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	Infrastructure- Road Improvement Works
Site Location	On the R445 at Newhall between Naas and Newbridge
Development proposed by	KCC Roads, Transportation and Public Safety Department
Display period	Tuesday 13th April 2021- Wednesday 12th May 2021
Submissions/observations	24 no. submissions received. A report on the submissions is included in Appendix B.
Part 8 Reference Number	P82021.05

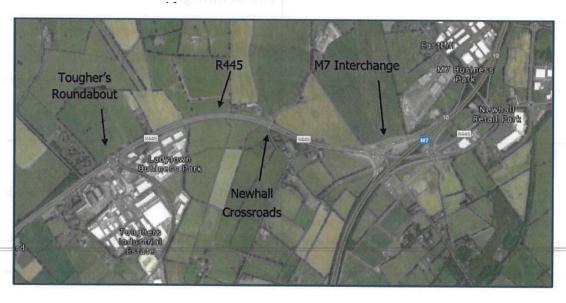
1. Site Location & Context

The site is located in the townlands of Newhall and Ladytown, approximately 700m west of the newly constructed Newhall junction on the M7. It is proposed to provide a roundabout on the R445 at Newhall between Naas and Newbridge. The R445 is a dual carriageway (former N7). There is currently a median crossing of the L6064 local road which runs south of the R445 to Ladytown and the L2031 local road which runs

north from the R445 to Flood's Cross. Several one-off houses are located to the north and site of the subject site. The subject site as outlined in red in Fig 1 below measures 5.53 Ha.

Figs 1-3: Site Location and Context





2. Description of Proposed Development

The proposed development consists of:

- Replacement of the existing junction with a 70m diameter roundabout approximately centred at the location of the existing junction.
- Realignment of the approach roads as required to facilitate the connection of these roads to the proposed roundabout in accordance with the Design Standard.
- The provision of a cycleway and footway on both sides of the R445 with appropriate crossings of the local road approaches to the proposed roundabout.
- Extinguishment of public rights of way between the R445 and Lady's Cross Road, between the R445 and a Local Access Road serving a number of private residences immediately northwest of the existing junction and between the Local Access Road and Carragh Road.
- Extinguishment of private rights of way.
- Acquisition of lands from agricultural and residential properties.
- Relocation of a telecommunications tower.
- The surface water drainage system will include measures to ensure the proposed scheme does not impact on water quality and the flow / flood regimes in receiving streams. Surface water run-off will discharge to an open drain that flows across the R445 from south to north through the Site. The drain is culverted as it crosses the R445. Surface water run-off will be restricted to a rate equivalent to the existing run-off from the Site. A detention basin will be constructed to temporarily store attenuated surface water run-off.
- Public lighting will be provided at the junction and approaches thereto.
- Grassed areas will be planted with pollinator-friendly grass seed mix.
- The Proposed Scheme will require the removal of trees on Carragh Road and Ladytown Road. A landscape plan will be prepared at detailed design stage and this will include planting of trees in off-line grassed areas to mitigate the loss of existing trees.

Fig 4: Proposed Development/Layout



3. Supporting Documents

The proposal is accompanied by the required plans and particulars, in addition a number of documents have been included, namely:

- Kildare County Council Part 8 Application Form
- Planning Statement including a Report on the Submissions Received
- Cultural Heritage Report
- Ecological Impact Assessment Report
- Archaeological Heritage Assessment Report
- Appropriate Assessment Screening
- Environmental Impact Assessment Screening

4. Referrals and Consultations

The referrals and consultation process has been summarised by Consultants for Kildare County Council on behalf of KCC Roads, Transportation and Public Safety Department and an appropriate response to submissions and issues raised is contained in Appendix B of this report.

<u>Submissions</u>

24. no submissions (including KCC internal reports and Prescribed Bodies) were received during the display period. The issues raised in the submissions are outlined and a response to the issues made are contained within the report in Appendix B of this report. It is considered that the issues raised have been satisfactorily addressed.

List of People/Bodies who made Submissions:

- 1. Deaglán de Paor
- 2. Cllr Bill Clear
- 3. OKM Trailers (Mfg) Ltd
- 4. Kildare Fire Service
- 5. Kildare County Council Environment Section- Colm Flynn, A/SE
- 6. Brendan Kenny
- 7. Roisin O'Callaghan

- 8. Road Safety Authority
- 9. John Connors
- 10. Michelle Hayes
- 11. Susan Dunne
- 12. Paul Duignan
- 13. Kildare County Council Parks Department
- 14. Eileen Powell
- 15. Pauline Cushen
- 16. Department of the Environment, Climate & Communications
- 17. National Transport Authority
- 18. DTCAGSM 1
- 19. Kildare County Council Transportation Department, George Willoughby, SEE
- 20. Crylock Developments Ltd.
- 21. Vantage Towers
- 22. Catherine Morrin
- 23. Transport Infrastructure Ireland (TII)
- 24. Cllr Chris Pender & Cllr Bill Clear

Prescribed Bodies

The Part 8 was referred to 25 no. prescribed bodies. Submissions were received from the following:

Inland Fisheries Ireland:

The submission states that the site is near to the Ladytown stream and salmonid waters constraints will apply - implement on-site construction practices to avoid sediment runoff - surface water management measures must be implemented - developer to provide Construction Management Plan (CMP) - all discharges must be in compliance with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010.

Department of the Environment, Climate and Communications:

The submission was received from Geological Survey Ireland (GSI) with following comments: - they encourage use of and reference to GSI datasets - no County Geological sites found within vicinity of the development - GSI would like copy of site investigations carried out.

Department of Culture, Heritage, and the Gaeltacht:

Advises the applicant engages the services of a suitably qualified archaeologist to carry out pre-development testing—the archaeologist is to notify the Department in writing at least four weeks prior to the commencement of site preparations—archaeologist shall excavate test trenches having consulted the proposed development plans—archaeologist shall submit a written report to the Planning Authority and to the Department—where archaeological material is shown to be present, avoidance, preservation in situ, preservation by record (excavation) and/or monitoring may be required—No site preparation or construction work shall be carried out until after the archaeologist's report has been submitted and permission to proceed has been received in writing from the Department.

National Transport Authority:

Welcome the development to improve the safety and functioning of the junction — route which is is an important inter-urban route as identified on Greater Dublin Area (GDA) Cycle Network Plan - welcome the cycle and pedestrian facilities Recommendations in relation to the design of the scheme; -The cycle track should be located between the footpath and the verge; - Crossing points should be set back 10-15m from the roundabout in accordance with TII Rural Cycle Scheme Design Standard.

Transport Infrastructure Ireland (TII):

Response received- no further comments.

The Roads, Transportation & Public Safety Department and the Design Consultants Kilgallen & Partners have examined the submissions made by the contributors listed above. The most frequently raised points are as follows:

- 1. Removal of the right of way and direct access onto the R445 to the north west of the scheme.
- 2. Removal of the right of way and direct access onto the R445 to the south east of the scheme.
- 3. Cycling and pedestrian infrastructure improvement.

Please Refer to Appendix B for full details of submissions received and responses to same.

Internal KCC Reports

Housing Department	No comments or objection received
Transportation	No objection subject to conditions
National Roads Office	No comment or objection received
Environment Department	No objection subject to conditions
Water Services Department	No comments or objection received
Fire Services	No objection
Parks Department	No objection subject to conditions

4. Planning History

On site:

Reg Ref Nos. 06/707 & 12/106: Permission granted to Crylock Developments for the construction of a business park/industrial estate on approximately 22 hectares of land in Newhall. One of the conditions to this planning permission was the construction of a roundabout on the R445 to allow safe access to/from the proposed site. This planning permission was extended under application 12/106 but expired on 1st September 2017 with no development taking place.

07/2367: Permission granted to Crylock Developments for rection of temporary advertising signage structure consisting of steel frame supporting double sided V shaped signs (2 no) each sign circa 7 m wide by 10m high overall structure circa 15m high all to be flood lit with low level lighting etc.

Previous Part Proposal (2012): There was a previous Part 8 proposal at the subject site in 2012/2013. "Proposed Revised Junction Layout at Newhall Crossroads, Newhall, Naas." — Closure of the Central Median. This Part VIII proposed "a scheme to revise the junction layout of the R445 and L-2031 Newhall Crossroads to provide a thoroughfare for domestic, agricultural, industrial and tourist traffic between Naas, Newbridge and outlining areas to involve the closure of the central median at this junction." It was proposed to close the central median at this junction by installing raised kerbs along the existing road lines, creating a grassed banked central median and additional signage. Vehicles approaching the R-445 would be required to turn left only and proceed to join the existing traffic flow safely. All traffic wishing to join the existing R-445 in the opposite direction would be required to proceed to the nearest roundabout at the 'Bundle of Sticks' (approx. 1.65 km) or 'Toughers Roundabout' (approx. 1.25km). This scheme was voted on by the Elected Members on 29th April 2013. The members resolved <u>not to proceed</u> with the proposed development.



Fig 5: Previous Part 8 Proposal (2012)

North of the site:

08/1850: Permission **granted** to Myles Connors for a 327sqm dormer house, detached garage, aquastar wastewater treatment system and all ancillary site works.

05/2601: Permission **granted** to John Connors for retention of existing dormer bungalow, American barn, front boundary wall and 2 no. entrances, side and rear boundary walls as constructed and all associated site works.

02/1702: Permission **granted** to Jean Cushen for subdivision of existing site for the construction of a dormer bungalow with two storey element secondary effluent treatment system and associated site works.

South of the site:

20/1598: Permission **granted** to James Maloney for retention of alterations and modifications to original single storey dwelling to include repair of and partial reconstruction of original dwelling to include new roof and "A" rated blockwork external walls. (b) Full permission for single storey extensions to front and side to include for complete remodelling of existing house and new fenestration to all elevations. (c) Full permission for new site entrance with stone walls and piers. Landscaping and all associated site development works. Revised by Significant Further Information which consists of installation of a wastewater treatment system.

06/2106: Permission **refused** to OKM Trailers Ltd for an extension (382sqm) and alterations to existing workshop building, plant and parts sales purpose, also signage and car parking. Construction of new building (421sqm) for trailer display and plant sales centre, identity signage, car parking etc.

Built and Natural Heritage

Built Heritage	There are no structures listed in the Record of Protected Structures (RPS) of the Kildare County Development Plan 2017-2023 as being located within the defined Cultural Heritage Study Area.
	There are no structures listed in the National Inventory of Architectural Heritage (NIAH) as being located within the defined Cultural Heritage Study Area.
Archaeological Heritage	There is one recorded monument located further north of the subject site as follows: KD019-071- enclosure
Natural Heritage	Refer to Appendix A for Appropriate Assessment Screening.

