

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:	The construction of 65 no. dwelling units consisting of: <ul style="list-style-type: none">- 26 houses, 28 apartments and 11 duplex apartment units.- Demolition of the existing single storey house at 352 Old Greenfield, Maynooth.- Associated site development works including landscaping, drainage, new paths and hard landscaping, public lighting, new boundary walls, ancillary site services and site development works above and below ground.
Site address	352 Old Greenfield and Fitzgerald Close, Maynooth, Co. Kildare, W23 T3Y1
Development proposed by:	Housing Department (Architectural Services-Housing Capital Delivery)
Display period:	Advertised in the Liffey Champion on the 19 th November 2022. Part 8 site notices were fixed at the site on 21 st November 2022.

	Public display period from 21 st November 2022 until 18 th December 2022 both dates inclusive) Submissions/observations due by 4pm on 10 th January 2023
Submissions/observations	Kildare County Council received 11 public submissions, 5 reports were received from internal departments within KCC and 2 reports/comments from Prescribed Bodies
Part 8 Reference Number	P8 2022-10

1. Site Location & Context

The proposed site is located at 352 Old Greenfields, Maynooth and Fitzgerald Close, Maynooth, Co. Kildare. The site is c.650m south of Main Street, Maynooth, and 300m south of the Maynooth train station. The site area is 1.9 hectares (approx.) and is zoned B: Existing Residential and Infill. The site is located on an undeveloped green field site containing existing house to the north west along Old Greenfield Road. The site is surrounded by existing housing on the north, west and south boundaries and the Straffan Road to the east with the proposed entrance off the Straffan Road. The Royal Canal proposed Natural Heritage Area (pNHA) is located c.300m north of the site

Fig. 1 Site Location – shaded in orange

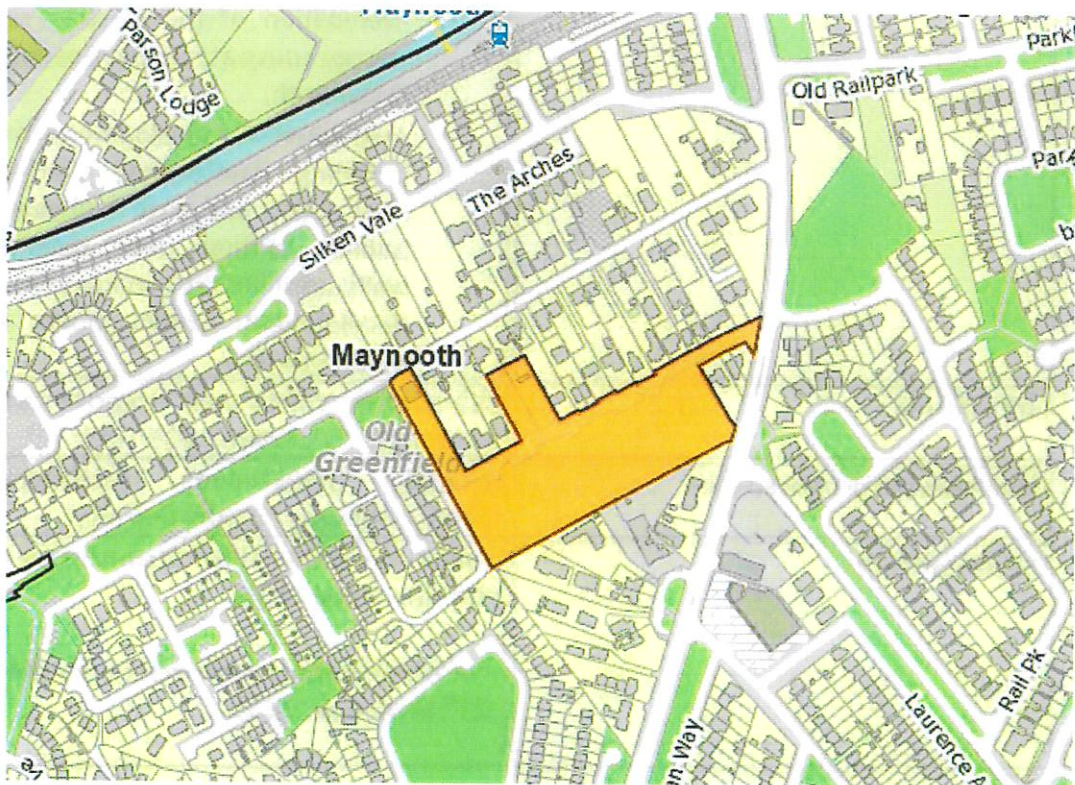


Fig 2 Site Location (outlined in red)



Sources for Figs 1-2 Google Maps and GIS)

2. Description of the proposed development

The proposed development comprises the construction of 65 no. social dwellings consisting of:

- 26 houses, 28 apartments and 11 duplex apartment units comprising:
 - o 1 no. one-bedroom single storey house.
 - o 7 no. two-bedroom two storey houses
 - o 16 no. three-bedroom two storey houses
 - o 1 no. four-bedroom single storey house
 - o 1 no. four-bedroom two storey house.
 - o 22 no. one-bedroom apartments.
 - o 6 no. two-bedroom apartments.
 - o 11 no. two-bedroom duplex apartment units.
- Demolition of the existing single-storey house at 352 Old Greenfield, Maynooth.
- Associated site development works including landscaping, drainage, new paths and hard landscaping, public lighting, new boundary walls, ancillary site services and site development works above and below ground.

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*
- Newspaper Notice

- Site Notice
- Privacy Statement
- Circulation List
- EIA Screening and EIA Determination
- AA Screening and AA Determination
- Asbestos Report
- Architectural Design Statement
- Architectural Drawings
- C+S Eng. Drawings
- C+S Part 8 Planning Report
- C+S Ground Investigation Report
- M+E Eng. Drawings
- M+E Outdoor Lighting Report

4. Referrals and Consultations

The referrals and consultation process are summarised and outlined in the 'Submissions Report' prepared by the Housing Department.

The following submissions have been received.

Internal KCC Departments/Sections

Fire services: No objections subject to conditions

Water Services Department: No objections, modifications recommended

Roads, Transport & Public Safety Department: No objections subject to modifications

Environment Section: No objections subject to conditions;

Prescribed Bodies:

EHO: No objections, modifications recommended.

Transport Infrastructure Ireland: No observations

Elected Representatives Submissions/Observations

None

Public submissions

- Brenda Normile

- Michael O'Keeffe
- Fr. Patrick Monahan
- Joseph O'Farrell
- Andrew Nolan
- Tadhg Nolan
- Finbarr Feeney
- Martina Thompson
- Val Kealy
- Alan Thomas
- Teresa Carolan

The response to each of the items raised in the third party submissions is contained in the report in Appendix 2.

5. Policy Context

Kildare County Development Plan 2023 – 2029

Chapter 2 – Core Strategy And Settlement Strategy

Chapter 3 – Housing

Chapter 5 – Sustainable Mobility and Transport

Chapter 13 – Landscape, Recreation & Amenity

Section 14 – Urban Design, Placemaking and Regeneration

Chapter 15 – Development Management Standards

Maynooth Local Area Plan 2013-2019

HP 3: To encourage appropriate densities for new housing development in different locations in the town while recognising the need to protect existing residential communities

HP 5: To require applications for residential developments over 20 units, to demonstrate the provision of an appropriate mix of dwelling types having regard to the following:

- The nature of the existing housing stock and existing social mix in the area •
The desirability of providing for mixed communities
- The provision of a range of housing types and tenures
- The need to provide a choice of housing, suitable for all age groups and persons at different stages of the life cycle
- The need to cater for special needs groups

HP 2 To ensure that the density and design of development respects the character of the existing and historic town in terms of structure, pattern, scale design and materials with adequate provision of open space.

