	Kildare Town Heritage Centre	<p>Kildare Town Heritage Centre welcomes the renewal of the Town Square not only as a valuable Civic space for local and visitors alike but also for its potential to highlight the rich heritage of one of Ireland’s oldest towns. It will certainly play a valuable part in restoring the heart back into our town which was lost when car-parking was allowed on the market square in the first place.</p> <p>The Pilot has demonstrated that there is an appetite for its restoration to the way it was originally designed as a vibrant meeting and commercial space for the community. Overall, it has the makings of a good plan for the square but feel it needs some tweaking.</p> <p>We would ask that you consider and address the following:</p> <p>Materials/Finishes/Street Furniture</p> <p>1. It is essential that the works compliment the unique heritage of this ancient town so that future generations understand the value of such assets and help in their preservation. Therefore, planners need to be sensitive to the material used i.e. stone/ style of furniture etc used on the square that they aid in raising awareness in the Public how old and unique the town is. Also, the impact of permanent style furniture needs to be considered in terms of the functionality of the square and if works need to be carried out on any of the adjacent buildings in the future.</p> <p>Extension to The Heritage Centre</p> <p>2. As part of the Public Realm works, we highlighted that there was also an opportunity to add a design for the extension of the Heritage Centre (the Market House) as its current limited space impacts on its future sustainability, but this gets no mention in the proposed works?</p> <p>Covered Space to accommodate Community Events</p> <p>3. It is clear that the running of community events/ festivals will be key to ensuring the vitality and vibrancy of the town</p>

		<p>square going forward and yet in a country where 50% of the time we have inclement weather no proposal / allowance has been made for some area of permanent cover to address this. Creating and running events requires substantial resource both in terms of finance and volunteer time. Rather than be left at the whim of the weather when events have to be cancelled or postponed (at cost to the organisers and tax payer) it would seem prudent when such important and long-term works are been carried out to include a provision for such a covered space.</p> <p>Anti-Social Behaviour</p> <p>4. The purpose of the Public Realm works is to create a positive Civic space for the community and to aid in attracting Tourism to the area. It is therefore essential to have a policy in place to tackle anti-social behaviour as part of its delivery. This could be done by having good lighting / cameras around the areas of the proposed permanent furniture on the square. There also needs be a byelaw to say something like “the use of the square is for daylight hours only and in the summer months latest 12 midnight to facilitate residents in the area. With a fine for those who break this rule (this could be done with co-operation of the Grada who could then enforce it.</p> <p>Timing of Construction Works</p> <p>5. The importance of Tourism in Kildare Town is acknowledged.is important to many of the businesses in the town and we would ask that consideration is given to ensure that the some of the large, proposed works are carried out where possible outside the Peak times of May- September and end of January and first week in February.</p> <p>Traffic Management Planning</p> <p>6. It will be important to have a fluid and comprehensive Traffic Management Plan in place to ensure that the some of the large, proposed works are carried out where possible outside the Peak times of May- September and end of January and first week in February and to ensure that these proposed works are successful.</p>
<p>Materials/Finishes/Street Furniture</p> <p>1. All materials and finishes will be high quality and will incorporate the use of natural stone where possible. The materials. The Part 8 project has regard to the policies and objectives set out in the Kildare Local Area Plan 2023-2029: <i>‘TCO 2.6 Support the completion of a public realm strategy for Kildare Town, as part of the implementation of the Town Renewal Masterplan. Such a strategy shall incorporate a bespoke materials palette, including for pavement, signage and street furniture which will complement and enhance the natural and built environment of Kildare Town’.</i></p>		

All materials will be selected and specified at detailed design stage and will be subject to the agreement of Transportation and the MD Engineer. SPPR will continue to liaise with the Heritage Team and the Architectural Conservation Officer.

Extension to The Heritage Centre

2. It is not proposed to include a possible extension to the Heritage Centre in this Part 8 project. The provision of such an extension would be the subject of a separate Part 8 application. It should be noted that Kildare County Council are committed to continuing discussions with ESB to ascertain the feasibility of relocating the substation from the Heritage Centre.

Covered Space to accommodate Community Events

3. Refer to Section 5.1.9 – Permanent Furniture/Fixtures.

The benefit of a covered area on Market Square is acknowledged.

Anti-Social Behaviour

4. Refer to Section 5.1.8 – Anti-Social Behaviour

Please note Bye-Laws are a consideration for the Elected Representatives.

Timing of Construction Works

5. The importance of tourism in Kildare town is acknowledged. Project timelines have not been agreed to date. The commencement of this project is subject to the necessary planning consents, funding approval, detailed design, licencing agreements etc. on approval of the project, close consideration will be given to the construction timelines which will seek to minimise disruption to the everyday workings of the town centre as much as possible.

Traffic Management Planning

6. As per response above, project timelines have not been agreed to date. Prior to commencement of any works on site, a comprehensive Traffic Management Plan will be prepared by KCC.

KCC-C225-
KMSP8-44

Mary O'
Connor
Kildare Tidy

Kildare Tidy Towns are thrilled about the upcoming renewal of our beloved Town Square. As a cherished civic space, it holds immense value for both locals and visitors. But that's not all—the Town Square also has the potential to showcase the rich heritage of one of Ireland's oldest towns.