6. Policy Context

The following national, regional and local policy is of particular relevance to the current proposal:

- The Project Ireland 2040 National Planning Framework
- Building on Recovery Infrastructure and Capital Investment 2016 2021
- Investing In Our Transport Future: A Strategic Framework For Investment in Land Transport; Road Safety Authority Road Safety Strategy 2013 – 2020;
- Transport Strategy for the Greater Dublin Area 2016 2035
- Design Manual for Urban Roads and Streets (2013)
- Urban Design Manual; A Best Practice Guide, (2008)
- Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities, (2009)
- The Planning System and Flood Risk Management Guidelines for Planning Authorities, (2009)

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 is a framework to guide public and private investment, to create and promote opportunities for people, and to protect and enhance our environment. The Framework Plan identifies that the creation of compact development in existing urban centres or "Compact Growth" as the first National Strategic Outcome. The outlined policies and actions which the proposed development supports include;

- Improving accessibility to and between centres of mass and scale and better integration with their surrounding areas,
- Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within an urban context. — through the provision of high-quality pedestrian and cyclist infrastructure as part of the proposed development.

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.

Transport Strategy for the Greater Dublin Area 2016 – 2035

The Strategy outlines a suite of public transport and highway proposals to be implemented through the GDA over the period 2016 to 2035. The Strategy is intended to guide decisions on transport throughout the GDA and will contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people. The NTA Transport Strategy comprises a longer-term analysis of the needs of the transport network within the GDA.

Kildare County Development Plan 2017 – 2023

The Kildare County Development Plan 2017-2023 sets out the overall strategy for the proper planning and sustainable development of the county in accordance with national and regional policy. The following policies/objectives are of particular relevance to the proposed development:

Chapter 6- Movement and Transport

- **MT 1** Promote the sustainable development of the county through the creation of an appropriately phased integrated transport network that services the needs of communities and businesses.
- **MT 5** Prioritise the development of new urban distributor/link/arterial roads to provide access to new communities and employment development to support the economic development of the county.
- **WC 2** Promote the development of safe and convenient walking and cycling routes.
- **WC 4** Ensure that all new roads and cycle routes implement the National Cycle Manual, with a focus on a high level of service for cyclists and encouraging a modal shift from car to cycling.
- **WC 6** Ensure that all roads in existing and new developments are designed in accordance with the principles, approaches and standards contained in the Design Manual for Urban Roads and Streets 2013, the NTA National Cycle Manual and other appropriate standards.
- **RS 1** Ensure that streets and roads within the county are designed to balance the needs of place and movement, to provide a safe traffic calmed street environment in accordance with the principles set out in the Design Manual for Urban Roads and Streets (2013) while meeting the needs of all road users.
- **RS 2** Ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment, through a multi-

disciplinary team approach (e.g. engineers, planners, architects, landscape architects, urban designers).

- **RS 3** Ensure that all new roads and streets within urban areas are designed in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (2013) and other appropriate standards.
- **RS 4** Actively pursue and advance national and local initiatives in relation to road design and safety.
- **RS 5** Ensure that the design and speed limits of street networks and associated junctions in new residential estates facilitate the implementation of:
- (i) Speed limits in accordance with the Guidelines for Setting and Managing Speed Limits in Ireland DTTS (2015);
- (ii) Design Manual for Urban Roads and Streets, DTTS and DECLG (2013).

Regional Roads:

- RR 1 Maintain and improve the capacity, safety and function of the regional road network (as finance becomes available) and to ensure that it is planned for and managed to enable the sustainable economic development of the county and wider area while encouraging a shift towards more sustainable travel and transport in accordance the Core Strategy, the Spatial Planning and National Roads Guidelines (2012) and the Transport Strategy for the Greater Dublin Area 2016-2035.
- **RR 4** Improve and re-align where necessary and as funds allow, the regional roads. **RRO 2** Seek to progress for improvement, subject to funding, the R445 Regional Road from Naas to the county boundary at Killinure via Newbridge, Kildare & Monasterevin.

Chapter 12- Architectural and Archaeological Heritage

- **AH 1**: To have regard to the Record of Monuments and Places (RMP) and the Urban Archaeological Survey when assessing planning applications for development. No development shall be permitted in the vicinity of a recorded feature where it detracts from the setting of the feature or which is injurious to its cultural or educational value.
- **AH 2**: To seek to protect and preserve archaeological sites which have been identified subsequent to the publication of the Record of Monuments and Places (RMP).

Other relevant chapters include Chapter 13- Natural Heritage & Green Infrastructure, Chapter 14- Landscape, Recreation & Amenity, Chapter 15- Urban Design Guidelines and Chapter 17-Development Management Standards.

Draft Naas Local Area Plan 2021-2027

Newhall Crossroads is located approximately 500m west of the western boundary of the Draft Naas Local Area Plan 2021 – 2027.

Part 8 Location

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Fig 6: Location of Part 8 site vis-à-vis Draft Naas LAP

7. Evaluation of Proposed Development

Need for Proposed Scheme

It is stated that the existing junction at Newhall Crossroads is considered unsafe as it is a cross-roads junction on a busy dual carriageway which includes a median gap that allows the following manoeuvres:

- Local road traffic to cross both sides of the dual carriageway to get to the opposing local road;
- Local road traffic to cross the near side of the dual carriageway to turn right on to the far side of the dual carriageway;
- R445 traffic to turn right across the opposing R445 carriageway to get to a local road; R445 traffic to complete U-turns. On both R445 approaches, the pavement widens to provide auxiliary diverge lanes for traffic turning left and right, resulting in four lane approaches to the junction for the R445.

The Design Manual for Roads and Bridges (TII Publications) published by Transport Infrastructure Ireland [TII] is the appropriate design standard for the R445 at this location. This standard does not permit median openings on new or upgraded dual carriageways. Furthermore, TII is currently taking action to remove junctions of this type on national roads. The horizontal alignments of both Carragh Road and Ladytown Road include sharp horizontal curves that restrict approach visibility to Newhall Crossroads.

A short local access road serving six houses and a farmyard runs parallel to the R445 immediately west of Newhall Crossroads. The access road has a left-in / left-out junction with the R445 240m west of Newhall Crossroads and a junction with Carragh Road within 15m of the crossroads. 360m east of Newhall Crossroads, there is a left-

in / left-out junction on the southern side of the R445. This junction serves a short local road known as Lady's Cross Road. It is stated in the documentation included with the Part 8 that the geometry of this junction is not appropriate for a busy dual carriageway. Lady's Cross Road runs in a southwest direction from the R445 to form a priority junction with Ladytown Road at a point where Ladytown Road is on a very sharp horizontal bend (radius approximately 25m). Although there are currently no facilities for pedestrians / cyclists on the R445, the Greater Dublin Area Cycle Network Plan envisages cycle facilities on the entire length of the R445 between Newbridge and Naas. No timeframe has been set for implementation of this plan.

Principle of Development

Given the unsafe conditions currently experienced along this stretch of the R445 and in accordance with policies and objectives of the Kildare County Development Plan 2017-2023 which seek to improve and re-align where necessary and as funds allow, the regional roads, it is considered that the principle of the proposed road improvement works at Newhall is acceptable and is in accordance with the proper planning and sustainable development of the area.

Visual Amenity

Where applicable, visual amenity is relevant in terms of the merits of the existing urban environment, existing hard and soft landscaping, impacts on existing planting, and proposed hard surface finishes and soft landscaping/mitigation planting. It is considered that the existing visual amenity of the area will generally be enhanced by the landscaped green areas. It is noted that the central island of the roundabout is to be landscaped as part of the proposed upgrade works. Some sections of existing grassed roadside verges and a number of trees will be removed to accommodate pedestrian and cycle paths. It is not considered that their removal would have a detrimental visual impact in the area.

Residential Amenity

Relevant considerations include construction activity related impacts on neighbouring residential areas and dwellings in the area i.e. noise, vibration, dust, construction traffic etc. Mitigation measures such as restrictions on the hours of construction, limits on noise levels during construction, best practice dust suppression measures, and appropriate traffic management, can address these issues. These mitigation measures can be included as conditions attached to an approval of the proposal. It is noted in the Submissions Report contained in Appendix B that revisions to the final design of the proposal are warranted to address some concerns raised by nearby residents Detailed design/site layout plan can be agreed prior to construction of development.

Ecological Heritage

An assessment of the impact of the Proposed Scheme on ecology was carried out and a report on this assessment was prepared which provided a description of potential impacts arising from the proposed scheme. The assessment investigated whether any Annex I habitats (EU Habitats Directive), Annex II species (EU Habitats Directive), Annex I Bird Species (EU Birds Directive) or 'stepping stones/Ecological Corridors' (as covered under Annex 10 of the EU Habitats Directive) or locally important habitats are

likely to be impacted as a result of the proposed development. The assessment was completed in in accordance with TII 'Guidelines for Assessment of Ecological Impacts of National Roads Schemes'.

The assessment concluded that no significant negative impacts on habitats or protected species are predicted arising from the proposed development. The assessment found that impacts of the construction stage will be short-term and negligible to minor adverse. Construction of the proposed development will involve losses of hedgerows, verges and improved grassland fields. It is noted that no habitats, designated areas or protected species were found within or immediately surrounding the proposed site of works. The report concludes that the proposed development, alone or in conjunction with other development in the area will not impact negatively on any site of or species of national or international importance. The findings of the Ecological Assessment are noted and accepted.

Cultural Heritage

An assessment of the impact of the Proposed Scheme on cultural heritage was carried out and a report on this assessment was prepared which provided a description of potential impacts arising from the proposed development. The assessment considered it not likely that the proposed development would cause any direct impacts to any identified archaeological monuments.

However, it noted that in general ground reductions associated with a development of this kind, in areas of previous generally undisturbed ground, have the ability to uncover and disturb hitherto unrecorded subsurface features, deposits, structures and finds of archaeological interest and potential. Without the adoption and implementation of a suitable mitigation strategy, any subsurface archaeological features or artefacts that might be located within the site during the construction phase of the development might not be identified and recorded. Given this, and in order that potential subsurface, and hitherto unidentified and unrecorded, features of archaeological heritage interest that might exist within the subject development/construction corridor can be identified at an early stage, particularly in advance of the construction phase of the development, the following preconstruction mitigation measures are suggested:

- A programme of Archaeological Testing should be undertaken within the greenfield/agricultural lands, within the extent of the Construction Corridor, such testing to be under licence from the Department of Housing, Local Government and Heritage.
- Following clearance of the undergrowth along the banks of the stream positioned along the west of the L6064, an Archaeological wade and metal detecting survey should be undertaken, under licence from the Department of Housing, Local Government and Heritage.
- Following completion of the Programme of Pre-Development Archaeological Investigations, a report describing the results of such should be prepared. The report to include an impact statement with respect to any subsurface or watercourse related features of archaeological interest/potential that might have

been discovered/identified and include a mitigation strategy for the archaeological resolution of such features (e.g. mitigation by Excavation, Recording and Publication) in advance of the commencement of construction.

Water Services & Flood Risk

It is noted that the proposed development was the subject of a flood risk assessment in accordance with the Flood Risk Management Guidelines. Indicators for fluvial, pluvial and ground water flood risk were examined. No indicators of flood risk were identified. It is noted that the KCC Water Services Section have no objections, subject to conditions.