Relevant Government Policy

- Project Ireland 2040 – National Planning Framework (NPF)

- Regional Spatial and Economic Strategy 2019-2031 (RSES) for the Eastern and Midland Regional Area
- Urban Development and Building Heights-Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018, Department of Housing, Local Government and Heritage
- Flood Management Guidelines, 'The Planning System and Flood Risk Management, Guidelines for Planning Authorities November 2009'
- Quality Housing for Sustainable Communities, 2007 Department of the Environment, Heritage and Local Government
- Sustainable Residential Development In Urban Areas - Guidelines for Planning Authorities, Department of Environment, Heritage and Local Government (December 2008).
- Urban Design Manual; A Best Practice Guide, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2008)
- Design Manual for Urban Roads and Streets Department of the Environment, Community and Local Government and Department of Transport, Tourism and Sport (2018)
- The Planning System and Flood Risk Management - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government & OPW, (2009)

Built / Natural Heritage

Built Heritage	None on site
Archaeological Heritage	None identified on or near site
Natural Heritage	C1.75km from the River Rye Water/ Carton SAC The Royal Canal proposed Natural Heritage Area (pNHA) is located 300m north of the site
Landscape Character	Northern Lowlands: Areas with the capacity to generally accommodate a wide range of uses

	without significant adverse effects on the appearance or character of the area.
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6. Assessment

Zoning and Compliance with Council Policy

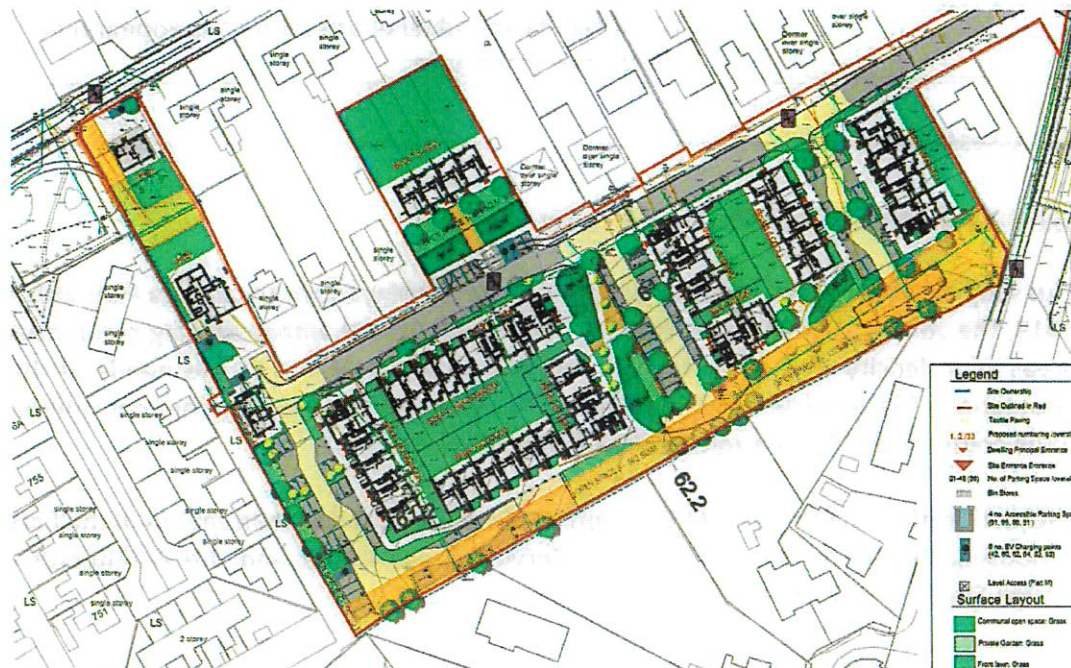
The subject site is zoned 'Existing Residential' in the Maynooth Local Area Plan 2013-2019, the zoning objective provides for infill development within existing residential areas at a density that is considered suitable to the area and to the needs of the population. The provision of residential units on these lands is therefore considered to be compatible with the zoning objective for the site.

The justification and benefit of the proposed development has been set out in the Part 8 Housing Report by the Architectural Services Department and the Architectural Design Statement by Van Dijk Architects.

Design, Layout & Visual Impact

The site has a stated area of 1.9 ha. The overall layout has been strongly influenced by the existing infrastructure on the site including the existing access road that services the dwellings along the northwest of the site and the underground services along the southeast. The stated density of the development is 33 units per hectare. And it is considered that this is appropriate and consistent with the guidance of 30-50/ha as per the County Development Plan, having regard to the inner suburban nature of the site and its proximity to lower density two and three storey detached and semi-detached dwellings.

In terms of layout, there are two perimeter blocks in the centre of the site containing most of the dwellings. The remainder of the dwellings back on to the site boundaries. One dwelling faces directly onto Old Greenfield Road. Due to challenges in attaining adequate passive surveillance due to the dimensions available, there are no through vehicular or pedestrian routes proposed.



Site Layout Plan

The main public open space is located along the southwestern boundary.

The heights of the proposed units (single storey, 2 and 3 storeys) are considered acceptable. 3 storeys mainly make up the perimeter blocks within the site, while – with one exception at the eastern corner of the site – the buildings adjoining the site boundaries are two and single storey. It is considered that the proposed development would not significantly impact the visual or residential amenities of the surrounding areas. In terms of finishes and materials exact specifications should be confirmed by modification, dwellings feature brick to the frontage for robustness, with render generally to side and rear walls that are not external facing.

A minimum of 20% of proposed units are design to UD standards and are suitable for older persons and people with a disability. Units are designed to be adaptable.

Public, Private Open Space, landscaping, Boundary Treatment and Bin Storage

All private open space complies with the standards set out in the Kildare County Development Plan 2023-2029..

The proposed development should ensure the provision of secure bin storage for each unit to accommodate 3 bin types.

Access and Traffic Management

Access to the site is from the R406 Straffan Road. The Road Design section report indicates that the junction layout at the Straffan Road should be further examined taking into account the existing access to the Rail Park Estate which is located opposite the new access and where there is a right turning lane in operation.

Improvement should be made to sight lines at the junction with the Regional Road to allow safer egress; The examination should include proposals to modify the existing boundary wall.

There is a shortfall in the provision of car parking on the site - 116.5 car parking spaces are required while to 95 car parking spaces are provided. It is considered that in view of the location of the transport links in the vicinity of the site and its proximity to the town centre of Maynooth that this is acceptable.

Junction tables have been identified as being required in order to slow traffic along the access road. This should be agreed at modification stage.

Water and Wastewater

The Water Services Department has provided a report recommending a number of modifications. The proposed drainage and SuDS strategy shall be reviewed and revised where feasible prior to commencement of the development. The flood risk management plan for the proposed development should be in accordance with the Planning System Flood Risk Management Guidelines document and address the items set out in the Water Services report.

Appropriate Assessment

An Appropriate Assessment Screening was completed in compliance with the requirements of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC. The Appropriate Assessment Screening report concluded that there is no requirement for an Appropriate Assessment.

Conclusion

Having regard to:

- The provisions of the Kildare County Development Plan 2023– 2029 and the Maynooth Local Area Plan 2013-2019
- Kildare County Council internal departmental reports
- Prescribed Bodies reports
- The AA Screening report
- The EIA 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 proposal 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.