	Towns	<p>Remember those days when the heart of our town beat vibrantly? Unfortunately, car parking took its toll on the market square, leaving it a bit lacklustre.</p> <p>The renewal project aims to restore that lost heartbeat and we in the Kildare Town Tidy Towns Group are very keen to see this happen.</p> <p>The Covid repurposing project has already ignited enthusiasm for bringing the square back to the people—a bustling hub where community members can meet, trade, and connect. Overall, it’s a promising plan but it could use a little fine-tuning. It is requested that the following points are considered as part of the Town Square makeover:</p> <ol style="list-style-type: none"> 1. Heritage Spotlight: Let’s weave our town’s history into the design. Imagine cobblestone paths, plaques honouring local legends, and the redevelopment of the centuries old well. 2. Lighting: The choice of good quality Lighting will be key to the comfortable usage of the Square particularly in the wintertime, a mix of low level and street lighting which is sympathetic to the 18th and 19th century streetscape is recommended. 3. Pedestrianisation and Greening of the Square: We envision benches, green spaces, and maybe even a busker’s corner. We really would like to see more greening of the grey hard landscaping and the inclusion for example of more street trees, rain gardens and sustainable water capture from the rooves around the Square. 4. Solar-Compacting Bins: We would like to see, solar-powered compacting bins will discreetly manage litter, ensuring a cleaner and more inviting square. 5. Green Rain Gardens: The inclusion of —miniature rain gardens that absorb rainwater, reduce runoff, and provide habitat for local flora and fauna is also recommended. These green pockets will bloom with native plants, adding colour and life to the square. 6. Stones with a Story: The very stones underfoot could help tell tales of centuries past. We suggest the use of materials sympathetic to the 18th and 19th Century buildings that frame the square. Weathered limestone, perhaps, or granite with a dignified patina. Each step will resonate with history.
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<p>1. Heritage Spotlight: It is intended to introduce the history and story of Kildare through site specific public art including bespoke paving installations, through the provision of a reflective space around the historic well, through the introduction of bespoke seating and street furniture solutions, greening of the town centre. It is proposed to simplify and unify the space to allow the unique historic, buildings and features to be valued and stand out.</p> <p>2. Lighting: A comprehensive Lighting Report accompanies the Part 8 application with layered lighting options to highlight key areas. The provision and agreement of public lighting will be further expanded upon at detailed design stage.</p> <p>3. Pedestrianisation and Greening of the Square: The provision of a busking corner is a welcomed suggestion and can be further explored post project delivery. Furthermore, the provision of pop-up electrical points throughout the Square would facilitate such activity. The proposed project will include the loss of three low value category C trees and one moderate value category B tree. This is considered to be acceptable given the size of the trees and their overall condition. Replacement tree planting as indicated in the Landscape Masterplan coupled with significant SuDS interventions and associated landscaping throughout the project area will more than compensate for the removal of the trees.</p> <p>4. Solar- Compacting Bins: It is proposed to include solar compacting bins within the project area. The detail, design and location of same will be agreed at detailed design stage.</p> <p>5. Green Rain Gardens: The proposed project incorporates significant SuDS interventions throughout the entire project area. Refer to the Landscape Masterplan and Infrastructure Report that accompany the Part 8 application.</p> <p>6. Stones with a story: The use and installation of reclaimed materials and structures within this public space is not considered feasible in terms of sourcing</p>		

<p>and certifying the extent of materials required and ensuring continuity of materials.</p> <p>7. Artworks and Installations: Under the Per Cent for Arts scheme, KCC intend to allocate 1% for commissioning a work art bespoke to the town centre. Further consideration of this will be at delivery and implementation stage.</p>		
KCC-C225-KMSP8-45	Brian Murphy	<p>It is submitted that the proposed plan is very attractive and ambitious and deserves credit to all who brought it to this stage. However, it is requested that the following observations and corrections need to be addressed:</p> <p>Public Convenience</p> <p>1. There is no reference in the plan or provision for a public convenience in the entire project, for what is being planned to improve visitor interest and traffic to the square and town. It is hard to credit this omission.</p> <p>Traffic Management</p> <p>2. Traffic Management is probably the biggest problem to be addressed, The whole town, North to South and East West is an Axis completely across the Square, and this plan will only partially succeed when or after other planned roads are completed and even they are limited in scope before they are even started e.g. the Planned Public Road through the old Magee Barracks.</p> <p>Car Parking/Delivery Bays/Access to St. Brigid's Cathedral and Round Tower/Market</p> <p>3. The businesses of the town are not just for people who live within but also for those who are 4-6-or 10 miles out and the use of the motor car is not going away soon.</p> <p>4. Parking and set down and delivery on the Square is crucial, and access to the most important "Jewel in the Crown". The St. Brigid's Cathedral and (the reason "Kildare" even exists) cannot be forgotten about. Since Covid the extra seating on the Square has compounded the difficulty of access to the Cathedral and grounds.</p> <p>5. The Cathedral authorities and also the Traders need to be further consulted with reference to this proposal plan for it to have any chance to work at all.</p> <p>6. Vehicular entrance / exit to and from the Cathedral can only be two-way. On major event days, then large transport is required the exit can only be the same as entry.</p>

		<p>7. The suggestion that even the smallest car can exit and turn 180° on to Church Lane is impossible and is not an idea at all.</p> <p>8. Most tourists to the Cathedral grounds and the Square are casual and arrive by private or hired car and small coach, but large coach tours are planned particularly following interest after the “Bridgid 1500” campaign.</p> <p>Maintenance and Anti-Social Behaviour</p> <p>9. Is provision going to be made to maintain the extra seating/tables that are sighted in the plan. Who is going to police the anti-social behaviour that is already becoming problematic in the area before the plan has commenced.</p> <p>Project Cost and Justification</p> <p>10. The spend, can we justify it? The expense of such an elaborate plan, the cost at the moment is mentioned at about €3.5m euro. Does it need to be so much when other public realm projects need to be finished.... The Cherry Ave Park for example.</p> <p>Pedestrianisation of the Square</p> <p>11. I do not agree with a fully pedestrianized square. However, I do agree with it temporarily closed for events at times, but Cathedral services also have to be considered ... for your information in the past a Confirmation Ceremony had to be curtailed because of a noise from an event on the square on a Sunday afternoon.</p> <p>Conclusion</p> <p>12. In conclusion I feel that the proposal plan is too ambitious for now, costly and does not take fully into consideration the business aspect of the town and the traders who provide the services and in turn pay part of the taxes to maintain it.</p> <ul style="list-style-type: none"> • Planning should be pragmatic for what is good, for what businesses and people want and need, be well thought out, not restrictive or over controlled. Otherwise, this only results in frustration, non-compliance and in today’s world ... aggression and that gets no body anywhere. Then that’s a bad plan, and a bad plan executed is a good waste of time and money. • The loss of parking spaces, despite the increase in the town’s population and the time it can take to find a parking slot sometimes up to 45 mins to do 10mins business at the bank or pharmacy (we are not all in the prime of youth...or is this restriction the new form of progress) • I also would have concerns on the number of HGVs and agricultural traffic that traverse over the square daily.
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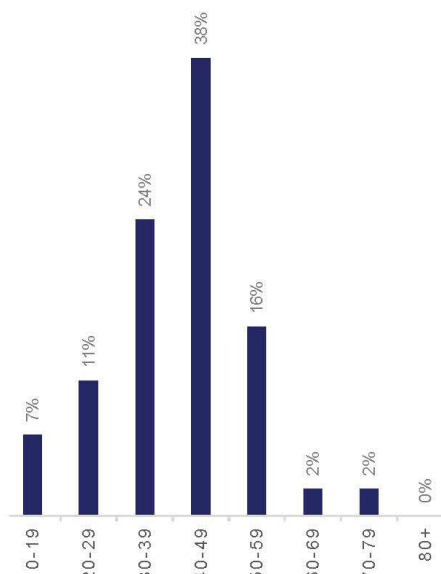
		<p>Picture these on light coloured cobble stone and regular repairs etc. Kildare is also hose to a meat factory etc.</p> <ul style="list-style-type: none"> • Yes the proposed plan as it stands is very attractive as already said, almost idyllic. Could even be called “Brigid’s Piazza” but Kildare is not Rome or Florence with plenty of Italian fine weather and sun filled light.
<p>Public Convenience</p> <p>1. The provision of public toilets is outside the remit of this Part 8 and the provision of same is wider Council policy.</p> <p>Traffic Management</p> <p>2. Traffic Management is probably the biggest problem to be addressed, the whole town, North to South and East West is an Axis completely across the Square, and this plan will only partially succeed when or after other planned roads are completed and even they are limited in scope before they are even started e.g. the Planned Public Road through the old Magee Barracks.</p> <p>Car Parking/Delivery Bays/Access to St. Brigid’s Cathedral and Round Tower/Market</p> <p>3. – 8. Refer to Sections 5.1.2 – Provision of Loading Bay(s), Section 5.1.3 Provision of Alternative Car Parking, Section 5.1.4 – Market Trading and 5.1.7 – Retractable Bollards.</p> <p>Maintenance and Anti-Social Behaviour</p> <p>9. The issue of maintenance is not a matter for the Part 8 proposal and will be agreed at delivery stage. Refer to Section 5.1.8 - Anti-Social Behaviour.</p> <p>Project Cost and Justification</p> <p>10. The funding for public realm projects of this nature is primarily through Urban Renewal and Rural Renewal public funding programmes. Funding is subject to Department application and approval and each project is considered on merit versus projects of similar type from other Local Authorities. Funding is specifically project related and non-transferable to other work streams/projects within the Council.</p> <p>It should be noted that unused project funding will be transferred to other Local Authorities</p> <p>Pedestrianisation of the Square</p> <p>11. Refer to Section 5.1.1 – Project Objective</p>		