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, there is no requirement for an Environmental Impact Assessment to be prepared by the Planning Authority.

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.

The Appropriate Assessment Screening of the Planning Authority is attached in Appendix A of this report.

Public Submissions

It is considered that the responses to the main issues raised in the public submissions have been adequately addressed in Appendix B of this report. It is accepted that some details will need to be agreed at the detailed design stage of the project.

8. Conclusions

Having regard to:

- The provisions of the Kildare County Development Plan 2017 2023,
- Kildare County Council's internal departmental reports and Prescribed Bodies reports,
- Appendix B, Submissions Report and the responses to the items/issues raised,
- The EIAR Screening Report,
- The AA Screening Report,
- The location of the proposed development,
- The nature and extent of the proposed development,
- The recommendations set out below.

It is considered that the proposed development:

 Would be in accordance with the provisions of the Kildare County Development Plan 2017–2023 and would therefore be in accordance with the proper planning and sustainable development of the area.

9. Recommendation

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

Modifications

- 1. The proposed development shall be carried out in accordance with the plans and particulars placed on public display on 13th April 2021 until 12th May 2021 except where amended by the following modifications.
- 2. Prior to the commencement of development, a revised Site Layout Plan and associated cross sections shall be submitted for the written agreement of the Planning Authority. The revised plan shall include a requirement for access to be maintained to all properties. The proposed closure of the junction of Lady's Cross Road and the R445 shall be amended to allow vehicles to exit on to the R445 from Lady's Cross Road.

- 3. A comprehensive Landscaping Plan, prepared by a suitably qualified Landscape Architect shall be submitted to the Planning Authority for its written agreement prior to commencement of development. The Landscape Plan shall include the following:
 - a) High standard landscaping due to the prominent location between the towns of Naas and Newbridge Landscape Design proposals for the centre of the proposed roundabout and medians shall be cognisant of all Transport Infrastructure Ireland (TII) requirements.
 - b) Design proposals for the surface water detention basin area are cognisant of public safety in relation to standing water - include design features and or planting which enhance the biodiversity and amenity of the proposed roundabout centre, verges, medians, and surface water detention basin area as a requirement.
 - c) Detail locations of all proposed underground and over ground services.
 - d) Provide details in relation to the construction of root zones for any trees in the centre of the proposed roundabout.
 - e) Any tree removal shall take place outside of the bird nesting season.
- 4. A suitably qualified archaeologist shall be employed to carry out predevelopment testing at the subject site.
 - a) The archaeologist shall notify the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media in writing at least four weeks prior to the commencement of site preparations. This will allow the archaeologist sufficient time to obtain a licence to carry out the work.
 - b) The archaeologist shall excavate test trenches having consulted the proposed development plans.
 - c) The archaeologist shall submit a written report to the Planning Authority and to the Department outlining findings.
 - d) Where archaeological material is shown to be present, avoidance, preservation in situ, preservation by record (excavation) and/or monitoring may be required.
 - e) No site preparation or construction work shall be carried out until after the archaeologist's report has been submitted and permission to proceed has been received in writing from the Department.
 - f) The developer shall be prepared to be advised by the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media with regard to any necessary mitigating action (e.g. preservation in situ, or excavation) and should facilitate the archaeologist in recording any material found.
 - g) The Planning Authority and the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media shall be furnished with a report describing the above.
- 5. 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.

- 6. A Construction Management Plan shall be submitted prior to the commencement of development, including any temporary access to the construction site and proposed haul routes to the site, this Plan shall be agreed in writing with the Planning Authority.
- 7. The detailed design with dimensions shall comply with the Design Manual for Roads and Bridges (TII Publication) published by the Transportation Infrastructure Ireland (TII), shall include pavement materials which should be robust, durable and have adequate skid resistance to accommodate road users and HGVs, access arrangements where sight visibility should comply with the TII standards, facilities for vulnerable road users (pedestrians and cyclists), traffic impact assessment, drainage and outfall arrangements, public lighting, signage and road markings.
- 8. The turning movements of HGVs accessing the proposed roads project shall be examined using Autotrack analysis.
- 9. Public lighting shall be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping.
- 10. A root management plan shall be carried out to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads.
- 11. A Stage 2 Road Safety Audit shall be carried out by an independent approved and certified Auditor for the proposed road infrastructure works. The RSA recommendations should be incorporated into the detailed design.
- 12. A Stage 3 Road Safety Audit shall be carried out by an independent approved and certified Auditor on the completed works including the public lighting being fully operational for the proposed road infrastructure works. The implementation of the RSA recommendations shall be incorporated into the detailed design.
- 13. A Noise Impact Assessment shall be carried out and submitted to the Planning Authority for its written agreement prior to the commencement of development.

- 14. Best Practicable Means shall be used to prevent/minimise noise and dust emissions during the construction and operational phases of the development, through the provision and proper maintenance, use and operation of all machinery all to the satisfaction of the Planning Authority.
- 15. Prior to the commencement of development, the developer shall submit a formal Project Waste Management Plan for Construction and Demolition to the local authority for agreement. This plan shall, inter alia, include the information recommended in sections 3.2, 3.3 and 3.4 of the document titled "Best practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects" published by the Department of the Environment, Heritage and Local Government (July 2006)".

The plan shall also contain at a minimum:

- (i) the waste types, including their List of Waste (LoW) Classification Codes and corresponding descriptions,
- (ii)volumes of each waste type expected to arise during construction and demolition,
- (iii)how those waste types are intended to be stored prior to their collection and
- (iv)the name of the authorised waste contractors intended to be used for the collection of each waste type, their waste collection permit numbers and the names and permit numbers of authorised waste sites intended to be used in the conjunction with the development.
- 16. Prior to Commencement of development, the developer shall submit a Construction Phase Surface Water Management Plan, for the consent of the Planning Authority. The Plan shall address the management of any surface water run-off from the site, to prevent any polluting matter, suspended solids and silt, being discharged to any receiving water.

The Plan shall, inter alia, include:

- (a) Site Layout Plan identifying any potential surface water and/or groundwater receptors
- (b) the location and design of any proposed mitigation measures
- (c) proposals for a surface water and/or groundwater monitoring programme, as appropriate.
- 17. Prior to the commencement of development, all surface water drainage details shall be agreed with the Planning Authority. Final details regarding the requirements of the Council's Water Services Department shall be agreed with the Planning Authority prior to commencement of the development.

18. The hours of construction activities on the site shall be restricted from Monday to Friday 07.00 - 18.00, Saturday 08.00 - 14.00 or as agreed with the Planning Department. No building activity shall be undertaken on Sundays and Bank Holidays under any circumstances.

Signed:

Dated: 14/07/2021

July 14th 2021

meivered Heart HOOS 15.04.2021.

APPENDIX A

APPROPRIATE ASSESSMENT SCREENING REPORT



APPROPRIATE ASSESSMENT SCREENING REPORT AND CONCLUSION STATEMENT

Planning File Ref	P8202	1.05	
Applicant	Kildar	e County Council	
Development Location	Ladyto	own and Newhall	
Site size	5.53H	a	
Application accompanied by an EIS (Yes/NO)	No		
Distance from Natura 2000 site in km		te is located approximately st SAC-Pollardstown Fen SA	
Road Improvement Wor	KS		
(B) Identification of Nat		sites which may be impact	ed by the proposed
		sites which may be impact	
(B) Identification of Nat		sites which may be impact	Yes/No If answer is yes, identify list name of Natura 2000 site likely to be impacted.

2	Impacts on sites designated for wetland habitats - bogs, fens, marshes and heath. Sites to consider: River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Mouds Bog, Ballynafagh Bog, Red Bog, Ballynafagh Lake	Is the development within a Special Area of Conservation whose qualifying interests include wetland habitats (bog, marsh, fen or heath), or within 1 km of same?	No
3	Impacts on designated terrestrial habitats. Sites to consider: River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh Lake	Is the development within a Special Area of Conservation whose qualifying interests include woodlands, dunes or grasslands, or within 100m of same?	No
4	Impacts on birds in SPAs Sites to consider: Poulaphouca Resevoir	Is the development within a Special Protection Area, or within 5 km of same?	No

Conclusion:

If the answer to all of the above is **No**, significant impacts can be ruled out for habitats and bird species.

No further assessment in relation to habitats or birds is required.

If the answer is **Yes** refer to the relevant sections of **C**.

(G)	SCREENING	CONCLUSION STATEMENT	
Sele	cted relevar	nt category for project assessed by ticking box.	
1		required because the project is directly connected	
	with/ned	cessary to the conservation management of the site	
2	No pote	ntial significant affects/AA is not required	Х
3	Significa	nt effects are certain, likely or uncertain.	
	Seek a N	atura Impact Statement	
	Reject pi	oposal. (Reject if potentially damaging/inappropriate)	
	y why it fall e tables)	s into relevant category above (based on information in	
Havir	ng regard to	the proximity of the nearest SAC and given the nature and	d
		posed development it is not considered there would be	
poter	ntial for sign	ificant effects on the Natura 2000 network.	
Nan	ne:	Elaine Donohoe	
Posi	tion:	A/Senior Executive Planner	
Date	a.,	14/07/2021	

APPENDIX B- SUBMISSIONS REPORT

24



Kildare County Council

Part 8 - Report on Submissions

Part 8 Newhall Junction Improvement Scheme

Planning Reference P82021.05

June 2021

Roads, Transportation and Public Safety Department, Kildare County Council, Level 4, Áras Chill Dara, Devoy Park, Naas, Co. Kildare

Table of Contents: Introduction_____ 3 Pre Part 8 Consultations 5 Part 8 Referrals Prescribed Bodies and 3rd Party 10 Submissions Recommended Scheme Amendments____ 17 Conclusion______18 Appendix A: ORIGINAL GENERAL LAYOUT OF SCHEME AS PROPOSED FOR PART VIII Appendix B: PRE-PART 8: INTERNAL DEPARTMENT CIRCULATION LIST Appendix C: PART 8 REFERRAL: PRESCRIBED BODIES & INTERNAL DEPARTMENT RESPONSES Appendix D: SUMMARY OF SUBMISSIONS AND RESPONSES TO SUBMISSIONS BY **CONSULTING ENGINEERS KILGALLEN & PARTNERS** Appendix E: LIST OF PARTIES THAT MADE THE 24 SUBMISSIONS Appendix F: SUMMARY OF NEWHALL JUNCTION PLANNING HISTORY

INTRODUCTION

The following is a report prepared by the Roads, Transportation and Public Safety Department to detail the consultations and submissions which came about following the Part 8 display period regarding the Newhall Junction Improvement Scheme. Planning Reference P82021.05

Introduction

The Part 8 plans and particulars of the proposed development of Newhall Junction Improvement Scheme were available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy during public opening hours from Tuesday 13th April 2021 until Wednesday 12th May 2021, at the following location:

Kildare County Council,
Roads, Transportation and Public Safety Department,
Level 4, Áras Chill Dara,
Devoy Park, Naas,
Co. Kildare.
W91 X77F

Plans and particulars of the proposed development were also available to view on Kildare County Council's website at

https://consult.kildarecoco.ie/en/consultation/proposed-improvements-newhall-junction-part-8-planning-ref-p8202105

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, were invited to **be made online** at

https://consult.kildarecoco.ie/en/consultation/proposed-improvements-newhall-junction-part-8-planning-ref-p8202105

Or made in writing to:

Senior Executive Officer, Roads, Transportation and Public Safety Department, Kildare County Council, Level 4, Áras Chill Dara, Devoy Park, Naas, Co. Kildare

on or before Wednesday, 26th May 2021.