Recommendation

It is recommended to the Mayor and Members of the Clane Maynooth 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 21st November 2022, except where altered or amended by the following modifications.
2. (i) Utility boxes for mid terraced units shall be designed such that they are screened from public view.
(ii) All dwelling units shall be provided with the minimum storage requirements set out in the Quality Housing for Sustainable Communities, 2007 Department of the Environment, Heritage and Local Government and all apartment units shall be provided with the minimum storage requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018, Department of Housing, Local Government and Heritage.
3. The proposed development shall not impair existing land or road drainage.
4. The public open space areas and pedestrian link to the existing development to the south shall be constructed prior to the occupation of the dwellings.
5. Finishes shall be in accordance with the drawings submitted and details of finishes including brick, tile, doors, rainwater goods and window frames shall be agreed in writing with the planning office prior to their installation.
6. The naming of the scheme shall reflect the local cultural/natural heritage of the area.
7. Final details regarding the requirements of the Council's Environment Department and Kildare County Fire Service, as identified in their submissions and responded to by the Housing Department in its report on submissions, (included as Appendix 2 of this Report), shall be agreed prior to commencement of development.
8. The modifications as detailed in the Water Services Department report and responded to by the Housing Department in its report on submissions, (included as Appendix 2 of this Report), shall be agreed prior to commencement of development.
9. Final details regarding the details of design, traffic management implementation, roads, footpaths, ramps etc, public lighting, car and cycle parking, the junction detail with the R406 Straffan Road, etc as raised by the Transportation Department in their Reports and responded to by the Housing Department in its report on submissions and included as Appendix 2 of this Report shall be agreed prior to commencement of development.

10. Final details regarding landscaping, tree pit details, proposed outdoor furniture, playing surfaces, play areas and boundary treatments etc shall be agreed with the Parks Section and Planning where relevant prior to commencement of development.
11. A Construction Management Plan should be submitted before the works commence.
12. In the interests of residential amenity 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.



Eoghan Lynch

Acting Senior Planner

Date: 16th March 2023



Chief Executive 20/3/2023

APPENDIX 1
APPROPRIATE ASSESSMENT and ENVIRONMENTAL IMPACT ASSESSMENT
SCREENING REPORT

COMHAIRLE CONTAE CHILL DARA

KILDARE COUNTY COUNCIL

Record of Executive Business and Chief Executive's Orders

Planning and Development Act 2000 (as amended) – Part XAB
Planning and Development Regulations 2001 (as amended) – Part 8

Residential Development at Greenfields, Maynooth

Appropriate Assessment (AA) Screening Determination

Pursuant to the requirements of the above, Kildare County Council is proposing to construct a residential development on a site of c. 1.9 ha at Old Greenfields, Straffan Road, Maynooth, Co. Kildare.

Scheme design is for:

- Proposed 65 residential units with all associated site works including planting and landscaping, SUDs, roads, footpaths, and other services;

Site and surroundings comprise of the following:

- This is currently an undeveloped site, occupies c.1.9 hectares with service connections available.
- Site is bounded by the Straffan Road (R 406) and existing housing to all boundaries. The proposed entrance is off Straffan Road.

A detailed description of the proposed development has been provided in 'Section 1, Site Information' the 'Architectural Design Statement for Part VIII' by Van Dijk Architects, and, 'Characteristics of Project' Section of the 'EiAR Screening Report' prepared G. Tobin B.Sc. Ma. Environmental Consultant and with drawings provided with the Part 8 application.

Having regard to Article 6(3) of the Habitats Directive and Part XAB of the Planning and Development Act 2000 (as amended), the guidance contained in the document entitled "Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities" (published by the Department of Environment, Heritage and Local Government in 2009) and following an examination of the objective information provided in view of 'Section 1, Site Information, Appropriate Assessment Screening – view of the Moore Group Archaeological and Environmental Services' as part of 'Architectural Design Statement for Part VIII' by Van Dijk Architects and 'EiAR Screening Report', Maynooth, Co. Kildare " prepared by prepared G. Tobin BSC. MA Environmental Consultant, Kildare County Council, as the Competent Authority, determines that the proposed Residential Development at Greenfields, off Straffan Road, Maynooth, individually or in combination with other plans and projects, does not have the potential to give rise to likely significant effects on European sites, their conservation objectives or integrity, and therefore does not require an Appropriate Assessment.

Key points in the determination

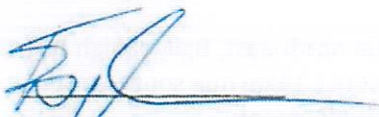
- Rye Water Valley/Carton SAC, Site Code 001398 c.2km due north-east, Ballynafagh Bog SAC, Site Code 00391, Ballynafagh Lake SAC Site Code 001387 both c.14km due south-west – occur within the likely zone of impact (15km) of the proposed development;
- No direct hydrological links;
- With respect to above, Royal Canal NHA c.300m due north and uphill/upgradient of the application site. Royal Canal NHA linked to Rye Water Valley/Carton SAC.
- No potential for impacts or cumulative impacts on this European site when considered in conjunction with other projects;
- Rye Water Valley/Carton SAC designated to protect a range of riparian and aquatic biodiversity;

- Ballynafagh Bog SAC designated affording to it being an active raised bog, depressions of peat substrates of the Rhynchosporion (Vegetation, grasses, mosses and sedges) and its ability to provide natural regeneration.
- Ballynafagh Lake SAC designated to protect fauna comprising of but not limited to the whorl snail and the marsh fritillary (butterfly family Nymphalidae)
- The proposed site and Rye Water Valley/Cartron SAC both located within the Dublin Groundwater Body;
- Surrounds of proposed site mostly comprise buildings, artificial surfaces and rear garden areas from surrounding houses/residential development (lawns & yard areas);
- There are no rivers, streams or drainage ditches directly linking the Site with either the Rye Water Valley/Cartron SAC, Ballynafagh Bog SAC and Ballynafagh Lake SAC.
- A pathway via surface water can be effectively ruled out;
- Groundwater could theoretically provide a pathway due to the permeability of underlying soils and bedrock, but any pollutants generated at the Site would be filtered by at least 300m of intervening soils prior to reaching the Royal Canal (minimal flow) for which by the time it reaches the Rye Water Valley/Cartron SAC, Site Code 001398 would reduce their concentrations to negligible levels. Therefore, groundwater is not considered to be a feasible pathway;
- The local ground water flow regime is not likely to be affected by the development also;
- Pathways via land or air can also be ruled out due to distance or not;
- There is little likelihood of significant effects on the environment and local flora and fauna arising from the proposed development;
- There is no evidence of badger setts or bat roosts present or evident on the site and no disturbance is anticipated;
- The development has been assessed for potential indirect impacts, in particular on water quality, during construction and operational phases and it has been concluded that foul water and surface water during the operation of the development would not cause any significant impacts on water quality in any of the aforementioned Natura 2000 sites;
- There are no/insignificant cumulative impacts to other Natura 2000 or other European Sites.

It is therefore considered that a Stage 2 Appropriate Assessment will not be required to inform the project appraisal either alone or in combination with other plans or projects, with respect to any Natura 2000 sites and their Conservation Objectives.

Niall Sheehan

Niall Sheehan
Executive Planner
21st September 2022


Eoghan Lynch

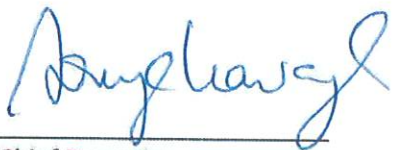
Acting Senior Planner

Date: 21st September 2022

*E. Lynch, POS
21/09/22*

ORDER: That Kildare County Council as the Competent Authority, having considered 'Section 1, Site Information, Appropriate Assessment Screening – view of the Moore Group Archaeological and Environmental Services' as part of 'Architectural Design Statement for Part VIII' prepared by Van Dijk Architects, and, the 'EIAR Screening Report', prepared by prepared G. Tobin B.Sc. Ma. Environmental Consultant, makes a determination that a Stage 2: Appropriate Assessment will be/not be required to inform the proposed residential development consisting of 65 no. residential units, and all associated site works at Old Greenfields, Straffan Road, Maynooth, either alone or in combination with other plans or projects, with respect to any Natura 2000 sites and their Conservation Objectives.