6. KILDARE MARKET SQUARE PART 8 SURVEY RESULTS

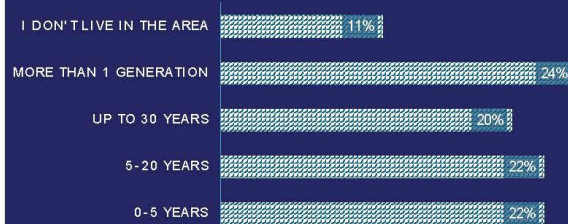


Demographics

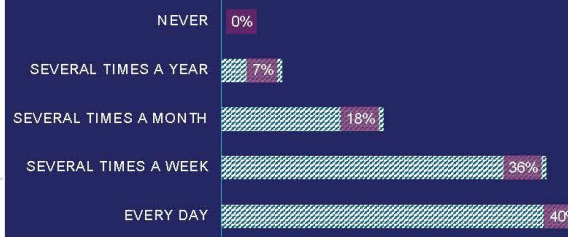
AGE GROUP OF RESPONDANTS



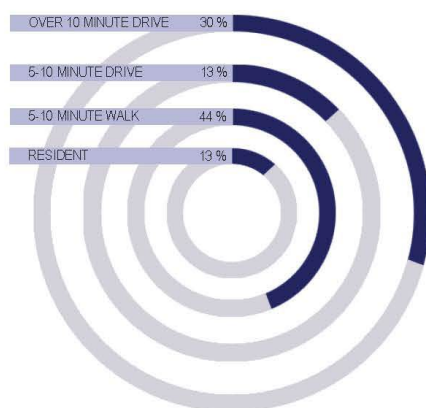
LENGTH OF TIME LIVING IN KILDARE TOWN OR THE SURROUNDING AREA



FREQUENCY OF VISITS TO KILDARE TOWN CENTRE



DISTANCE FROM KILDARE TOWN CENTRE

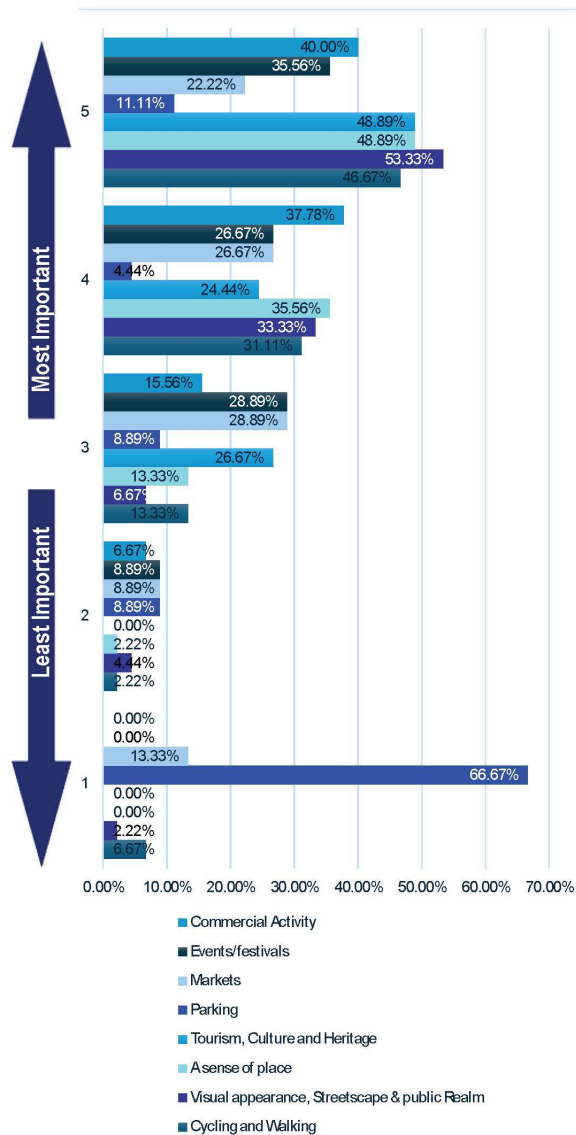


THE MAIN REASONS FOR VISITING KILDARE



Kildare Town Growth and Development

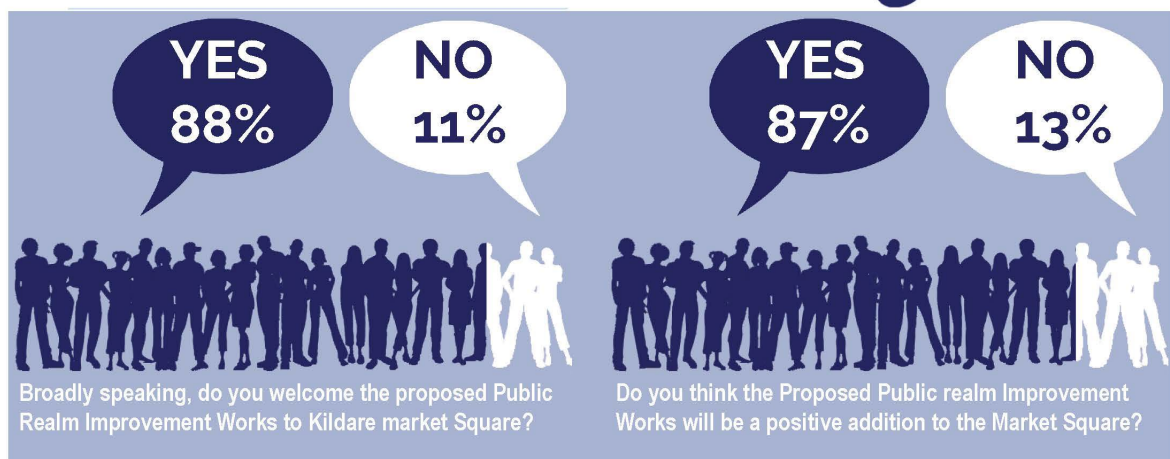
Ranking of Market Square Features



What do you like most about Kildare Market Square?



What do you dislike most about Kildare Market Square?



7. PROPOSED AMENDMENTS TO THE PLANS AND PARTICULARS

The following amendments are considered appropriate to the proposed development:

1. As per Section 9.1 of the Traffic and Transport Assessment carried out by AECOM which accompanies the proposed Part 8 Project, it is proposed to improve the existing road and pedestrian network of the square by increasing pedestrian crossing widths, removing parking bays and extending bus stop laybys. By way of amendment to the proposed development, it is proposed that Market Square East remains open to traffic. Retractable bollards will be installed on Market Square East only (not on Bride Street). This will allow vehicular access to be managed on the shared space of on Market Square East when required and the road can be closed during market days or special events.

The longer-term objective to close Bride Street to vehicular traffic will be revisited by the Transportation Department once the Northern Link Street and Magee Barracks roads are in place. There are no plans as part of this proposal to close Bride Street and Market Square East on a permanent basis.

7. 1 CONCLUSION / RECOMMENDATION

It is considered that the proposed development is in accordance with the proper planning and development of the area and it has been demonstrated that it aligns with and supports national, regional and local planning policies and objectives. In accordance with the legislation, the proposed development may be carried out as recommended in this Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended or decides not to proceed with the development.

It is recommended that the development should proceed as amended in this report and associated drawings.

SIGNED:  DATE: 2/5/24.

Pamela Pender, Senior Executive Officer,
Planning, Strategic Projects & Public Realm
Kildare County Council, Devoy Park, Naas, Co. Kildare

8. APPENDICES

APPENDIX I

Submissions Received from Kildare County Council Internal Department Responses

KCC-C225-KMSP8-46

Project: P82023.08

Part 8 – Proposed Public Realm Improvement Works to Market Square, Kildare Town

Comments from the Heritage Team, Kildare County Council

- It is noted that an Archaeological Impact Assessment was undertaken, and that archaeological monitoring will form part of any development works. This is welcomed and is particularly important given the location of the Zone of Archaeological Potential in Kildare Town.
- All proposed trees must be native, and details should be provided in relation to age, species and girth size.
- The Parks Department in KCC has drafted guidance in relation to the protection of trees during construction works, the detail of which should be adhered to
- Request that bio-retention trees be used at the locations of each of the proposed trees
- Existing protected structures should not be moved from their current positions and development proposals should be designed around them. Of particular note are the following;