Seven site notices were erected for inspection for the entire display period from Tuesday 13th April 2021 until Wednesday 12th May 2021. The location of the site

notices is indicated on the Part 8 Drawing **19041-C-DR-101 Site Location** by Kilgallen & Partners and reproduced here

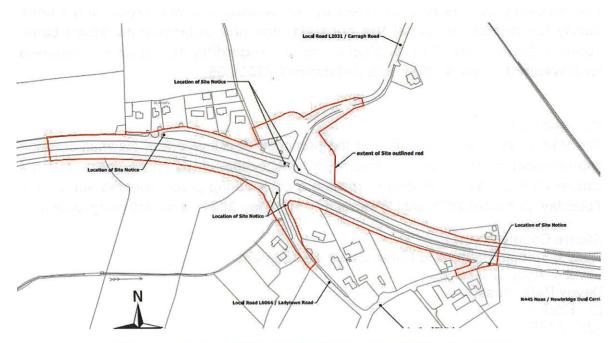


Figure 1 Extract from 19041-C-DR-101 Site Location showing Site Notices

PRE-PART 8 CONSULTATIONS

This proposal was referred to a number of representatives of various Departments of Kildare County Council at the Pre-Part 8 stage of the consultation process. This was done via email on 6th April 2021. Prior to this in November 2020, Water Services & Planning Section including the Heritage Officer were consulted on the draft Part 8 drawings.

The circulation list can be inspected in Appendix B.

		Comments
	KCC Dept	
1	Architects	No comments or Objection received
2	Planning	No comments or Objection received
		Plant trees, use pollinator friendly grass
		seed mix in verges, use native hedgerow
3	Heritage Officer	(6/4/21)
4	Roads & Transportation	No comments or Objection received
	2010 W 124 N 5150 NO CO N	
5	Municipal District Engineer	No comments or Objection received
	Traffic Management	No comments or Objection received
	National Roads Office	No comments or Objection received
	Environment Section	No comments or Objection received
9	Fire Services	No comments or Objection received
	Health & Safety Officer	No comments or Objection received
	Housing	No comments or Objection received
12	Community	No comments or Objection received
	AP 198	100 Maria 100 Ma
13	Parks	No comments or Objection received
		Consult with IW re ULVSS upgrade at
		Newhall.(DH 12/04/21)
	2007	Water Mains to be diverted around
	Water Services	roundabout (DD 13/11/20)
15	IT	No comments or Objection received
		Consider Green procurement, active
		travel, water runoff, porous pavement,
16	Climate Action	native planting (POR 14/05/21)
17	Corporate	No comments or Objection received

Table 1 Pre-Part 8 Consultations

An in-camera meeting was held on MS Teams with the members of the Kildare Newbridge Municipal District on 24th March 2021. Consultants on the scheme, Kilgallen & Partners outlined the scheme and the reasons for the scheme. Feedback from the councillors were on issues including funding sources for the project, traffic management during the construction, construction timeframe, consultation with residents that live in the area, future commercial

development in the area of the scheme, and the previous Part 8 proposal to close the central median.

As part of the Pre-Part 8 Consultation Process letters were issued on 11th February 2021 to the landowners within the scheme extents which Kildare County Council may need to acquire lands from to deliver this scheme. Follow up meetings were held with Triona Casey Assistant Engineer Kildare County Council and each of the 5 landowners identified or their representatives during the following 2 weeks.

PART 8 REFERRALS

The Part 8 consultation period for Newhall Junction Improvement Scheme commenced on Tuesday 13th April 2021. The following prescribed bodies and interested parties were circulated with the plans and particulars of the proposed development, including the internal Kildare County Council departments and Elected Members. Copies of the responses are available in **Appendix C** and the submission number is listed below.

Name.	Comments/Submission No.
Prescribed Bodies	
An Comhairle Ealaíon (The Arts Council)	No comments or Objection received
An Taisce	No comments or Objection received
Department of Culture, Heritage, and the	
Gaeltacht (also sent by email) (Wexford	
& Kildare Street, Dublin)	Reference Submission No 18.
Department of Housing, Planning,	
Community and Local Government	No comments or Objection received
	·
Department of Communications, Climate	
Action & Environment	Reference Submission No 16.
Inland Fisheries Ireland	Reference Submission No 7.
Health & Safety Authority	No comments or Objection received
Heritage Council	No comments or Objection received
Irish Water	No comments or Objection received
National Transport Authority	Reference Submission No 17.
Transport Infrastructure Ireland	Reference Submission No 23.
Failte Ireland	No comments or Objection received
Road Safety Authority	Reference Submission No 8.
Health Services Executive	No comments or Objection received
Department of Transport	No comments or Objection received
The Superintendent, An Garda Siochana,	
Naas Garda Station	No comments or Objection received
Eastern & Midland Regional Assembly	
(by email only)	No comments or Objection received
Gais Networks Ireland	No comments or Objection received
Ervia (Bord Gais)	No comments or Objection received
Eir Group HQ	No comments or Objection received
Environmental Protection Agency	No comments or Objection received
Bus Eireann	No comments or Objection received
	. 4
Industrial Development Authority	No comments or Objection received

Department of Jobs, Enterprise & Innovation	No comments or Objection received
Irish Wildlife Trust	No comments or Objection received
Internal KCC Departments	
Planning Department	No comments or Objection received
Housing Department	No comments or Objection received
Roads, Transportation, Public Safety & Development Control	Reference Submission No 19.
National Roads Office	No comments or Objection received
Climate Action	No comments or Objection received
Environment Department	Reference Submission No 5.
Water Services Department	No comments or Objection received
Fire Services	Reference Submission No 4.
Health & Safety	No comments or Objection received
Economic, Community and Cultural Development	Reference Submission No 13.
IT Department	No comments or Objection received
Elected Members & TD's	
Sean O'Fearghail TD	No comments or Objection received
Martin Heydon TD	No comments or Objection received
Cathal Berry TD	No comments or Objection received
Patricia Ryan TD	No comments or Objection received
Senator Fiona O'Loughlin	No comments or Objection received
Councillor Anne Connolly	No comments or Objection received
Councillor Noel Connolly	No comments or Objection received
Councillor Suzanne Doyle	No comments or Objection received
Councillor Kevin Duffy	No comments or Objection received
Councillor Noel Heavey	No comments or Objection received
Councillor Fiona Mc Loughlin Healy	No comments or Objection received
Councillor Peggy O Dwyer	No comments or Objection received
Councillor Tracey O' Dwyer	No comments or Objection received
Councillor Chris Pender	Reference Submission No 24.
Councillor Robert Power	No comments or Objection received
Councillor Mark Stafford	No comments or Objection received
Councillor Anne Breen	No comments or Objection received
Councillor Fintan Brett	No comments or Objection received
Councillor Bill Clear	Reference Submission No 2.
Councillor Carmel Kelly	No comments or Objection received
Councillor Colm Kenny	No comments or Objection received
Councillor Seamie Moore	No comments or Objection received
Councillor Evie Sammon	No comments or Objection received

Table 2 Prescribed Bodies & Interested Parties Submissions

Prior to the advertisement of the Part 8, letters were issued to residents directly affected by the scheme and these were hand delivered on 8th April 2021. Follow up meetings were held on site on 28th April 2021 during the consultation period, in which

Jonathan Hennessy A/Senior Executive Engineer and Triona Casey Assistant Engineer, Kildare County Council met the residents in small individual groups to explain the scheme including the inclusion in the proposed scheme of changes or closures to rights of way directly onto the main R445 Dual Carriageway.

Part 8 Newhall Junction Improvement Scheme-P82021.05

PRESCRIBED BODIES & 3RD PARTY SUBMISSIONS

The following Table provides a list of prescribed bodies and third parties that sent in Submissions/Observations, between 13th April 2021 until 26th May 2021 and details of each submission made (this list is also included in Appendix E).

The total number of submissions received was 24.

p.	Comments	Response received from Niall O Riordan with the following comments: Kildare Fire Service welcomes the scheme and has no further comments
Deaglán de Paor Councillor Bill Clear OKM Trailers (Mfg) Ltd	Name	Fire Services
Submission Number 1 2 Co	bmission lumber	4

Comments	Response received from Colm Flynn with the following comments: - Noise assessment to be carried out by Transportation Department - take measures to prevent surface water pollution, prevent noise and dust emissions - developer to provide a Project Waste Management Plan & Construction Phase Surface Water Management Plan.	Welcomes the scheme particularly cycling link. KCC should include cycling infrastructure at Toughers Roundabout & M7 interchange - the 2 roundabouts west and east of the scheme.	Response received with the following comments: - Site is near to The Ladytown stream and salmonid waters constraints will apply - implement on-site construction practices to avoid sediment runoff - surface water management measures must be implemented - developer to provide Construction Management Plan (CMP) - all discharges must be in compliance with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010.	Response received with no comments on the scheme	Objects against making the accommodation road north of scheme a cul-de-sac because he needs both ways open for trucks and machinery
Name	Environment Department	Brendan Kenny	Inland Fisheries Ireland	Road Safety Authority	John Connors
Submission Number	ιΩ	Ø	7	∞	တ

Part 8 Newhall Junction Improvement Scheme – P82021.05

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Submission Number	Name	Comments
10	Michelle Hayes	Supports the scheme in principle. Family part of Caragh parish, attend schools in Caragh and Naas. School buses use both Ladys Cross Roads and L6064. Issue with vehicles exiting at speed from R445 onto Ladys Cross Roads, road is in poor condition. Issue with vehicles stopping on R445 outside their property and pulling in. Seeks advance notice of any construction works, night works and diversions including for school buses. Seeks details around closure of access to R445, measures to prevent illegal parking and turning access for larger vehicles, signage. Will KCC continue to maintain Ladys Cross Roads? Seeks lighting at junction at OKM trailers for school buses. Welcomes cycle infrastructure but would like it extended to allow access to Naas and Caragh. New junction 10 has cut off access for cyclists or pedestrians here.
,	Susan Dunne	Sees need for the scheme, traffic has increased on L2031 since new junction 10 on M7 opened. Concerns around noise levels and seeks boundary wall at front of property to screen it from the scheme. Suggests option of closing the junction altogether.
12	Paul Duignan	Objects to scheme as proposed due to following issues: Concerns around closing the access from local road to R445, turning point in front of his house and devaluing of property. Current access from service road to R445 is safer than accessing via Caragh road as proposed. No history of accidents here. Proposed turning head may lead to unwanted lights shining into his property or damage to driveway. Waste truck or oil delivery trucks may refuse to deliver if access closed. Service road is poorly maintained, will KCC maintain it? Water leak (reported to Irish Water) ongoing in front of Council yard. Water meters incorrectly installed.