Date: 26th September 2022



Chief Executive

COMHAIRLE CONTAE CHILL DARA

KILDARE COUNTY COUNCIL

Record of Executive Business and Chief Executive's Orders

Planning and Development Act 2000 (as amended) – Part XI
Planning and Development Regulations 2001 (as amended) – Part 8

Residential Development at Greenfields, Straffan Road, Maynooth, Co. Kildare.

Environmental Impact Assessment (EIA) Screening Determination

Pursuant to the requirements of the above, Kildare County Council is proposing to construct a residential development on a residential development of 65 no. units on a site of c. 1.9 ha at Greenfields, Straffan Road, Maynooth, Co. Kildare.

The proposed development comprises the construction of the following:

- Proposed 65 residential units;
- All associated site works including planting and landscaping, SUDs, roads, footpaths, and other services;

Site and surroundings comprise of the following:

- This is currently an undeveloped site, occupies c.1.9 hectares with service connections available.
- Site is bounded by the Straffan Road (R 406) and existing housing to all boundaries. The proposed entrance is off Straffan Road.

Further details of the existing site and proposed development have been provided in the 'Architectural Design Statement for Part VIII' by Van Dijk Architects, and, 'EiAR Screening Report' prepared G. Tobin BSC. MA Environmental Consultant, with drawings provided as part of the Part 8 application.

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in: "Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development" (published by the Department of Environment, Heritage and Local Government in 2003); "Environmental Impact - Assessment of Projects - Guidance on Screening" (published by the European Commission in 2017); "Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment" (published by the Department of Housing, Planning and Local Government in 2018); and on the basis of the objective information provided in the Part 8 drawings and details including the documents 'Architectural Design Statement for Part VIII' by Van Dijk Architects and 'EiAR Screening Report' prepared G. Tobin BSC. MA Environmental Consultant for which concluded that the proposed development is a sub-threshold development and that "there is no real likelihood of significant effects on the environment arising from the proposed development", Kildare County Council, as the Competent Authority must determine whether the residential development at Greenfields, Straffan Road, Maynooth, Co. Kildare, individually, or in combination with other plans and projects, requires an Environmental Impact Assessment.

In making a determination consideration must be given to the EIA Directive and in particular to Annex I, II and III of that Directive, which set out requirements for mandatory and sub-threshold EIA.

As the proposed residential development of 65 no. residential units and ancillary works is sub-threshold, it has, therefore, been assessed on a case-by-case basis in accordance with the criteria for determining whether or not a development would or would not be likely to have significant effects on the environment as outlined within Annex III of the EIA Directive.

With respect to the likelihood of significant effects of the proposed project on the environment, regard must be had to the following in particular:


- The size and design of the whole project;
- Cumulation with other existing and/or proposed projects;
- The use of natural resources, in particular land, soil, water and biodiversity;
- The production of waste;
- Pollution and nuisance;
- The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and
- The risk to human health (for example due to water contamination or air pollution).

Both the 'Architectural Design Statement for Part VIII' (1. Site information and 2. Proposed Site Layout Plan) by Van Dijk Architects and 'EIA Screening Report' (Characteristics of Project) prepared G. Tobin BSC. MA Environmental Consultant provides a reasonable description and assessment of the types and characteristics of the potential impacts of the proposed development

Under each of the above headings, having regard to the scale and the nature of the proposed development, it is considered that the environmental effects arising from the proposed residential development involving the construction of 65 no. units on a site of c. 1.9 ha at Greenfields, off Straffan Road, Maynooth, Co. Kildare will generally be localised and minor in nature. The proposed development is not likely to give rise to significant environmental impacts and does not require an Environmental Impact Assessment Report to be prepared or an Environmental Impact Assessment to be conducted.



Niall Sheehan
Executive Planner
21st September 2022



Eoghan Lynch

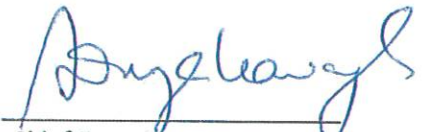
Acting Senior Planner

Date: 21st September 2022

L. Ryan, DOS
21/09/22

ORDER: That Kildare County Council as the Competent Authority hereby makes a determination that the proposed construction of 65 no. residential units and all associated works on a site of c. 1.9 ha at Greenfields, Straffan Road, Maynooth, Co. Kildare would not be likely to have significant effects on the environment and that the proposed project does not require an Environmental Impact Assessment.

Date: 26/9/22


Chief Executive

APPENDIX 2
SUBMISSIONS REPORT
PREPARED BY HOUSING SECTION

Submissions received P82022-10 – 352 Old Greenfield, Maynooth.

Name	Address	Observation	Date received	Ack	Housing Department Response
<p>External Submissions Brenda Normile</p>	<p>Portal</p>	<p>This proposed development will cause significant traffic disruption and will impact negatively on businesses at Old Greenfield</p>	<p>24/11/2022</p>	<p>24/11/2022</p>	<p>The proposed development is on lands zoned for residential development. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS requirement. Prior to commencement of the development a traffic and transport assessment will be carried out and any mitigation measures required will be discussed and agreed with the Roads Dept.</p>
<p>Michael O'Keefe</p>	<p>Portal</p>	<p>Existing house 1. The character of the surrounding area The proposed development is not in keeping with the layout of the existing buildings. It does not respect the character of the surroundings. Properties in Fitzgerald Close and Old Greenfield are single storey and two storey dwellings. The planned development would overshadow the existing properties, and considerably inhibit the level of light entering into the existing buildings and gardens. 2. Traffic levels Traffic levels will be considerably increased. The junction onto the R406 is already busy with traffic coming from the M4, the existing housing</p>	<p>08/12/2022</p>	<p>08/12/2022</p>	<p>1. The site is zoned existing residential and infill. An EIA and AA screening have been completed. The proposed units comply with the relevant development standards with regards overlooking and are appropriate for the location. 2. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS</p>

	<p>developments in the town, and the junction at the Celbridge Road - R405. The new proposed development would add a considerable amount of traffic to the already busy area. Noise levels would be increased significantly due to the increased traffic levels also.</p> <p>3. Lack of green space The lack of provision in the new development for green space may lead to a rise in anti-social behaviour along the existing road, and therefore intruding on the privacy of the existing residents.</p> <p>4. Disruption during construction The noise and disruption generated by this building programme would have a negative impact on the quality of life of residents, particularly those who are elderly and/or sick.</p> <p>5. A negative impact on our right to enjoy our property. As homeowners, we have the right to use, occupy and enjoy the whole of our property. We believe that the proposed development would have a dominating impact on us and our right to the quiet enjoyment of our property.</p>			<p>requirement. Prior to commencement of the development a traffic and transport assessment will be carried out and any mitigation measures required will be discussed and agreed with the Roads Dept.</p> <p>3. The proposed development complies with the relevant development standards regards open space.</p> <p>4. Control of noise, dust and site working hours are set out in the submission from the Kildare County Council Environment Section. The Housing Department's response to the control of noise and dust and the site working hours is set out in items 5 & 6 of the response to the Environment Section's submission. A construction and waste management plan will be prepared prior to the commencement of the development.</p> <p>5. The proposed development complies with the development management standards set out in the County Development Plan and the Maynooth Local Area Plan.</p>		
Fr. Patrick Monahan	Written submission		12/12/2022		14/12/2022	

Council. (All of this should be on file with you). In the interim I was persistently approached by the owner of High Degree Construction Ltd., for use of my land and after receiving their assurance that I could proceed with my own plan to build my home and on the commitment from them that the remainder of my site would be used by them to provide "Affordable Housing" for young couples who wanted a home wherein they could start their families and become integrated into the established community. Their plan looked aesthetically pleasing to me and more importantly their plan would construct the road long promised by KCC which would give access to me and other residents to the surrounding network of roads I refer to below. As you well know or should know, this new road was originally to be constructed by the Co. Co. 50 years ago, and the few homes built during this period were constructed in a manner that their facades had to face the proposed new road as per the council's regulation.