 - o NIAH 11817002 (1798 Monument) – it is not considered appropriate to state that the relocation shall be determined at detail design stage. This structure is of Regional significance and represents an integral component of the later twentieth-century built heritage of Kildare.
 - o NIAH 11817004 (RPS B22-43) – These 4 freestanding cast-iron lamp standards are also of Regional significance and (according to the NIAH) are an *‘example of subtle items of street furniture that are often overlooked but which are becoming increasingly rare on the streetscapes of urban centres’*. It is noted on the proposed site layout that the relocation of same shall be determined at detail design stage. The location of same should be retained at their current locations.
 - o NIAH 11817001 (freestanding cut-limestone Celtic High-Cross-style monument) – this should be retained at its current location.
- Details should be provided in relation to where existing statues are to be moved to
- No tree should be removed from within the red line boundary on the site layout plan, unless either diseased or where they are to be replaced by a tree(s) of at least a similar age/girth size and must be of native species. In this regard the total number of trees proposed to be removed throughout the overall scheme (having regard to the above) must be matched with the same number (at least) of replacement trees that are of at least the same age/girth size with all trees being native.
- Where relocation details are referenced on the proposed site layout plan, relocation details should be clearly stated on the site layout plan

- All details associated with the proposed works (including e.g. public realm pavement and all associated materials) should be sensitive to the location of same in the historic Kildare Town market square including in proximity to Kildare Cathedral.

In relation to any of the above, please feel free to liaise with the Heritage Team who will be available and happy to assist.

Yours sincerely,
Caroline O'Donnell
Senior Executive Planner (Heritage Team)

KCC-C225-KMSP8-46

Kildare County Council,
Transport, Mobility & Open Spaces Department,
Aras chill Dara,
Devoy Park,
Naas,
Co. Kildare.

29/02/2024

Pamela Pender,
A/ Senior Executive Officer,
Strategic Projects and Public Realm Team,
Aras Chill Dara,
Naas,
County Kildare.

Re: Part 8 Proposed Kildare Town Market Square Project.

The Kildare County Council Transport, Mobility & Open Spaces Department has examined and has **no objection** to the proposed Part 8 Proposed Kildare Market Square Part 8, subject to the following conditions and comments:

23. A Consulting Engineer should be employed by KCC to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in the procurement of a Contractor and to assist in the supervision of the works on site.
24. A detailed design for the proposed works should be submitted to the Planning Authority for approval prior to commencement of works on site. Details of the design and traffic management arrangements should be agreed in writing with the Planning Authority, KCC Roads and Newbridge/ Kildare Town MD Sections prior to the commencement of the development on site.
25. The detailed design with dimensions should include pavement materials which should be robust and durable to accommodate pedestrians and cyclists paths, cycle parking, parking bays (2.5m * 5m), access arrangements where sight visibility should comply with the DMURS standards, facilities for vulnerable road users (pedestrians and cyclists) accessing the site from the town centre, traffic impact assessment, drainage and outfall arrangements, public lighting, signage, road markings and bollards.
26. Roads, footpaths, turning areas and corner radii at junctions should be designed and constructed in accordance with the DMURS standards within the development, new footpaths should tie into existing footpaths.