Part 8 Newhall Junction Improvement Scheme- P82021.05

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Submission Number	Name	Comments
8 B	National Transport Author	National Transport Authority Response received with the following comments - welcome the development to improve the safety and functioning of the junction - route is an important inter-urban route as identified on Greater Dublin Area (GDA) Cycle Network Plan - welcome the cycle and pedestrian facilities Recommendations in relation to the design of the scheme; -The cycle track should be located between the footpath and the verge; - Crossing points should be set back 10-15m from the roundabout in accordance with TII Rural Cycle Scheme Design Standard
18	Department of Culture, Heritage, and the Gaeltacht comments (also sent by email) - engage th (Wexford & Kildare Street, Dublin) - archaeolc - archaeolc - archaeolc - where arc preservatic - No site pireport has Departmen	Response received from the Development Applications Unit (DAU) with the following comments: - engage the services of a suitably qualified archaeologist to carry out pre-development testing carchaeologist to notify the Department in writing at least four weeks prior to the commencement of site preparations - archaeologist shall excavate test trenches having consulted the proposed development plans carchaeologist shall submit a written report to the Planning Authority and to the Department where archaeological material is shown to be present, avoidance, preservation in situ, preservation by record (excavation) and/or monitoring may be required - No site preparation or construction work shall be carried out until after the archaeologist's report has been submitted and permission to proceed has been received in writing from the Department

Part 8 Newhall Junction Improvement Scheme - P82021.05

Submission Number	Name	Comments
91	Roads, Transportation, Public Safety & Development Control	Response received from George Willoughby stating no objection to the proposed scheme subject to the following comments: -a Consulting Engineer should be employed for the scheme - a Construction Management Plan should be submitted before the works commence - detailed design with dimensions should comply with the DMRB - Autotrack analysis of HGV turning movements is recommended - Public Lighting according to KCC Public Lighting Policy - a Stage 2 & Stage 3 Road Safety Audit will be required - A root management plan is advised
20	Crylock Developments Ltd	No objection in principle. Uploaded document details observations for improvement of the Proposed Scheme, relating to drainage, cycling, pedestrian and road network infrastructure.
21	Vantage Towers	No objection to the scheme but has following requirements in relation to the existing mast; requires new mast to be operational before existing mast switched out requests installation of 24m tower compound size of 7mX7m needed with power available adequate line of sight at entrance to new compound
22	Catherine Morrin	Concerns raised around longer journey time to Naas, access at Ladys Cross Roads for larger vehicles and illegal parking at this location if access is closed to R445.
23	Transport Infrastructure Ireland	Response received, no further comments
24	Councillor Bill Clear	Response of behalf of Clir Pender and Clir Bill Clear with following comments: - welcome the scheme - should be viewed in the context of the Naas to Newbridge cycle connection on GDA cycle network plan - the North and South junctions of this roundabout should have a raised table uncontrolled crossing at these points - the approach to the roundabout from the east west direction should have rumble strips to slow down the traffic

The Roads, Transportation & Public Safety Department and the Design Consultants Kilgallen & Partners have examined the submissions made by the contributors listed above. The most frequently raised points are as follows:

- 1. Removal of the right of way and direct access onto the R445 to the north west of the scheme.
- 2. Removal of the right of way and direct access onto the R445 to the south east of the scheme.
- 3. Cycling and pedestrian infrastructure improvements.

Appendix D provides an outline of the points raised by each party, and the responses to same from the Design Consultants Kilgallen & Partners.

Appendix F provides a background to the planning history of the scheme, which is relevant to some of the submissions.

RECOMMENDED SCHEME AMENDMENTS

- 1. Proposed closure of the junction of Lady's Cross Road and the R445 has been amended to allow vehicles to exit on the R445.
- 2. Access between the R445 and the local road to the north west of the scheme has been retained.
- 3. Access from the private house north west of the scheme directly onto the R445 has been retained.
- 4. Scheme has been amended to show the cycle track located outside the footway adjacent to the road as per NTA requirements.

CONCLUSION

The Roads, Transportation & Public Safety Department considers that the proposed Newhall Junction Improvement Scheme will have a significant positive impact on the R445 and the surrounds by improving accessibility and providing for safe access and exit from the R445 for all road users.

Daragh Conlan BA, BAI, CEng, MIEI

Chartered Engineer,

Senior Executive Engineer,

Roads, Transportation & Public Safety Department.

Original General Layout of Scheme as Proposed for **APPENDIX A** Part VIII

Figure 2 General Layout R445 Newhall Junction Improvement Scheme

APPENDIX B

PRE-PART 8: INTERNAL DEPARTMENT CIRCULATION LIST



PROPOSED SCHEME - Newhall Junction Improvement Scheme

Planning Reference: P82021-05

Kildare County Council

Planning Department

David Creighton - Senior Architect

Elaine Donohue - Executive Planner

Bridget Loughlin - Heritage Officer

Roads, Transportation and Public Health, Department

Mr John McGowan, - SE Operations

Brenda Cuddy, SEE - Kildare Newbridge Municipal District Roads Engineer

Liam Mc Neela EE - Kildare Newbridge Municipal District Roads Engineer

George Willoughby, SEE

Stephen Cummins - SEE

John O Neill - SEE

Jonathan Walsh, ET - Traffic Management

National Road Design Office

Aidan Farrell - SEE

Environment Department

Michael Holligan - SE

Colm Flynn - A/SE

Ken Kavanagh - SEO

Fire Services

Niall O Riordan, A/Chief Fire Officer

Health & Safety

Michael Hurley, Health and Safety Officer

<u>Housing</u>

Evelyn Wright, SEO

Community and Cultural Services

Liam Dunne -SEO

Simon Wallace - Senior Exec Parks Superintendent

Water Services

Ibrahim Fathalla SEE - Water Services

IT Dept

John Tracey – I.S Project Leader

Climate Action

Alan Dunney - SEE

Corporate Affairs

Christine O Grady - SEO

APPENDIX C

PART 8 REFERRAL: PRESCRIBED BODIES & INTERNAL DEPARTMENT RESPONSES

KCC-C31-3

Cllr Bill Clear

Newhall Roundabout

No

Title: Cycling and Walking facilities

Theme: Proposed improvements

I would like to make a submission on behalf of Naas Cycling campaign.

- 1. At the Junctions there should be a raised table crossing for pedestrians and walkers particularly on the East west directions.
- 2. Can this be looked at with the view that there will be a Naas to Newbridge Cycle track that may be constructed in the future. This is an important link between two key towns for employment.

Kathleen Finnegan

From:

Niall O'Riordan

Sent:

Friday 16 April 2021 08:00

To: Cc: Pamela Pender Kathleen Finnegan

Subject:

Proposed Improvements at Newhall Junction R445 Planning Reference P82021.05

Pamela,

Further to previous notification of the above scheme, I wish to advise that Kildare Fire Service welcomes the proposed changes at Newhall Junction, but has no comment to make on the overall scheme.

Niall

Niall O'Riordan | A/Chief Fire Officer

Kildare Fire Service, Central Fire Station, Newbridge, Co. Kildare, W12 PW70.

Seirbhís Dáiteáin Chontae Chill Dara

T: 045 454800 | T: 045 454812 (direct) | F: 045 432530

Email: noriordan@kildarecoco.ie | Web: www.Kildare.ie | Twitter: @kildarecoco

A Working Smoke Alarm Could Save Your Life





Reference Number:

Part 3 - Proposed Improvements Newhall Junction Nats R445

Environment Section

Part 8 Report

Note: Note assessment to be carried out by Transportation Department

Following review of the consultation documents the Environment Section has no objections to the development subject to the following comments:

- Only clean, uncontaminated surface water shall discharge to the surface water system. 1.
 - Reason: In the interest of public health, to avoid pollution, and to ensure proper development.
- All surface water from the proposed development shall pass through adequately sized and areal petrol/oil intercepton(s) before being discharged to the surface water system. 2.
 - Reason: In the interest of public health, to avoid pollution, and to ensure proper development.
- Applicant shall use "Best Practicable Means" to prevent minimise noise and dust emissions during the construction and operational phases of the development, through the provision and proper maintenance, use and operation of all machinery all to the satisfaction of the Planning Authority.
 - Reason: In the interest of public health, and the use of bast practice guidelines in order to avoid misance.
- All waster produced shall be collected and disposed of in accordance with the Waste Management Acts, 1996 2016 and Regulations made there under. Packaging waste shall be segregated in accordance with the Weste Management (Packaging) Regulations 2023, as amended. Areas shall be identified for the storage, treatment and collection of segregated wastes. No burning of water on site is permitted. Only waste contractors in procession of a valid waste collection permit from the National Waste Collection Permit Office may collect waste from the development. 6.
 - Reason: In the interest of public health and the me of best practice guidelines in order to avoid pollution.
- Prior to the commentement of development, the developer shall submit a formal Project Wasta Management Plan for Construction and Demolition to the local authority for agreement. This plan shall, inter alla, include the information recommended in sections 3.2, 3.3 and 3.4 of the document titled "Best practice Guidelines on the Preparation of Wasta Management Plans for Construction and Demolition Projects" published by the Department of the Environment, Heistage and Local Government (July 2006)".

The plan shall also contain at a minimum:

and pain and not volume at a minimum:

(i) the waste types, including their List of Waste (LoW) Classification Codes and corresponding descriptions,

(ii) thou make of each waste type expected to arise during construction and demolition,

(iii) the waste types are intended to be stored prior to their collection and

(iii) the name of the authorised waste contractors intended to be used for the collection of each waste type, their waste collection permit numbers and the names and permit numbers of authorised waste sites intended to be used in the conjunction with the development.

Respont in the interest of best practice entirities for the pracessment and reduction of constantion and demolition waste in order to expell pollution.

Prior to Commencement of development, the developer shall submit a Construction Phase Surface Water Management Plan, for the consent of the Planning Authority.

The Plan shall address the management of any surface water run-off from the site, to prevent any polluting matter, suspended solids and silt, being discharged to any receiving water.

The Plan shall, inter alia, include:

- Site Layort Plan identifying any potential surface water and/or groundwater receptors
 the location and design of any proposed mitigation measures
 proposels for a surface water and/or groundwater monitoring programme, as appropriate.