You are also aware that High Degree Construction Ltd. Had their plans for the development of the entire site in question rejected by the Council on the grounds that they and other would-be developers must first complete a "Ring Road" around the area and at their own expense, because of the unacceptable traffic volume 10 years ago! The road was never constructed and the stipulation is apparently now ignored by the Council. Why? In the meantime, of course Permissions were given to other developers to build on the surrounding beautiful Land Commission Farms that now have morphed into concrete jungles. Said lands were exchanged for vast sums of money – with NO compensation for the Tax Payer whose Taxes Funded this scheme in the 1940 and 1950s!

Meantime we native residents have been left in a limbo regarding our own plans for the future and heard nothing further until I read in some publication whereby Mr. Bernard Durkin TD, in what I can only describe as an exercise in Political Opportunism and Expediency, which informed us that the Council had now acquired the above-mentioned site and would be developing it for Social Housing. This Label of Social Housing of course can be and is frequently used by public representatives as a means of moral blackmail. And, as such, I find it morally reprehensible. How this transfer of Ownership between High Degree Construction and Kildare County Council took place should be on the Public Record, - Transparency involves everyone without exception! Was a "Quid Pro Quo" involved here? This matter should be of great interest to and be pursued by the Local and National Media.

I now wish to offer a number of objections to the proposal for the following reasons:

1. As I alluded to above the proposed development is not in keeping with the layout of the existing buildings. It does not respect the character of the surroundings. Properties in Fitzgerald Close and Old Greenfield are single storey and two storey dwellings. The planned development would overshadow the existing properties, and considerably inhibit the level of light entering into the existing buildings and gardens.
2. Traffic levels will be considerably increased in already stagnated system that is beyond belief because the junction onto the R406 is already too busy with traffic coming from the M4, the existing housing developments

1. The site is zoned existing residential and infill. An EIA and AA screening have been completed. The proposed units comply with the relevant development standards with regards overlooking.

2. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS requirements. Prior to commencement of the development a traffic and

in the town, and the junction at the Celbridge Road – R405. The new proposed development would add a considerable amount of traffic to the already busy area. Furthermore, too many drivers now detour onto the once beautiful and tranquil side roads to avoid the heavy traffic causing death and destruction to Wildlife such as young foxes, badgers, rabbits, hares and fledglings. Noise levels would be increased significantly due to the increased traffic levels also. Add this to the environmental pollution caused by this bottle neck system and its adverse effects on public health, one is left to wonder if our Public Representatives have any concern for the welfare and wellbeing of the people that are supposed to represent?

3. Anti-social behaviour. The lack of provision in the new development for green space inevitably leads to a rise in anti-social behaviour along the existing road and immediate area, and therefore intrudes on the privacy of the existing residents. Our Constitution guarantees our Right to Peace and Quiet in our own homes! Again, the Disruption during the construction of the development and the noise generated would cause too many safety hazards already exasperated by recent phenomena of our of county drivers using Old Greenfield and now Fitzgerald Close for Parking and commuting then from the nearby rail station to National Stadium in Dublin, - all having a negative impact on the quality of life for residents, particularly those who are elderly and/or sick and disabled.

transport assessment will be carried out and any mitigation measures required will be discussed and agreed with the Roads Dept.
Prior to commencement of the proposed development the new access road junction will be examined, and further improvement proposed for the agreement with the Roads, Transportation & Public Safety Department prior to the commencement of the proposed development.

3. The proposed development complies with the relevant development standards regards open space. The proposed development will be constructed in line with a construction management plan, a traffic management plan and Health and Safety plan, for the construction phase. Control of noise, dust and site working hours are set out in the submission from the Kildare County Council Environment Section. The Housing Department's response to the control of noise and dust and the site working hours is set out in items 5 & 6 of the response to the Environment Sections submission.

Joseph O'Farrell	Portal	<p>As I alluded to earlier the negative impact of this development would violate our RIGHTS and as such is unacceptable to me.</p> <p>I wish to conclude my remarks by offering what I consider to be positive suggestions. It has not escaped my notice that recent occupants of these new housing developments here simply "co-exist" and fail to integrate into the local community which I believe is caused by the building designs similar to your proposed plans! The result is that you create "A Ghetton". That said why not use the site to create "A Peoples Park" or "Allotments" that people could rent and use to grow food for their families? The latter would be in keeping with Parnell's Labourers Cottages Act 1883 Westminster Parliament which was enacted and implemented in Castledermot Co. Kildare and subsequently throughout the county and country which is why your vandalous proposal to demolish 35 Old Greenfield is deplorable and unacceptable. That said and for the many factual observations made by me means that I cannot accept and object to this proposed Plan.</p>	29/12/2022	03/01/2023		<p>The site is zoned existing residential and infill. An EIA and AA screening have been completed.</p> <p>There is no walkway proposed between the Old Greenfield and Fitzgerald Close.</p> <p>The proposed development is designed in accordance with the relevant development management standards in the County Development Plan.</p>
		<p>Changes needed</p> <p>I live adjoining the site of the proposed development and have a few concerns.</p> <p>The first is privacy and loss of amenities I enjoy.</p> <p>The proposed development seems to take away the existing wall and open up the new development to Old Greenfield. This particular part includes putting in a walkway passing my gate at the rear of my property. For a number of reasons, I would submit this is wrong. Firstly, from a safety standpoint, I would feel comfortable exiting or entering with my car. I would submit that an alternate route would be via the existing derelict house as proposed in an original design.</p>				

Andrew Nolan	Portal	<p>Another problem is both the proposed dormer bungalow and the three storey apartment complex. The latter on the basis of privacy concerns and enjoyment by the elderly residents along the existing laneway. The former I feel is too near my boundary. This could be solved by a pathway alluded to earlier.</p> <p>Title: Submission on proposed development</p> <p>Theme: part 8</p> <p>1. The proposed development is way over developed and is way out of character of the existing dormer houses.</p> <p>2. The proposed development will cause a massive amount of traffic on the lane adding to an already busy road R406. There is not enough car parking spaces for the proposed development as most units will have 3 or 4 cars.</p>	03/01/2023	03/01/2023	
<p>1. The site is zoned existing residential and infill. The proposed density of development is 33 units per hectare which is well within the permitted density. An EIA and AA screening have been completed. The development complies with the density standards for the area.</p> <p>2. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS requirements and the relevant parking standards. Prior to commencement of the development a traffic and transport assessment will be carried out and any mitigation measures required will be discussed and agreed with the Roads Dept.</p> <p>Prior to commencement of the proposed development the new access road junction will be examined, and further improvement proposed for the agreement with the Roads, Transportation & Public Safety Department prior to the commencement of the proposed development.</p>					