27. The finish surface of new road pavements should be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar approved, details to be agreed with the Planning Authority, KCC Roads and Newbridge/ Kildare MD Sections beforehand.
28. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping.
29. A root management plan should be submitted to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads.
30. A Stage 2 Road Safety Audit should be carried out by an independent approved and certified Auditor for the proposed development and the infrastructure works. The RSA recommendations should be incorporated into the detailed design.
31. A Stage 3 Road Safety Audit should be carried out by an independent approved and certified Auditor on the completed works including the public lighting being fully operational for the proposed development and the infrastructure works. The implementation of the RSA recommendations should be incorporated into the detailed design.
32. A Construction Management Plan should be submitted before the works commence including any temporary access to the construction site and proposed haul routes to the site, this Plan should be agreed with the Planning Authority, KCC Roads and Newbridge/ Kildare MD Sections.
33. The design of the proposed additional controlled pedestrian crossing at the north west arm of the existing Bride Street/ Dublin Street Signalised Junction and the proposed widening of the existing three controlled pedestrian crossings of the existing Bride Street/ Dublin Street Signalised Junction should be submitted to the KCC Traffic management Section for their approval prior to commencement of works on site where the approved KCC Signalised Contractor is Traffic Solutions Ltd and the completed signalised works should be approved by the KCC Traffic Management Section.
34. Electric vehicle EV charge points should be provided and to be in accordance with Chapter 5 of the Kildare County Development Plan 2023 – 2029.
35. Bicycle parking should have passive surveillance, be sheltered, have public lighting and to be in accordance with Table 15.4 of Chapter 15 of the Kildare County Development Plan 2023 – 2029.

36. Disabled parking spaces. Disabled parking spaces to be in accordance with the Irish Wheelchair Association's Best Practice Access Guidelines, clearly marked with 100 mm wide white lines with a durable permanent material and have 1.20 metre wide accessibility aisles cross hatched in yellow. Disabled parking spaces are also to be marked with a white wheelchair symbol in a durable material.
37. Signage and road markings to be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.
38. The Applicant will be required to submit to a draft Construction Traffic Management Plan that is to contain:
 - g. A Construction Traffic Management Plan indicating all haul routes to and from the site. Delivery times for plant and materials and waste collection shall have consideration to morning and evening peak school times in the area. This plan is also to contain mitigation measures to minimize the effects the proposed development would have on the immediate public road network and existing traffic movements.
 - h. Wheel wash arrangements and locations for the construction phase.
 - i. Location of the construction compound, use of cranes, parking and storage areas during the construction phase. (This is in the interest of the existing residential amenity of properties in the area).
 - j. Relevant construction site warning signs shall be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.
 - k. Hours of operation during the construction phase to be 08.00 hours to 19.00 hours Monday to Friday and 0.800 hours to 14.00 hours Saturday. No work permitted on the Sundays and public holidays. (This is in the interest of the existing residential amenity of properties in the area).
 - l. Construction parking within the site and not on the public road.
39. Prior to the commencement of development, a licence is required from the Planning Authority for the erection of fencing / hoarding on the public footpath network pursuant to Section 254 of the Planning And Development Act 2000, as amended.
40. All works involving the opening of public roads or footpaths shall be carried out under a Road Opening Licence submitted to the Municipal District Area Office through the MRL system to ensure the following items are assessed:
 - e. Contractors' experience and competency to carry out such works.

- f. Compliance with the Guidelines for Managing Openings in Public Roads (The Purple book, 2017 edition).
- g. Compliance with Chapter 8 of Traffic Management Guidelines including a general assessment of traffic impacts within the local area.
- h. Relevant Insurance's to carry out such works.

41. Clarification is requested if there are any plans to close both sections of the Market Square at any point in the future. It is noted that this option is mentioned in the traffic analysis report by AECOM (see extract below) but this option doesn't seem to have been modelled and impacts on traffic and HGVs do not seem to be considered.

9.1 Summary

AECOM has been commissioned by Kildare County Council (KCC) to provide a Traffic and Transport Assessment (TTA) in support of the planning application for a part 8 public realm redevelopment of Kildare Market Square in Kildare town, Co. Kildare

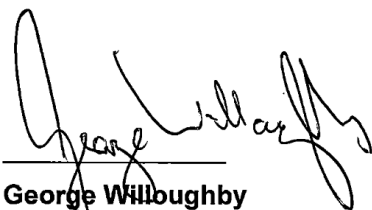
Kildare County Council have a vision to regenerate the Market Square into a public realm space for the community. It is proposed to improve the existing road and pedestrian network of the square by increasing pedestrian crossing widths, removing parking bays and extending bus stop laybys. It is proposed to install a combination of temporary and retractable bollards on Bride Street and Market Square to allow one or both roads to be closed during market days or special events.

42. The proposals do not appear to have included for cycle lanes – cycle tracks are identified in this area in both the GDA cycle network plan and the Kildare Town Transport Strategy

43. It is noted that the auto tracking for HGV movements show areas where there is sometimes a requirement to drive into the opposite lane (as is the existing case) – would recommend that this be further checked out for safety of road users.

44. Clarification is requested in relation to the long-term plan for the Market Square– is it still the plan to close the Bride Street section permanently once the Northern Link Street and Magee Barracks roads are in place (and reopen the eastern section)? Or is it the plan to keep the eastern section of Market Square closed permanently?

If any further information is required, please contact the undersigned.



George Willoughby
Senior Executive Engineer,
Roads, Transportation & Public Safety,
Kildare County Council.

KCC-C225-KMSP8-20

WSP Part 82023.08 Submission Market Square Kildare Town

KCC Water Services Planning have **no objection** to the proposed development and request that the following items are considered prior to commencement of the development:

1. The Drainage-SuDS Strategy shall be in accordance with CDP (SuDS policies and objectives will be complemented by KCC SuDS Guidance Document which is to be published in Q1 2024), LAP, GDSDS, Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design Best Practice Interim Guidance Document, CIRIA SuDS Manual and the following advice from WSP:
2. Maximise pervious pavements subject to Roads department Taking in Charge requirements, infiltration of runoff to ground and where infiltration is not feasible, Nature based SuDS shall be prioritised.
3. Only where a clear and plausible engineering rationale is agreed for exclusion of the above SuDS shall filtration and detention system SuDS be considered.
4. Underground storage tanks are currently not permitted under CDP.
5. Runoff should be treated at source and at surface level where possible, runoff from impermeable surfaces should discharge to suitable SuDS over flush kerbs or through gaps in raised kerbs without recourse to gullies and suitable SuDS shall convey runoff at surface level without drainage pipes and manholes where feasible.
6. Any surface storage of runoff shall be subject to design and risk assessment in accordance with CIRIA SuDS Manual including addressing the risk of young children drowning in shallow water.