Reason: In the interest of public health and the use of best practice guidelines in order to avoid pollution.

g Danosan Date_ _14/4/21_

Page 1 of 1

Chu A- A/SE



21/04/2021

P82021.05: Proposed Improvements at Newhall Junction R445

We have reviewed the application and associated documentation and make the following observations;

- The development is nearby the The Ladytown stream which is a tributary of the Liffey in Naas has populations of adult Salmon (Salmo salar). Surface waters from the proposed development area potentially drain directly to salmonid channels in this area. Thus, it is vital to note that salmonid waters constraints will apply to any development in this area and should not be impacted negatively as a result of proposed development.
- Ground preparation and associated construction works have significant potential to
 cause the release of sediments and pollutants into surrounding watercourses. Pollution of
 the adjacent freshwaters from poor on-site construction practices could have a
 significantly negative impact on the fauna and flora of this sensitive and important
 freshwater system.
- Comprehensive surface water management measures must be implemented at the
 construction and operational stage to prevent any pollution. Petrol/oil interception (and
 possibly hydrobrake controls) should be in place on primary surface water discharges to
 protect receiving freshwaters in terms of water quality (and possibly quantity if flooding is
 an issue). Precautions must be taken to ensure there is no entry of solids, during the
 connection of pipe-work, or at any stage to the existing surface water system.
- All works will be completed in line with a Construction Management Plan (CMP) which
 ensures that good construction practices are adopted throughout the construction period
 and contains mitigation measures to deal with potential adverse impacts identified in
 advance of the scheme. The CMP should provide a mechanism for ensuring compliance
 with environmental legislation and statutory consents.



All discharges must be in compliance with the European Communities (Surface Water)
 Regulations 2009 and the European Communities (Groundwater)
 Regulations 2010.

I trust you will take our observations on board.

Kind regards,

Roisin O' Callaghan

Fisheries Environmental Officer Inland Fisheries Ireland - Dublin Iascach Intire Eireann Inland Fisheries Ireland

Telephone: +353 (0) 1 8842651

EMail: roisin.ocallaghan@fisheriesireland.ie

FAO: Pamela Pender

Dear Pamela

Thank you for sending through information in relation to the following:

Proposed Improvements at Newhall Junction R445 - Part 8

As the Road Safety Authority has no statutory remit in relation to Engineering, I am afraid that we are not in a position to give submissions.

Kind regards, Jackie



Jackie Durkan McManus Road Safety Education Section

Road Safety Authority, Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo, F26 V6E4. Tel. (096) 25013, Lo Call 1890 40 60 40 www.rsa.ie

INTERNAL MEMORANDUM

TO:

Strategic Projects & Public Realm

FROM:

Carmel O' Grady, Executive Parks Superintendent

SUBJECT: Part 8 Report -

Ref. No. P8 2021.05 - Proposed Improvements at Newhall Junction

R445, Naas, Co. Kildare.

DATE:

13th May 2021

CC:

The proposals are satisfactory in principle for the junction improvements. No objection.

However, the following items are required in relation to the roundabout centre, verges, medians, and surface water detention basin area:

1.0 Landscape Design

1.1 The retention of the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant throughout the life of the construction works.

A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the Parks Section and in accordance with any permitted landscape proposals.

- 1.2 It is a requirement of the Parks Section that a comprehensive Landscape Design Rational & Landscape Proposal prepared by a suitable and qualified Landscape Architect (or qualified Landscape Designer) is provided as follows:
 - A <u>scaled Landscape Masterplan</u> with cross- sections (where appropriate) showing the general layout and hard and soft landscape treatment of all

- areas/spaces, boundaries, structures, and features. This shall be generally provided at a maximum scale of 1/200.
- <u>Details of Hard Landscape Design</u> (where applicable) for boundaries, lighting, kerbing, edging, surfacing.
- <u>Details of Soft Landscape Design</u>: detailed Planting Plan(s) and Planting Schedule(s) [species/varieties, quantities, sizes, rootball presentation, spacings]. Proposed planting should have a wide variety of species/varieties, using both native planting and non-native planting. The overall objective of planting in areas is that they are easily manageable, visually appealing, enhances biodiversity and pollinator friendly.
- A <u>clearly outlined Landscape Plan</u> which demonstrates that the proposed location of underground/over ground services will not implinge on proposed trees.

1.3 It is a requirement of the Parks Section that landscape design proposals for the centre of the proposed roundabout are of a high standard due to its prominent location between the towns of Naas and Newbridge. The landscape design proposals should also consider and compliment the landscape design of the existing roundabout at the entrance to Toughers Industrial Estate and Ladytown Business Park.

Reason:

This is to enhance the amenity value of the R445 roadway and minimise future maintenance costs to the local authority.

1.4 It is requirement of the Parks Section that the landscape design proposals for the centre of the proposed roundabout and medians are cognisant of all

Transport Infrastructure Ireland (TII) requirements e.g. TII Road Safety Audit, Stage 2, and Stage 3.

Reason:

This is to ensure safety, enhance the amenity value of the R445 roadway and minimise future maintenance costs to the local authority.

1.5 It is requirement of the Parks Section that the landscape design proposals for the surface water detention basin area are cognisant of public safety in relation to standing water.

Reason:

This is to ensure safety, enhance the amenity value of the R445 roadway and minimise future maintenance costs to the local authority.

1.6 It is requirement of the Parks Section that the landscape design proposals detail locations of all proposed underground and over ground services and ensure that their location will not compromise proposed planting, features, or trees.

Reason:

This is to ensure that there is no future conflict between any proposed underground and over ground services and proposed planting, features, or trees.

1.7 The landscape design proposals should contain details in relation to the construction of root zones for any trees in the centre of the proposed roundabout. Where appropriate, construction details should be submitted of the root zone for trees proposed in the centre of the proposed roundabout that utilise such systems as 'root barriers' which allow the proposed trees to grow to their potential and avoid future conflict between roots, roads, surfaces and underground utility services. Details of the root zone shall be in accordance with best practice.

Reason:

This is to ensure sustainability of trees and minimise future maintenance costs to the local authority.

1.8 The landscape design proposals should include design features and or planting which enhance the biodiversity and amenity of the proposed roundabout centre, verges, medians, and surface water detention basin area as a requirement. Proposed planting should include plant species that are pollinator friendly. Details of which can be found on Biodiversity Irelands, All Ireland Pollinator website.

Reason:

This is to provide enhanced amenity and biodiversity value to the R445 roadway.

Carmel O' Grady, Executive Parks Superintendent.

Endorsed by:

pp CARNEL & GRADY

Simon Wallace, Senior Executive Parks Superintendent.



An Roinn Comhshaoil, Aeráide agus Cumarsáide Department of the Environment, Climate and Communications



Kildare County Council Áras Chill Dara Devoy Park Naas County Kildare

17 May 2021

Re: Proposed improvements at Newhall Junction R445, Co. Kildare

Your Ref: P82021.05 Our Ref: 21/125

Dear Sir/Madam,

Geological Survey Ireland is the national earth science agency and is a division of the Department of the Environment, Climate and Communications. We provide independent geological information and advice and gather various data for that purpose. Please see our <u>website</u> for data availability. We recommend using these various data sets, when conducting the EIAR, SEA, planning and scoping processes. Use of our data or maps should be attributed correctly to 'Geological Survey Ireland'.

With reference to your letter dated 08 April 2021, concerning the proposed improvements at Newhall Junction R445, Co. Kildare, Geological Survey Ireland would encourage use of and reference to our datasets. This data can add to the content and robustness of the SEA process. With this in mind please find attached a list of our publicly available datasets that may be useful to the environmental assessment and planning process. We recommend that you review this list and refer to any datasets you consider relevant to your assessment. The remainder of this letter and following sections provide more detail on some of these datasets.

Geoheritage

Geological Survey Ireland is in partnership with the National Parks and Wildlife Service (NPWS, Department of Housing, Local Government and Heritage), to identify and select important geological and geomorphological sites throughout the country for designation as geological NHAs (Natural Heritage Areas). This is addressed by the Geoheritage Programme of Geological Survey Ireland, under 16 different geological themes, in which the minimum number of scientifically significant sites that best represent the theme are rigorously selected by a panel of theme experts.

County Geological Sites (CGSs), as adopted under the National Heritage Plan, include additional sites that may also be of national importance, but which were not selected as the very best examples for NHA designation. All geological heritage sites identified by Geological Survey Ireland are categorised as CGS pending any further NHA designation by NPWS. CGSs are now routinely included in County Development Plans and in the GIS of planning departments, to ensure the recognition and appropriate protection of geological heritage within the planning system. CGSs can be viewed online under the Geological Heritage tab on the online Map Viewer. The audit for Co. Kildare was carried out in 2005. The full report details can be found at The Geological Heritage of Kildare. Our records show that there are no CGSs in the vicinity of the proposed road improvements.

Groundwate

Geological Survey Ireland's <u>Groundwater and Geothermal Unit</u>, provides advice, data and maps relating to groundwater distribution, quality and use, which is especially relevant for safe and secure drinking water supplies and healthy ecosystems.

We would recommend using the groundwater maps on our <u>Map viewer</u> which should include: wells; drinking water source protection areas; the national map suite - aquifer, groundwater vulnerability, groundwater recharge and subsoil permeability maps. For areas underlain by limestone, please refer to the karst specific data layers (karst features, tracer test database; turlough water levels (<u>gwlevel.ie</u>). Background information is also provided in the Groundwater Body Descriptions. Please read all disclaimers carefully when using Geological Survey Ireland data.

Geological Survey Ireland, Beggars Bush, Haddington Road, Dublin D04 K7X4, Ireland.

Suirbhéireacht Gheolaíochta Éireann, Tor an Bhacaigh, Bóthar Haddington, Baile Átha Claith D04 K7X4, Éire,

T +353 (0)1 678 2000 LoCall / LóGhlao 1890 44 99 00 www.gsl.le Fdilitear roimh comhfhreogras i nGaeilge



An Roinn Comhshaoil, Aeráide agus Cumarsáide Department of the Environment, Climate and Communications



Other Comments

Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. Should any significant bedrock cuttings be created, we would ask that they will be designed to remain visible as rock exposure rather than covered with soil and vegetated, in accordance with safety guidelines and engineering constraints. In areas where natural exposures are few, or deeply weathered, this measure would permit on going improvement of geological knowledge of the subsurface and could be included as additional sites of the geoheritage dataset, if appropriate. Alternatively, we ask that a digital photographic record of significant new excavations could be provided. Potential visits from Geological Survey Ireland to personally document exposures could also be arranged.

The data would be added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to Beatriz Mozo, Geological Mapping Unit, at Beatriz Mozo@gsl.ie, 01-678 2795.

I hope that these comments are of assistance, and if we can be of any further help, please do not hesitate to contact me Clare Glanville, or my colleague Trish Smullen at GSIPlanning@gsi.ie.

Yours sincerely,

Clare Glanville Senior Geologist

Geological Survey Ireland

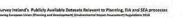
Enc: Table - Geological Survey Ireland's Publicly Available Datasets Relevant to Planning, EIA and SEA processes.

Geological Survey Ireland, Beggars Bush, Haddington Road, Dublin D04 K7X4, Ireland.