	<p>3. Block 9 is way too close to the road and the building line of existing houses has not been followed, it is way too far forward from No.3 Fitzgerald Close.</p> <p>4. The junctions are way too small for large lorries or delivery vans if cars parked on the road, the whole place will be blocked.</p> <p>5. The 2 car parking spaces across from number 7 are blocking the view of residents of No.3 and will leave only half a meter footpath 500ml is too narrow for a footpath.</p> <p>6. Residents of the proposed development should be able to park outside their own houses.</p> <p>7. Block 9 as a three storey is way too high.</p>		<p>3. The location of Block 9 has been discussed with the Kildare County Council Planning Department and complies with the relevant development management standards in the County Development Plan the Maynooth Local Area Plan.</p> <p>4. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS requirements. Vehicle tracking drawings are to be provided prior to commencement of construction to the Roads Dept for approval.</p> <p>5. See 4 above. The KCC Roads and Public Safety Department recommend footpath widths for the development to be 2m wide.</p> <p>6. Off-curtilage, unassigned car parking is provided throughout.</p> <p>7. The site is zoned existing residential and infill. An EIA and AA screening have been completed. The development complies with the density standards for the area. The proposed units comply with the relevant development standards with regards overlooking</p>
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		<p>8. There should be no parking bays along the road. Instead there should be green spaces, trees planted and flower beds.</p> <p>9. Hammer head junctions are way too small for bin lorries.</p> <p>10. We object to digging up the road and removing existing tarmac and replacing with porous paving which becomes too loose over time and very noisy when driven on and will disturb existing residents.</p> <p>Porous paving will bring more water into the ground and into low lying gardens that are 500ml lower than the FRL.</p> <p>I object to the porous paving-to dig up existing road does not make any sense and will only serve to disturb residents even more.</p> <p>I object to closing the existing storm water pipe at the end of the site. We need water taken away to stop gardens flooding.</p> <p>There needs to be certainty about the location of the water main for existing residents with low water pressure on our side of the road.</p>		<p>8. See 6 above. Public open space is provided in accordance with the development management standards in the County Development Plan. Landscape proposals are included with the Part 8 Plans and Particulars.</p> <p>9. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS requirements. Vehicle tracking drawings are to be provided prior to commencement of construction to the Roads Dept for approval.</p> <p>10. Kildare Roads Department and Water Services Dept were consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with Nature Based SUDs requirements and the relevant standards. Irish Water have been consulted with regard to this development.</p> <p>The proposed sustainable urban drainage system design will be assessed to consider the extent of permeable/porous paving in road surfaces and where feasible the site access roads within the development will be finished with surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification.</p>
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	<p>11. There needs to be clarity around the location of broadband ducting upgrade and TV on our side of the road.</p> <p>12. There needs to be public lighting on both sides of the road.</p> <p>13. There are too many social housing units in the one location and social housing is supposed to be mixed with other types of private or affordable housing.</p> <p>14. We are very worried about the proposed new openings into Old Greenfield and strongly object to any car access.</p> <p>15. There are no grass areas for children to play football and all areas along the road are very small. There needs to be a children's playground.</p> <p>16. The T Junction should have raised ramps to slow down speeding traffic. Construction traffic and works should not start any earlier than 7.30 am and finish no later than 7pm as this is a residential area.</p>		<p>11. A Civil / Structural Engineer and Building Services Engineer is appointed as part of the design team this can be investigated.</p> <p>12. An Electrical Engineer is appointed as part of the design Team and an Outdoor Lighting Report has been prepared for the Part 8 proposal.</p> <p>13. The site is zoned existing residential and infill. The proposed 65 unit social housing development is proportionate to the size of Maynooth and has been considered by the technical staff of the Department of Housing, Local Government and Heritage for its suitability for social housing.</p> <p>14. There is no proposed access to Old Greenfields Road from Fitzgerald Close.</p> <p>15. The proposed development complies with the relevant development standards regards open space.</p> <p>16. Kildare Co. Council's Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS requirements. Two junction plateaus/ table-tops will be detailed for the side road junctions at Block 7 and Block 9.</p>
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Tadhg Nolan	Portal	<p>1. I believe the new proposed development is way over developed and way out of character of existing dormer houses. The population density is excessive and way out of line with the existing buildings.</p> <p>2. The development would add a considerable amount of traffic to the already busy area.</p> <p>3. There would be a big negative impact on our right to enjoy our property. As home owners, we have the right to use, occupy and enjoy the whole of our property. I believe that the proposed development would have a dominating impact on us and our right to the quiet enjoyment of our property.</p>	05/01/2023	06/01/2023	<p>Road Safety Audits Stages 1 & 2 will be provided to the Roads Dept for approval prior to commencement of construction and a Road Safety Audit Stage 3 will be prepared on completion of the proposed development and will assess the need for any further road safety measures. The hours of site activity will be set out in the Part 8 Chief Executives Report.</p>
			<p>1. The site is zoned existing residential and infill. An EIA and AA screening have been completed. The 33 units per hectare the development complies with the density standards for the area. The proposed units comply with the relevant development standards with regards overlooking</p> <p>2. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS requirements. Prior to commencement of the development a traffic and transport assessment will be carried out and any mitigation measures required will be discussed and agreed with the Roads Dept.</p> <p>3. The proposed development complies with the development management standards set out in the County Development Plan and the Maynooth Local Area Plan.</p>		

		<p>4. I under stood there was a clause put on the last builder by the council that this site could not be developed till the long awaited ring road was put around Maynooth ??????????????????????</p> <p>5.The new floor levels are way to high compared to existing houses.</p> <p>6. I object to digging up the existing road, I also object to putting down porous tarmac and porous paving, This would let water into low lying <u>gardens</u>. <u>Most</u> of the existing gardens are half meter lower than the existing road levels. i also object to closing off the existing storm drain to put in soak away ponds, this would have a big impact on existing houses with lower finished floor levels than the road.</p> <p>I object to raising the road level any higher.</p> <p>what plans are for the junction to the busy r406, Is there traffic light to be installed ????????</p> <p>The existing piers and walls need to be removed at junction, to see up the busy r406,at the moment we have to block the busy cycle lane to get out at the al ready busy junction..</p> <p>7. where is the ducting for the tv and internet upgrade we have been waiting on for so long ,in the plans there is no ducting on our side of the road or no road crossing</p>		<p>4. The proposal has been considered by the Kildare County Council Roads Department and their submission is included in this report. The Part 8 was also sent to Transport Infrastructure Ireland (TII) and the National Roads Office (NRO) and their reports are noted below.</p> <p>5. Floor Levels relate to the existing ground and proposed road levels.</p> <p>6. Floor Levels relate to the existing road with no slope greater than 1:20 to the units</p> <p>Kildare Roads Department and Water Services Dept were consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with Nature Based SUDs requirements and the relevant standards.</p> <p>Prior to commencement of the proposed development the new access road junction will be examined, and further improvement proposed for the agreement with the Roads, Transportation & Public Safety Department prior to the commencement of the proposed development.</p> <p>7. A Civil / Structural Engineer is appointed as part of the design team this can be investigated.</p>
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Finbarr Feeney	Portal	<p>8. There is no playground or grass areas for kids to play sports.</p> <p>9. There is not enough parking spaces for the amount of people in proposed development.</p>			<p>8. The proposed development complies with the relevant development standards regards open space and a landscape proposal is included with the Part 8 Plans and Particulars.</p> <p>9. Kildare Co. Council Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS. The parking provision has been agreed with the Kildare Co. Council Roads Department.</p>
		<p>Concerns about proposal for development of site While the development of the site is welcome and will provide much needed housing on the Maynooth area I have concerns about specific details of the proposal which I believe should be re-considered for the improvement of the overall scheme for perspective new and existing residents of the area. Details large and small which can have a significant impact for the long term quality of a scheme.</p> <p>Impact on existing dwellings:</p> <p>1. At the Southern end of Block 9 in the proposed development, which is the nearest block of units to our family home there is a three-storey section. The excessive height of a three-storey building will greatly take away from our privacy, will overshadow our home garden and patio (3, Fitzgerald Close) and we request that the entire block should be two-storey. Note this will also impact privacy for residents for the entire proposed new row at the Eastern end of the development.</p>	09/01/2023	09/01/2023	<p>1. The site is zoned existing residential and infill. The development complies with the density standards for the area. The proposed units comply with the relevant development standards with regards overlooking</p>