7. A pragmatic approach to the strategy is acceptable given the site constraints and where it is proposed to retain surface water drainage infrastructure serving the existing site area. Other nature-based SuDS including bioretention areas and rain gardens may be feasible in green spaces to augment the proposed bioretention tree pits. See Sheffield City Centre Greening Scheme.
8. Any increase in impermeable surface area shall be assessed and shall be considered in formulating the drainage-SuDS strategy along with the available opportunity to restrict and store runoff and improve the pre-existing situation in this regard.
9. Drainage-SuDS design shall comply with GDSDS and CIRIA SuDS Manual and consider application of a 30% climate change factor. Provision should be made for drainage-SuDS failure-exceedance events.
10. Where existing drainage infrastructure is used, it shall be assessed for hydraulic capacity and physical condition and the required upgrades to facilitate runoff from the proposed development shall be implemented.
11. WSP note the use of existing and new surface water drainage connections to the public wastewater drainage network. WSP are not aware of a dedicated surface water drainage network in the vicinity of the subject site and would be recommending that a pragmatic approach is adopted to this part of the drainage strategy. Uisce Eireann do not normally permit connections of surface water runoff to wastewater network. The SuDS-Drainage Strategy should clearly demonstrate that at the very least no increase in runoff discharge to the wastewater network will occur as a result of the proposed development.
12. A flood risk assessment in accordance with CDP, LAP and Planning System Flood Risk Management Guidelines shall be carried out.
13. Arrangements for protecting existing Uisce Eireann infrastructure along the subject site shall be agreed with UE.

APPENDIX II

SUBMISSIONS RECEIVED FROM PRESCRIBED BODIES

An Roinn Tithíochta,
Rialtais Áitiúil agus Oidhreachta
Department of Housing,
Local Government and Heritage



Your Ref. P82023.08
Planning Ref: **Part 8 Market Square**
(Please quote in all related correspondence)

28 February 2024

A/Senior Executive Officer,
Strategic Projects and Public Realm Team,
Housing and Regeneration Department,
Level 3,
Kildare County Council,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare,
W91 X77F

Via online consultation portal

Re: Notification under Article 28 (Part 4) or Article 82 (Part 8) of the Planning and Development Regulations, 2001, as amended.

Re: Part 8 Proposed Public Realm Improvement Works to Kildare Market Square, Kildare Town
--

A Chara

I refer to correspondence on 17th January received in connection with the above.

It is noted that the proposed development site (PDS) is located within the defined and established zone of archaeological potential of the historic town of Kildare, a Recorded Monument (KD022-029001-). This area is subject to statutory protection in the Record of Monuments and Places (RMP), established under Section 12 of the National Monuments (Amendment) Act 1994. The development area is additionally located in proximity to Kildare Cathedral (St. Brigid's—KD022-029005-) and associated ecclesiastical site (KD022-029002-). The historic centre of Kildare town is a designated Architectural Conservation Area. The subject site includes a rich set of buildings and structures from a wide range of different periods.

The Department welcomes the opportunity to engage with the Local Authority and Design Team as part of the planning process and would be happy to meet on request.

Outlined below are heritage-related observations/recommendations co-ordinated by the Development Applications Unit under the stated headings.

Aonad na nIarratas ar Fhorbairt, Oifigí an Rialtais, Bóthair an Bhaile Nua, Loch Garman, Y35 AP90
Development Applications Unit, Government Offices, Newtown Road, Wexford, Y35 AP90
manager.dau@npws.gov.ie
www.gov.ie/housing



Archaeology

The development area represents the core of the historic town and there is therefore an increased potential for disturbing sub-surface archaeological remains, including human remains, and at shallow levels during groundworks required for the development.

The Department has reviewed the desk-based Archaeological Impact Assessment (AIA) report submitted in support of the planning application (prepared by Courtney Deery Heritage Consultancy Ltd., dated December 2023). The Department acknowledges the findings of the AIA report and broadly concurs with the recommended mitigation set out in section 9 of the report (page 30).

Therefore, in line with national policy – see section 3.7 of *Framework and Principles for the Protection of the Archaeological Heritage*, 1999 – the Department recommends that the continued input of the Archaeologist be maintained on the design team and that archaeological monitoring of all ground disturbance, as described below, be included as a condition of any grant of planning approval that may issue.

Note the below conditions align with Sample Conditions C.4 and C.5 as set out in *OPR Practice Note PN03: Planning Conditions* (October 2022), with appropriate site-specific additions/adaptations based on the particular characteristics of this development and the findings of the AIA report.

Archaeological Recommendations

1. All mitigation measures in relation to archaeology as set out in the Archaeological Impact Assessment (AIA) report (Courtney Deery Heritage Consultancy Ltd., dated December 2023) shall be implemented in full.
2. The developer shall retain/engage a suitably qualified Archaeologist to be part of the design team. The Archaeologist should advise on the specific archaeological constraints, sensitivities and opportunities in design.
3. The Archaeologist shall monitor (licensed under the National Monuments Acts) all ground disturbance (i.e. preparatory/enabling works, site investigations and other groundworks associated with the development). The use of appropriate machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary. No ground disturbance shall take place in the absence of the Archaeologist without his/her express consent. All underground services required should be kept to minimum depths in so far as is practicable.
4. Archaeological Monitoring shall be informed and supplemented by licensed metal detection survey where feasible.