Suirbhéireachs Gheolaíochta Éireann, Tor an Bhacaigh, Bóthar Haddington, Baile Átha Claith D04 K7X4, Éire.

T +353 (0)1 678 2000 Locall / LóGhlao 1890 44 99 00 wnww.gsl.le Fáithtear roimh comhfhreagras i nGoeilge







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Kildare County Council, Roads,Transportation & Public Safety, Aras chill Dara, Devoy Park, Naas, Co. Kildare.

25/05/2021

Pamela Pender
A/ Senior Executive Officer,
Roads, Transportation & Public Safety Department,
Kildare County Council,
Aras Chill Dara.

Re: R445 Newhall Junction Improvement Scheme Planning Reference P82021.05

The Roads Planning Section of the Kildare County Council Roads, Transportation & Public Safety Department has examined the Part 8 documents and drawings.

The scheme is proposing the construction of a new roundabout on the R445 at the existing Newhall Junction between Naas and Newbridge. The site is located approximately 700m west of the newly constructed Newhall Junction on the M7. The R445 is a dual carriageway (formerly N7) and there is currently a median crossing of the L6064 local road which runs south of the R445 at Ladytown and the L2031 local road which runs north of the R445 to Floods Cross.

The existing junction is considered to be unsafe and a traffic hazard to road users as it is a cross roads junction on a heavily trafficked dual carriageway which includes a median.

We note that the Design Manual for Roads and Bridges (TII Publication) published by the Transportation Infrastructure Ireland (TII) is the appropriate design standard for the R445 at this location. This standard does not permit median openings on new or upgraded dual carriageways. We also understand that TII is currently taking action to remove junctions of this type on national roads.

In 2013 Kildare County Council carried out a Part 8 process In 2013 Kildare County Council carried out a Part 8 process for the development at the existing Newhall Junction comprising closure of the median and changing of the Caragh Road and

Ladytown Road junctions to Left In/ Left Out only. The members of Kildare County Council voted not to proceed with this development.

Five options were examined for the proposed R445 Newhall Junction Improvement Scheme where Option 3 is the preferred option and the proposed works are summarised below:

- Replacement of the existing junction with a 70m diameter roundabout approximately
- centred at the location of the existing junction;
- Realignment of the approach roads as required to facilitate the connection of these roads to the proposed roundabout in accordance with the Design Standard;
- The provision of a cycleway and footway on both sides of the R445 with appropriate crossings of the local road approaches to the proposed roundabout;
- Extinguishment of public rights of way between the R445 and Lady's Cross Road,
- between the R445 and a Local Access Road serving a number of private residences immediately northwest of the existing junctionand between the Local Access Road and Caragh Road;
- Extinguishment of private rights of way;
- Acquisition of lands from agricultural and residential properties;
- · Relocation of a telecommunications tower.

The surface water drainage system for the Proposed Scheme is designed in accordance with the principles of SUDS described in the Greater Dublin Strategic Drainage Study. In particular, the surface water drainage system will include measures to ensure the Proposed Scheme does not impact on water quality and the flow / flood regimes in receiving streams. Surface water run-off will discharge to an open drain that flows across the R445 from south to north through the Site; the drain is culverted as it crosses the R445. Surface water run-off will be restricted to a rate equivalent to the existing run-off from the Site. A detention basin will be constructed to temporarily store attenuated surface water run-off.

Public lighting will be provided at the junction and approaches thereto.

Grassed areas will be planted with pollinator-friendly grass seed mix in keeping with Objective 1.1.2 of the Newbridge Biodiversity Action Plan 2021 -2025.

The Proposed Scheme will require the removal of trees on Carragh Road and Ladytown Road. A landscape plan will be prepared at detailed design stage and this will include planting of trees in off-line grassed areas to mitigate the loss of existing trees.

The Roads Planning Section of the Kildare County Council Roads, Transportation & Public Safety Department wish to confirm that we have **no objection** to the proposed development as outlined in the R445 Newhall Junction Improvement Scheme Planning Reference P82021.05 subject to the following conditions and comments:

- 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.
- 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 Naas MDO Section before works commence on site.
- 3. The detailed design with dimensions should comply with the Design Manual for Roads and Bridges (TII Publication) published by the Transportation Infrastructure Ireland (TII), should include pavement materials which should be robust, durable and have adequate skid resistance to accommodate road users and HGVs, access arrangements where sight visibility should comply with the TII standards, facilities for vulnerable road users (pedestrians and cyclists), traffic impact assessment, drainage and outfall arrangements, public lighting, signage and road markings.
- The turning movements of HGVs accessing the proposed roads project should be examined using Autotrack analysis.
- Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping.
- A root management plan should be carried out to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads.
- A Stage 2 Road Safety Audit should be carried out by an independent approved and certified Auditor for the proposed road infrastructure works. The RSA recommendations should be incorporated into the detailed design.

8. 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 road infrastructure works . The implementation of the RSA recommendations should be incorporated into the detailed design.

If any further information is required please contact the undersigned.

George Willbughby Senior Executive Engineer,

Roads, Transportation & Public Safety, Kildare County Council.

George Willoughby BA/BAI CEng MIEI **Chartered Engineer** Senior Executive Engineer **Kildare County Council** Roads, Transportation & Public Safety Department

APPENDIX D

SUMMARY OF SUBMISSIONS AND RESPONSES BY CONSULTING ENGINEERS KILGALLEN & PARTNERS

APPENDIX E

LIST OF PARTIES THAT MADE THE 24 SUBMISSIONS

Submission	Author
1	Deaglán de Paor
2	Cllr Bill Clear
3	OKM Trailers (Mfg) Ltd
4	Kildare Fire Service
5	colm Flynn
6	Brendan Kenny
7	Roisin O'Callaghan
8	Road Safety Authority
9	John Connors
10	Michelle Hayes
11	Susan Dunne
12	Paul Duignan
13	Kildare County Council Parks Department
14	Eileen Powell
15	Pauline Cushen
16	Department of the Environment, Climate & Communciations
17	National Transport Authority
18	DTCAGSM
19	George Willoughby
20	Crylock Developments Ltd.
21	Vantage Towers
22	Catherine Morrin
23	TIL
24	Cllr Chris Pender & Cllr Bill Clear

APPENDIX F

SUMMARY OF PLANNING HISTORY

Crylock Developments Planning Ref 06/707 & 12/106

Planning permission was granted in 2006 for the construction of a business park/ industrial estate on approx 22 hectares of land in Newhall. One of the conditions to this planning permission was the construction of a roundabout on the R445 to allow safe access to/from the proposed site. The life of this planning permission was extended under application 12/106 but it expired on 1st September 2017 with no development taking place.

Previous Part VIII Planning Permission Proposal (2012) "Proposed Revised Junction Layout at Newhall Crossroads, Newhall, Naas." – Closure of the Central Median.

This Part VIII proposed "a scheme to revise the junction layout of the R445 and L-2031 Newhall Crossroads which is part of the regional road that provides a thoroughfare for domestic, agricultural, industrial and tourist traffic between Naas, Newbridge and outlining areas. This will involve the closure of the central median at this junction."

The purpose of the scheme was to improve safety for traffic at this junction and was best demonstrated by examining the existing roads and junction features which included heavy volumes of traffic, unsafe junction layout and a history of a high volume of traffic accidents.

It was proposed to close the central median at this junction by installing raised kerbs along the existing road lines, creating a grassed banked central median and additional signage. Vehicles approaching the R-445 would be required to turn left only and proceed to join the existing traffic flow safely. All traffic wishing to join the existing R-445 in the opposite direction would be required to proceed to the nearest roundabout at the 'Bundle of Sticks' (approx. 1.65 km) or 'Toughers Roundabout' (approx. 1.25km).

The drawing for the proposed layout of this scheme is included below.

This scheme was voted on by the Elected Members on 29th April 2013. The members resolved not to proceed with the proposed development (Revised Junction Layout at Newhall Crossroads, Newhall, Naas).

Part 8 Newhall Junction Improvement Scheme- P82021.05

Figure 3 Part VIII 2012 Proposed New Junction Layout at Newhall Crossroads



Kildare County Council

R445 Newhall Junction Improvement Scheme

PART 8 PROCESS — RESPONSE TO SUBMISSIONS RECEIVED DURING PUBLIC CONSULTATION PERIOD



REVISION HISTORY

Client	Kildare County Council
Scheme	R445 Newhall Junction Improvement Scheme
Title	Part 8 process – Response to submissions received during public consultation period

Date	Details of issue	Issue No.	Origin	Checked	Approved
11/06/21	Initial issue	01	PB:	MK	MK
15/06/21	Minor amendments	02	PB.	MK	MK

TABLE OF CONTENTS

Introduction		5
Structural Issues		7
Response to Submission No. 2	Clir Bill Clear	8
Response to Submission No. 3	OKM Trailers (Mfg) Ltd	9
Response to Submission No. 4	Kildare Fire Service	10
Response to Submission No. 5	Environment Section, KIldare County COuncil	11
Response to Submission No. 6	Brendan Kenny	12
Response to Submission No. 7	INland Fisheries Ireland	13
Response to Submission No. 8	Road Safety Authority	14
Response to Submission No. 9	John Connors	15
Response to Submission No. 10	Michelle Hayes	16
Response to Submission No. 11	Susan Dunne	17
Response to Submission No. 12	-	18
	t	
Response to Submission No. 13	Kildare County Council Parks Department	19
Response to Submission No. 14	Eileen Powell	20
Response to Submission No. 15	Pauline Cushen	21
Response to Submission No. 16	Department of the Environment, Climate & Communciations	22
Response to Submission No. 17	National Transport Authority	23
Response to Submission No. 18	DTCAGSM	24
Response to Submission No. 19	Road Planning Section, KILDARE COUNTY COUNCIL	25

R445 Newhall Junction Improvement Scheme

Response to Submission No. 20	Crylock Developments Ltd.	26
Drainage		26
Cycle Facilities		26
Realignment of Caragh Road		26
Response to Submission No. 21	Vantage Towers	27
Response to Submission No. 22	Catherine Morrin	28
Response to Submission No. 23	ТП	29
Response to Submission No. 24	Clirs. Chris Pender & Bill Clear	30

Appendices

Revised Site Layout Drawing (Drg No 19041-C-DR-102)

INTRODUCTION

Kildare County Council intends to carry out development comprising improvement works to a cross-roads junction known as Newhall Crossroads and located on the R445 Regional Road between Naas and Newbridge ['the proposed development'].

In accordance with Part XI, Section 179 of the Planning and Development Act 2000 as amended, and Part VIII, Article 80 & 81 of the Planning and Development Regulations 2001 as amended, Kildare County Council gave notice of its intention to carry out the proposed development and made available for public inspection Plans and Particulars of the Scheme and invited submissions from the public.

A total of twenty four written submissions / observations were received and these are listed in Table 1.

This report presents the Designer's responses to the submission received.