				<p>2. This is an urban setting, and we are creating a street line. A stage 1 & 2 Road Safety Audit will be provided to the Roads Dept for approval prior to commencement of construction and a Road Safety Audit Stage 3 will be prepared on completion of the proposed development and will assess the need for any further road safety measures.</p> <p>3. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS and the parking requirements for the Part 8 proposal.</p> <p>4. Landscape Architect will be appointed, and this item will be assessed.</p> <p>5. There is no access/opening between Old Greenfields road and Fitzgerald Close</p> <p>6. Kildare Roads Department and Water Services Dept were consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with Nature Based SUDs requirements and the relevant standards. The proposed sustainable urban drainage system design will be assessed to consider the extent of permeable/porous paving in road surfaces and where feasible the site access roads within the</p>
<p>2. In addition, the northern end of Block 9 is too close to the Fitzgerald Close and is not aligned with the building line of the existing houses including our own. This will create more overshadowing and traffic blind-spots/accident locations where there will not be good sightline on exit from our site.</p> <p>3. The two car parking spaces proposed to be situated directly across the road from our house (3 Fitzgerald Close) will block our sightline and reduce visibility for safe exit from house by car as well as for general access to Fitzgerald Close.</p> <p>4. There is existing long established trees providing privacy on our Western site line. It is a reasonable expectation that any trees or hedging on our property that need to be removed during the construction phase must be replaced.</p> <p>5. The opening onto Old Greenfield Lane at the rear of the site should only be for pedestrian access only and not for vehicular access as any vehicular access would create a rat run.</p> <p>6. Regarding the main through road for the proposed development, it appears that the existing tarmac surface is to be removed and replaced with porous paving-becomes very loose over time and noise disturbance to existing residents, will bring more water into the ground and into low lying gardens which are 500ml lower than the FRL. This situation was created by incorrect levels being used and not corrected when the Fitzgerald Close access road was created. The new, much welcome development should not compound the poor situation for existing</p>				

dwelling on the northern side of the site. These dwellings were created at the appropriate level and subsequent development of the access road at an inappropriate level should not further impact on existing residents.

Clarity, consideration and consultation is needed around the following: the location of the new water main for the existing residents experiencing low water pressure, ducting for broadband upgrade and public lighting on both sides of the road. This should have happened as agreed on establishment of the access road but must be established now.

7. Serious consideration should be given to the amount of green space and play areas for children residing in the new building. This is the norm now in modern housing developments but doesn't appear to be adequately catered for in the proposal as it stands. Children in this new development deserve the same quality of amenity as in any new estate.

8. The junction with the Straffan road should have correct road marking established in line with other access roads along the Straffan road, correcting the incorrect marking currently painted. Consideration should be given to establishing a compound junction/ traffic lighting system along with the Celbridge road lights for safe and controlled access.

development will be finished with surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification.

Irish Water was consulted in the preparation of the Part 8 proposal. A Civil / Structural Engineer is appointed as part of the design team. Any lack of water pressure in the vicinity of the site can be investigated as the proposed development progresses. Existing individual private mains water connections to the network is a matter for the private owners and Irish Water. Broadband infrastructure and public lighting will be provided as part of the proposed development in line with the required standards. (Broadband)

7. The proposed development complies with the relevant development standards regards open space.

8. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS and the parking requirements for the Part 8 proposal. Prior to commencement of the development a traffic and transport assessment will be carried out and any mitigation

Martina Thompson	Portal	<p>The T-junction should be raised ramps as a traffic calming measure.</p> <p>There are insufficient car parking spaces for the number of units and for the future residents of the proposed housing development.</p>	09/01/2023	09/01/2023	<p>measures required will be discussed and agreed with the Roads Dept. Prior to commencement of the proposed development the new access road junction will be examined, and further improvement proposed for the agreement with the Roads, Transportation & Public Safety Department prior to the commencement of the proposed development.</p>
		<p>1. The proposed development is not in any way keeping with the character of the existing properties in Fitzgerald Close and Old Greenfield Lane ie. bungalows and dormer bungalows.</p> <p>2. A lot more traffic will be exiting the junction on to the main Maynooth/Straffan road, which is already a busy road, especially at peak times and if turning right.</p> <p>There is not ample parking in the development for the number of proposed buildings which will result in people parking on the road.</p>			<p>1. The site is zoned existing residential and infill and has been assessed for suitability by Kildare County Council's Planning Department. The proposed units comply with the relevant development standards with regards overlooking</p> <p>2. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS. Prior to commencement of the development a traffic and transport assessment will be carried out and any mitigation measures required will be discussed and agreed with the Roads Dept.</p> <p>Prior to commencement of the proposed development the new access road junction will be examined, and further improvement proposed for the agreement with the Roads, Transportation & Public Safety Department prior to the commencement of the proposed development. Car</p>

		<p>3. We are also objecting to the new road surface proposed and raising the level of the road. A lot of houses are already well below the level of the existing road which could result in flooding and damaging properties.</p>			<p>parking provision was discussed and agreed with the Roads Department.</p> <p>3. Kildare Roads Department and Water Services Dept were consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with Nature Based SUDs requirements and the relevant standards. The proposed sustainable urban drainage system design will be assessed to consider the extent of permeable/porous paving in road surfaces and where feasible the site access roads within the development will be finished with surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification.</p>
Val Kealy	Portal	<p>1. Long term residents As a longterm resident of Fitzgerald close, we are very concerned that the proposed scheme will result in our private road being known as a council estate. This has the potential to negatively impact our lives / property when considering the social problems that come with many council style estates.</p> <p>There has been no consideration for our privacy as the design shows large 2 / 3 storey units overpowering our side of the road which is mainly comprised of single storey or dormer style houses.</p>	09/01/2023	09/01/2023	<p>1. The site is zoned existing residential and infill. The development complies with the density standards for the area. The proposed units comply with the relevant development standards with regards overlooking</p>