5. The developer and contractors shall be prepared to be advised by the Archaeologist to ensure that all necessary advance and on-going precautions are taken to prevent incidental negative impacts during the proposed works to any upstanding recorded monuments, protected structures, street furniture and other features of heritage significance within the development area. These precautions may include, but not be limited to, measures to ensure that movement of plant and machinery, storage of plant, materials and sundries and potential for associated impacts and vibrations do not impact on recorded monuments, protected structures and any identified features of archaeological/architectural heritage significance within the development area.
6. Should archaeological remains be identified during the course of archaeological monitoring, all works shall be suspended in the area of archaeological interest pending a decision of the Planning Authority, in consultation with the Department, regarding appropriate mitigation (preservation *in situ*/excavation).
7. The developer shall facilitate the Archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the Planning Authority, following consultation with the Department, shall be complied with by the developer.
8. The Planning Authority and the Department shall be furnished with a final archaeological report describing the results of any archaeological investigative work/excavation required, following the completion of all archaeological work on site and any necessary post-excavation specialist analysis. All resulting and associated archaeological costs shall be borne by the developer.
9. The Construction Environmental Management Plan (CEMP) shall include the location of any and all archaeological and cultural heritage constraints relevant to the proposed development as set out in the AIA and Architectural Heritage Impact Assessment (AHIA) reports. The CEMP shall clearly describe all identified likely archaeological/cultural heritage impacts, both direct and indirect, and present appropriate mitigation measures to be employed to protect the archaeological and cultural heritage environment during all phases of site preparation and construction activity.
10. All construction personnel shall be apprised of the locations and sensitivities of all recorded monuments, protected structures, street furniture and other features of heritage significance within the development area. This shall be done through appropriate dissemination of the CEMP by way of pre-commencement and on-going and regular tool-box talks.

Reason:

To ensure the continued preservation (either *in situ* or by record) of places, caves, sites, features or other objects of archaeological interest.



Architectural Heritage

The Department concurs with the assessment provided in the Archaeological Impact Assessment, which states that *'the archaeological, built and cultural heritage within and surrounding Market Square is significant and lends much to the historic character of the Square. It represents the history of the town from the early medieval period onwards... Many of the other built elements date to 18th, 19th and 20th century development of the town. These include numerous protected structures and NIAH sites within the lining the Square, such as the early C19th Market House RPS B22 – 42, at its centre'.*

The Department also notes Livia Hurley's research on Market Houses in Ireland which observes that *'freestanding market houses were strategically placed on former medieval sites in prominent positions on a central market space or a diamond (square particular to northern counties). Often sited on axis with their civic and ecclesiastical counterparts, together they created a distinctive set-piece in the formally planned settlement'.*

The Department is very supportive of this proposal. The Department acknowledges the multi-disciplinary approach taken and the integration of archaeological and built heritage considerations to provide an overall statement of character and cultural significance for Kildare Market Square.

The Department recommends that:

1. The Local Authority should continue to engage the services of a Grade 1 Conservation Architect or equivalent to monitor impacts that arise and to advise on areas of intervention, remaking, repair and discovery in order to achieve a high-quality design and conservation outcome;
2. The Conservation Architect should record as necessary all conservation works undertaken as part of the project to maintain a permanent record.

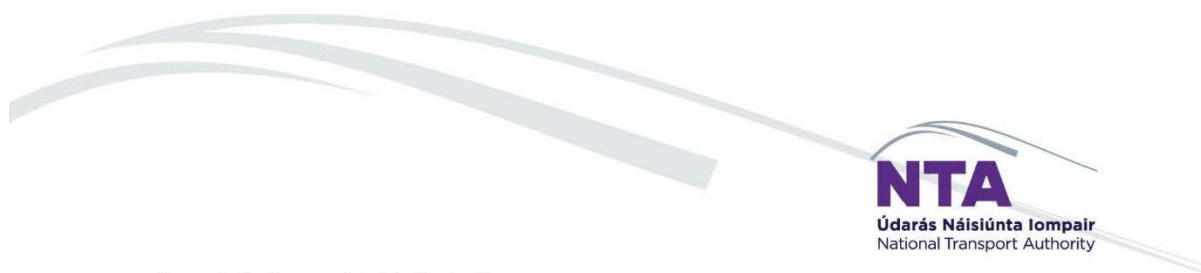
The Department concurs that it is very important that all proposed interventions into the existing public square are carefully considered as part of a fully co-ordinated approach to the design of the historic Market Square-

You are requested to send any further communications to this Department's Development Applications Unit (DAU) at manager.dau@npws.gov.ie, where used, or to the following address:

The Manager
Development Applications Unit (DAU)
Government Offices
Newtown Road
Wexford
Y35 AP90

Is mise, le meas

Sinéad O' Brien
Development Applications Unit
Administration



Strategic Projects and Public Realm Team,
Housing and Regeneration Department,
Kildare County Council,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare, W91 X77F.

Dún Scéine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

29th February 2024

Re: Part 8 Proposed Public Realm Improvement Works to Kildare Market Square, Kildare Town

Dear Sir / Madam,

The National Transport Authority (the “NTA”) has reviewed the above-referenced Part 8 development and, based on the Transport Strategy for the Greater Dublin Area 2022-2042 (the “Transport Strategy”) and the Cycle Design Manual, which are considerations material to the proper planning and development of the Greater Dublin Area (GDA), submit the following observations.

The NTA welcomes the proposed public realm improvement works in Kildare Town which it is considered, has the potential to enhance pedestrian and public transport user experiences in particular.

1.0 Road Closures

The NTA notes that the Kildare Town Transport Strategy previously undertaken by the Council determined that Bride Street was the preferred road closure option (as opposed to Market Street) in the medium-long term.

The Planning Report accompanying the Part 8 proposal does not state whether the closure of Bride Street is still considered to be the medium-long term solution and whether or not the current proposal is an interim measure.

It is noted that the inclusion of retractable bollards on both streets would facilitate the trialling of various options which may facilitate a longer term vision.

2.0 Bus Stops

In relation to the proposed scheme’s design in the vicinity of the two bus stops on Dublin Street, the NTA would, in principle, favour the provision of in-line bus cages for bus set down in urban areas, rather than bus lay-bys.

Tabhair cuairt ar www.TransportforIreland.ie le haghaidh eolais agus seirbhísí iompair phoiblí do chustaiméirí
Visit www.TransportforIreland.ie for public transport customer information and services

Also, the pavement at the bus stop location on the south side of the street is considered to be very narrow for the purpose of accommodating boarding and alighting bus passengers, in addition to the pedestrian footfall which would be expected in this town centre location.

On the basis of the location indicated in the Site Layout Plan Proposed, the pavement on the south side of the street does not appear to have sufficient space to accommodate the requirements relating to an accessible bus stop. It is the NTA's view that design provision for accessible bus stops should be taken consideration in the design of the scheme.

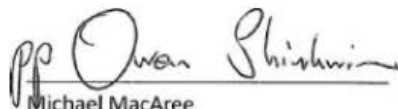
It is recommended that the above matters are taken into consideration in identifying the most appropriate designs and locations for the bus stops on both sides of Dublin Street.

NTA Recommendation

In regards the proposed scheme, it is recommended that the design as presented in the Part 8 documentation is reviewed as necessary, to address the issues raised in this submission, in particular in relation to the design of accessible bus stops, and in consultation with the NTA.

I trust that the views of the NTA will be taken into account when considering this proposal.