R445 Newhall Junction Improvement Scheme

Ref No	Author
1	Deaglán de Paor
2	Clir Bill Clear
3	OKM Trailers (Mfg) Ltd
4	Kildare Fire Service
5	Colm Flynn
6	Brendan Kenny
7	Roisin O'Callaghan
8	Road Safety Authority
9	John Connors
10	Michelle Hayes
11	Susan Dunne
12	Paul Duignan
13	Kildare County Council Parks Department
14	Eileen Powell
15	Pauline Cushen
16	Department of the Environment, Climate & Communciations
17	National Transport Authority
18	DTCAGSM
19	George Willoughby
20	Crylock Developments Ltd.
21	Vantage Towers
-22	Catherine Morrin
23	TII
24	Cllrs. Chris Pender & Bill Clear

Table 1 List of Submissions / Observartions

Part 8 process - Response to submissions received during public consultation period

RESPONSE TO SUBMISSION NO. 1

DEAGLÁN DE PAOR

Landscaping Issues

A comprehensive landscaping plan will be prepared at the detailed design stage of the proposed development. The details of this plan are not yet finalised however it is expected this plan will rely heavily on native species.

Similarly landscaping proposals for the central roundabout have not yet been finalised however these proposals must be cognisant of the safety issues that surround maintenance works in the central island of a busy roundabout.

Structural Issues

It is presumed that any art installations will be in accordance with Kildare County Council's policies in this regard. Since they will be located at a busy, high-speed location, all proposals must be subject to risk assessment and must not present a hazard to road users.

Extending the cycleway and footway as suggested is beyond the scope of the proposed development.

RESPONSE TO SUBMISSION NO. 2 CLLR BILL CLEAR

Raised table crossings are typically only used in urban areas with speed limits of 60 km/h or less. They are not appropriate at the proposed roundabout,

RESPONSE TO SUBMISSION NO. 3 OKM TRAILERS (MFG) LTD

The contractor appointed to construct the proposed development will be required to design, implement and maintain a comprehensive traffic management plan throughout the construction period. This plan will include a requirement for access to be maintained to all properties.

Lady's Cross Road will continue to be maintained by Kildare County Council. Note that the proposed closure of the junction of Lady's Cross Road and the R445 has been amended to allow vehicles to exit on to the R445 from Lady's Cross Road; refer to the response to Submissions 10 and 22.

RESPONSE TO SUBMISSION NO. 4 KILDARE FIRE SERVICE No response required.

RESPONSE TO SUBMISSION NO. 5 ENVIRONMENT SECTION, KILDARE COUNTY COUNCIL

The stated requirements will be incorporated into the detailed design and construction stages of the proposed development. No action is required at this stage.

RESPONSE TO SUBMISSION NO. 6 BRENDAN KENNY

Extending the cycleway and footway as suggested is beyond the scope of the proposed development.

RESPONSE TO SUBMISSION NO. 7 INLAND FISHERIES IRELAND

The stated requirements will be incorporated into the detailed design and construction stages of the proposed development. No action is required at this stage.

Kildare (County	Council
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R445 Newhall Junction Improvement Scheme

RESPONSE TO SUBMISSION NO. 8 ROAD SAFETY AUTHORITY

No response required.

RESPONSE TO SUBMISSION NO. 9 JOHN CONNORS

The proposed development has been amended to retain the access between the R445 and the road serving Mr. Connor's property. Details of this amendment are shown on Drg No 19041-C-DR-102 included in Appendix A.

RESPONSE TO SUBMISSION NO. 10 MICHELLE HAYES

The contractor appointed to construct the proposed development will be required to design, implement and maintain a comprehensive traffic management plan throughout the construction period. This plan will include a requirement for access to be maintained to all properties and for details of the traffic management plan, including detours that may be required, to be given to local residents before the plan is implemented.

The proposed closure of the junction of Lady's Cross Road and the R445 has been amended to allow vehicles to exit left on to the R445 from Lady's Cross Road. This removes the need for a vehicular turning area at the northern end of Lady's Cross Road.

A standard roadside fence will be erected across that part of the access being closed off and Lady's Cross Road will continue to be maintained by Kildare County Council.

Signage indicating local access only to Lady's Cross Road can be erected on the Ladytown Road.

The elimination of the turning movement from the R445 to Lady's Cross Road will only be finalised towards the end of the construction stage.

Extending the cycleway as suggested is beyond the scope of the proposed development.

Traffic route lighting will be installed at the proposed roundabout and on the approaches thereto. Lighting at the Ladytown Road / Lady's Cross Road will be installed if deemed to be safe and practicable at detailed design stage.

RESPONSE TO SUBMISSION NO. 11 SUSAN DUNNE

The design of the proposed development seeks to minimise impact on surrounding properties. Where this is unavoidable, the details of new boundary treatments, including noise mitigation measures where appropriate, will be agreed as part of an overall accommodation works package with each affected property owner.

RESPONSE TO SUBMISSION NO. 12 PAUL DUIGNAN

Safety / Proposed turning point

The proposed development has been amended to retain the access between the R445 and the road serving Mr. Duignan's property. This also removes the need for the turning area referred to in the submission. Details of this amendment are shown on Drg No 19041-C-DR-102 included in Appendix A.

Private Road

The proposed development does not propose to change the status of the road servicing Mr. Duignan's property. However Kildare County Council will consider the taking-in-charge of the road subject to agreement and as a separate process.

Water Leak / Water Meter

Repairs to Irish Water infrastructure are outside the scope of the proposed development. It is assumed that localised faults such as those described will be corrected by Irish Water before construction begins.

R445 Newhall Junction Improvement Scheme

RESPONSE TO SUBMISSION NO. 13 KILDARE COU	UNTY COUNCIL PARKS DEPARTMEN	NT
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The stated requirements will be incorporated into the detailed design and construction stages of the proposed development. No action is required at this stage.

RESPONSE TO SUBMISSION NO. 14 EILEEN POWELL

The proposed development has been amended to retain the access between the R445 and the road serving Ms. Powell's property. Details of this amendment are shown on Drg No 19041-C-DR-102 included in Appendix A.

RESPONSE TO SUBMISSION NO. 15 PAULINE CUSHEN

The proposed development has been amended to retain the access between the R445 and the road serving Ms. Cushen's property. Details of this amendment are shown on Drg No 19041-C-DR-102 included in Appendix A.

RESPONSE TO SUBMISSION NO. 16 DEPARTMENT OF THE ENVIRONMENT, CLIMATE & COMMUNCIATIONS

Information from the GSI portal has already been used in the design process. The ground investigation data can be made available as requested.

RESPONSE TO SUBMISSION NO. 17 NATIONAL TRANSPORT AUTHORITY

The proposed development has been revised to show the cycle track outside the footway.

The crossing points are a minimum of 10m from the inscribed circle diameter of the proposed roundabout.

RESPONSE TO SUBMISSION NO. 18 DTCAGSM

The stated requirements will be incorporated into the detailed design and construction stages of the proposed development. No action is required at this stage.

RESPONSE TO SUBMISSION NO. 19 ROAD PLANNING SECTION, KILDARE COUNTY COUNCIL

The stated requirements will be incorporated into the detailed design and construction stages of the proposed development. No action is required at this stage.

RESPONSE TO SUBMISSION NO. 20 CRYLOCK DEVELOPMENTS LTD.

Drainage

Locating the detention basin in the central island of the proposed roundabout was considered at preliminary design stage but not pursued for a number of reasons:

- the floor of the basin would be approximately 2.5m below the finished road level of the circulating carriageway. A basin of this depth in the central island was considered a hazard;
- the basin will require occasional maintenance and access for this purpose will be easier and safer for the basin located as proposed rather than in the central island;
- there are services in the existing R445 which would require diversion to allow for construction of a basin in the central island;
- excavation of a basin at the location proposed for the central island would be considerably more disruptive at the construction stage.

Using a detention basin to provide the required attenuation storage is considered preferable to geocellular storage because of the maintenance issues that arise with geocellular storage.

The verges adjoining the proposed roundabout and the R445 approaches thereto will be occupied by cycle tracks and footways, thus reducing the scope for the effective use of swales. However the proposed development includes a subbase of permeable material which will maximise infiltration of surface water runoff to the ground, particularly first-flush run-off, thus providing the same treatment role as would swales.

The option of retaining the open drain on the Ladytown Road insofar as practicable will be considered at detailed design stage.

Cycle Facilities

Increasing the width of the cycle track from 2.0m to 2.5m will be considered at detailed design stage.

The design of the transitions at the start / end of the cycle facilities will be finalised at detailed design stage.

The removal / reduction in entry and exit flares and the installation of Toucan crossings as suggested are measures typically only carried out in urban areas with speed limits of 60 km/h or less. These measures are not appropriate given the location of the rural location proposed roundabout.

Realignment of Caragh Road

Realignment of the Caragh Road is desirable, as is, for example, extension of cyclist and pedestrian facilities into Naas and Newbridge. However it is not required to achieve the objectives of the proposed development and would result in significant additional cost.

RESPONSE TO SUBMISSION NO. 21 VANTAGE TOWERS

The existing tower is understood to be 15m high. The subject development proposes replacement of the existing tower, i.e. on a like-for-like basis, rather than replacement with a significantly a higher tower.

A 7m x 7m compound together with an appropriate access thereto can be provided at the location indicated.

The proposed development will include the provision of power and other services at the replacement location.

RESPONSE TO SUBMISSION NO. 22 CATHERINE MORRIN

The proposed closure of the junction of Lady's Cross Road and the R445 has been amended to allow vehicles to exit left on to the R445 from Lady's Cross Road. This removes the need for a vehicular turning area at the northern end of Lady's Cross Road and allows traffic to Naas to follow the same route as it currently does, although via a much safer junction.

The proposed development will be amended to include measures to deter illegal parking on the verge of Lady's Cross Road.

R445 Newhall Junction Improvement Scheme

RESPONSE TO SUBMISSION NO. 23 TII

No response required.

RESPONSE TO SUBMISSION NO. 24 CLLRS. CHRIS PENDER & BILL CLEAR

Raised table crossings are typically only used in urban areas with speed limits of 60 km/h or less. They are not appropriate at the proposed roundabout.

Rumble strips on the R445 approaches are not considered appropriate given the significant noise they generate and the cluster of houses that surround the junction. Yellow Bar Markings have been shown to be effective in reducing collisions associated with speed adaptation, i.e. where drivers have been travelling at sustained high speed for long periods, and may be installed on the approaches only if the following criteria are met:

- the carriageway on which they are to be laid is a one-way approach to a roundabout (i.e. a dual carriageway or an exit slip road);
- there is at least 3km of dual carriageway in advance of the site, with no major intersections or curves with a horizontal radius less than the desirable minimum for a 100km/h design speed;
- the road is subject to a speed limit of 100km/h or 120km/h; and
- the collision record for the roundabout includes at least three collisions involving personal injury during the preceding three years, in which speed on the relevant road was a contributory factor.

Appendix A
Revised Site Layout Drawing (Drg No 19041-C-DR-102)

Issue 02

Appendices

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