Yours sincerely,


Michael MacAree
Head of Strategic Planning



**A/Senior Executive Officer, Strategic Projects and Public Realm Team
Housing and Regeneration Department
Kildare County Council
Áras Chill Dara
Devoy Park
Naas
Co. Kildare**

Submission by email: kmspart8@kildarecoco.ie

Dáta | Date: 23/01/2024
Ár dTag | Our Ref: TII24-125912
Bhur dTag | Your Ref.: P82023.08

RE: Part 8 application for proposed Public Realm Improvement Works to Market Square, Kildare Town

Dear Sir/Madam,

In the case of this planning application, Transport Infrastructure Ireland has no observations to make.

Please acknowledge receipt of this submission in accordance with the provisions of the Planning and Development Regulations, 2001 as amended.

Yours faithfully,

**on behalf of
Land Use Planning Unit**

**Note: In accordance with the provisions of section 13 of the Roads Act 2015, Transport Infrastructure Ireland (TII) is the operational name of the National Roads Authority with effect from 1 August 2015.*

All planning application referral documentation, including applications, submission acknowledgments, further information notifications and decisions should be notified electronically to TII at landuseplanning@tii.ie. TII would appreciate your Authority's assistance on this matter.

Próiseálann BIÉ sonraí pearsanta a sholáthraítear dó i gcomhréir lena Fhógra ar Chosaint Sonraí atá ar fáil ag www.tii.ie.
TII processes personal data in accordance with its Data Protection Notice available at www.tii.ie.



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"Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did."

Mark Twain

Public funding encompasses many aspects of services and infrastructure that a Local Authority is tasked with providing - roads, drainage, flood relief, housing; with each infrastructure budget an opportunity exists to complement and to fund public realm enhancement. We have a wealth of policy and funding together like before in the past decade. From my perspective we are just struggling to implement ambitious visions that aren't sufficiently coordinated or resourced at local authority level with the multiple funding streams for urban regeneration spread across several government departments.

Business Perception Vs Mobility Behaviour of Shoppers

According to a Study titled *Local Business Perception Vs Mobility Behaviour of Shoppers: A Survey from Berlin, 2021* (Dirk von Schneidemesser, Jody Betzien). Shoppers were asked how much they had spent on that visit to the street until the moment they were interviewed. Real spending is therefore likely higher on average than reflected in our data. On average shoppers who arrived by car spent 23.45€, while cyclists and pedestrians spent 11.98€ and 11.63€, respectively ([Table 2](#)). However, drivers represent just 6.58% of the sample and report visiting the streets less frequently than cyclists and pedestrians.

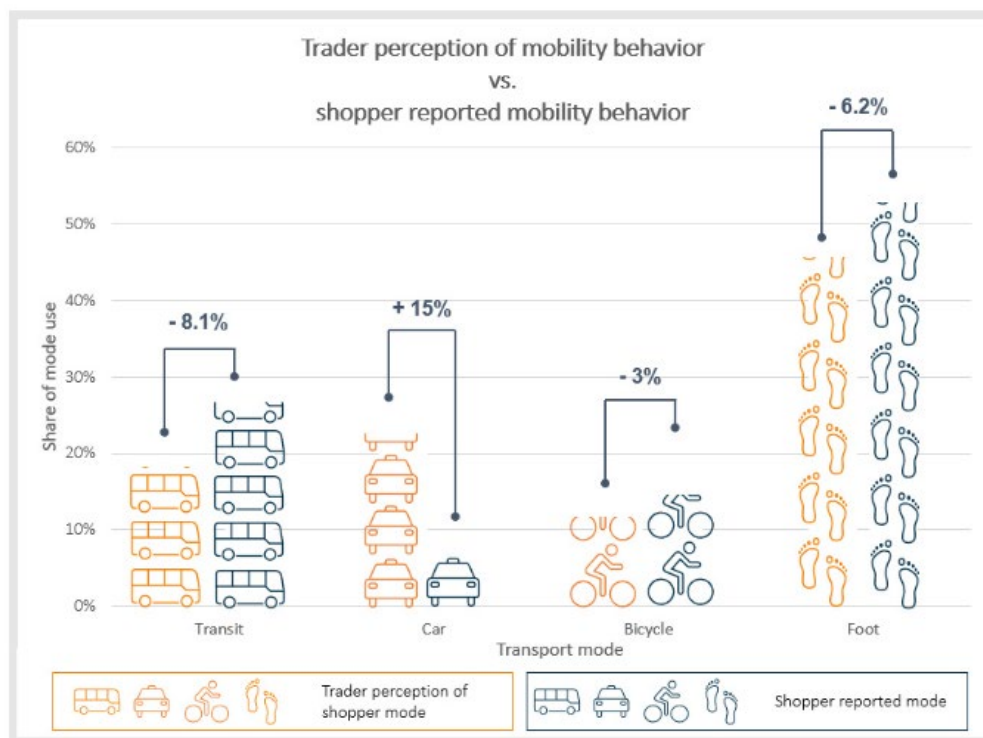
The results also show that traders substantially misjudge customer travel modes, underestimating transit and active modes and overestimating automobile use. While only 6.6% of shoppers travelled to the streets by car, on average traders estimated 21.6% of their customers use this mode; a discrepancy of 15% (see [Figure 2](#)). Further they underestimate transit, pedestrian, and bicycle travel by 8.1%, 6.2% and 3% respectively.

	Modal share	Average number of visits per week	Average spend per visit	Estimated average spend per week (based on frequency of visit)	Estimated total weekly spend according to mode	Proportion of total weekly spend according to transport mode
Transit	26.06%	2.86	10.87 €	31.11 €	16,426 €	16.5%
Car	6.58%	2.80	23.45 €	65.60 €	8,659 €	8.7%
Bicycle	14.64%	3.78	11.98 €	45.35 €	13,379 €	13.5%
Foot	52.08%	4.97	11.63 €	57.82 €	60,652 €	61.0%
Other	0.59%	3.35	8.33 €	27.95 €	335 €	0.3%

Table 2. Proportion of weekly spending by mode based on average weekly spend, street visit frequency and representation of the mode

Source: von Schneidemesser, Dirk, and Jody Betzien. 2021. "Local Business Perception vs. Mobility Behaviour of Shoppers: A Survey from Berlin." *Findings*, June 2021.

<https://doi.org/10.32866/001c.24497>.



Source: von Schneidemesser, Dirk, and Jody Betzien. 2021. "Local Business Perception vs. Mobility Behaviour of Shoppers: A Survey from Berlin." *Findings*, June 2021.

<https://doi.org/10.32866/001c.24497>.