		<p>2. Traffic / Parking Congestion We submit that the proposed development has too many units for such a small area. The amount of units should be reduced along with the height of the blocks.</p> <p>This scheme is to accommodate 250 people yet there are only 85 parking spaces. 250 people could easily mean 100-150 cars. As a result, there would be severe traffic congestion, non stop traffic noise, pollution and parking issues on every inch of the road resulting in disruption to residents of Fitzgerald close accessing their own property.</p> <p>3. Privacy / security The boundary road should not be knocked down, keeping our road as a cul de sac in order to give us some security. To open this up would result in a thoroughfare to an additional 100 or more houses and risks putting longtime residents under the stress of possible anti social behaviour, damage to property or break ins.</p> <p>4. Acceptable changes to scheme To make scheme more acceptable to long term residents we propose the following changes be made</p> <p>The line of houses on the south side of Fitzgerald Close be pushed back and a Boundary back wall be built with grass verge, trees and footpaths to separate private houses.</p> <p>No houses, front doors etc facing directly into private residences.</p>		<p>2. Kildare County Council Roads Department was consulted as part of the development of the Part 8 proposal. The density of 33 units per hectare is within the permitted density for the site. Car parking has been provided in line with the Roads Department requirements.</p> <p>3. The site is zoned for residential purposes and proposed access road has been discussed with the Roads Department.</p> <p>4. The proposed development complies with the development management standards set out in the County Development Plan and the Maynooth Local Area Plan and employs best urban design and sustainable development principles.</p>
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		<p>Number of units be reduced and eliminate 3rd floor heights.</p> <p>Boundary wall at the west end be kept to keep Fitzgerald close a cul de sac.</p> <p>The name of the new development be different from Fitzgerald Close to make distinction between properties.</p> <p>Include affordable housing in the scheme.</p> <p>Ramps at the junction coming onto Fitzgerald Close.</p> <p>Share street lighting with south side of Fitzgerald Close.</p> <p>Ensure our side of the road benefits from new telecom / tv cables.</p> <p>Contractors keep road clear of mud, debris etc.</p> <p>Increase play area, scrap communal seating area as this will increase anti social behaviour, drinking etc.</p>			<p>There is no proposal to remove or open the boundary wall to the west of the development.</p> <p>Two junction plateaus/ table-tops will be detailed for the side road junctions at Block 7 and Block 9.</p> <p>Public lighting will be design in compliance with Kildare County Council's public lighting standards.</p> <p>A construction and Waste Management Plan will be completed prior to the commencement of the development.</p>
Alan Thomas	Portal	<p>1. Residents concerns. Impact on Existing residents of Fitzgerald Close It is of major concern to us who live on Fitzgerald Close that there is no provision for a physical separation from our existing homes to the new council housing development. The proposed plans have drawn the existing private residences facing the front of the social housing, most unnecessarily, leaving no real distinction of separate address and in real terms we would be classed as part of a council</p>	09/01/2023	09/01/2023	<p>1. The site is zoned existing residential and infill and the proposed development is appropriate for its location. The development complies with the density standards for the area. The proposed units comply with the relevant development standards with regards overlooking A process will be followed to decide on the naming of the new development to</p>

estate running the risk, no matter how small, of being at the mercy of any future problem tenants and the possible negative reputation of our address that can occur as has happened in other council estates in the county.

We have not found a precedent for this close proximity of social and private housing anywhere in Co. Kildare in an existing private residential setting – in other cases there seems to be always a separation created either through distance or by wall / screens and we should receive the same.

We should not be forced into a social experiment that proposes that we somehow become absorbed by 258 new people and many more people passing through once the existing west boundary wall has been removed as proposed. The proposed plan is taking away the many freedoms and peace of mind that we have enjoyed and have struggled to acquire and it impinges greatly on our rights to enjoy our property.

2. Over – developing.

Whilst recognising the housing need in Maynooth, to have 258 residents crammed into a 1.9 hectare site is a little over-ambitious. There is no merit in packing people in tight like this as it may easily cause friction and lead to a loss of pride for the area on top of the fact that there is insufficient recreation space compounding the possibility of strained and irritated relations between residents. By stepping back the housing line on Fitzgerald Close and reducing the height of the development a reasonable reduction in units would be achieved

distinguish the majority of new dwellings from existing dwellings. There is no proposal to remove a boundary wall on the western boundary of the site.

2. The site is zoned existing residential and infill. At 33 units per hectare the development complies with the density standards for the area.

The proposed units comply with the relevant development management standards with regards to public open space, overlooking and separation distances between dwellings.

There is no proposal to remove a boundary wall on the western boundary of the site or to provide a pedestrian connection at that location.

We request therefore a compromise, that in order to respect our concerns that;

- a screen-wall be built along the south-side of Fitzgerald Close by stepping back the proposed line of housing there (wall should be face-bricked wall with a tree-lined grass verge and a 1.5m footpath).

- retain the existing west boundary wall to Fitzgerald Close to form a cul-de-sac, thereby improving security.

- no pedestrian access to Fitzgerald close from the west-side to reduce chance of passing anti-social behaviour.

- the height of blocks should be reduced to a 2 storey height to create a better visual harmony with the surrounding dwellings.

- units should not face existing Fitzgerald Close houses as this will cause parking problems; block 4 should not be so overpowering and we request that it is reduced in height and its front should not be facing existing residents but the whole blocked rotated so as to set only the gable ends onto Fitzgerald Close.

By re-plotting the scheme, there would be a welcome reduction in the amount of units proposed here.

3. Naming of the development.

We request that a different road-name is given to the blocks of social housing in order to distinguish our road from the council estate.

3. A process will be followed to decide on the naming of the new development to distinguish the majority of new dwellings from existing dwellings.

	<p>4. Parking There is not enough parking spaces - 90 spaces for 258 people could cause friction with tenants competing for space and become a road safety hazard if cars are parked on both sides of the road.</p> <p>5. Recreational space The meagre space allocated for recreation does not allow for ball games and play areas. The layout needs re-plotting to accommodate more space.</p> <p>6. Affordable Housing It is surely against the 'Housing for All' objective that there is no inclusion of affordable housing in the proposed plan. If the units that are on Fitzgerald Close were to be reserved for 'affordable housing' then this would alleviate many concerns of existing residents - home-owners on the road as opposed to potential problem tenants on the road would ease any worries ahead whereby the road may go into decline and neglect. It would also be a great opportunity for people in this category to acquire a secure home for the future in this location.</p> <p>7. Lighting The proposed lighting only goes down the south-side of Fitzgerald Close - we request that this be staggered on each side of the road.</p> <p>8. Telecoms The supply for fiber-optic broadband was expected to be provided for houses on our side of the road too - we request that we are supplied equally with such services as the rest of the road.</p> <p>9. Road safety</p>		<p>4. Kildare Roads Department was consulted as part of the development of the Part 8 proposal. The proposal is designed in accordance with DMURS and the parking requirements for the Part 8 proposal.</p> <p>5. The proposed development complies with the relevant development management standards regards open space.</p> <p>6. There are no affordable units proposed for this development.</p> <p>7. An Electrical Engineer is appointed as part of the design Team and an Outdoor Lighting Report has been prepared for the Part 8 proposal. This item can be investigated</p> <p>8.A Civil / Structural Engineer and Building Services Engineer is appointed as part of the design team this can be investigated.</p> <p>9. Kildare Roads Department was consulted as part of the development of</p>
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		<p>The sight-lines from the junction of Fitzgerald Close to the Straffan road are hindered by high walls – we request that the wall-height is stepped down for added safety.</p> <p>A speed ramp should be installed at all approaches to Fitzgerald Close from side roads.</p> <p>10. Contractors House-keeping. Please ensure all contractors work and deliveries times are 7.30 – 18.00hr Monday to Friday and 7.30 – 13.00 Saturdays. Delivery vehicles should not block the road potentially impeding emergency services.</p> <p>Request that all exiting site vehicles to be power-hosed clean of mud. Any mud and spills on Fitzgerald Close to be cleaned immediately.</p> <p>All contractors parking to be unobtrusive.</p>			<p>the Part 8 proposal. The proposal is designed in accordance with DMURS requirements. Prior to commencement of the development a traffic and transport assessment will be carried out and any mitigation measures required will be discussed and agreed with the Roads Dept.</p> <p>Prior to commencement of the proposed development the new access road junction will be examined, and further improvement proposed for the agreement with the Roads, Transportation & Public Safety Department prior to the commencement of the proposed development.</p> <p>10. The hours of site operations will be set out in the Chief Executives Report. The successful contractor will be required to prepare a Construction Management Plan which will include addressing noise, dust, road cleaning, traffic management and hours of operation.</p>
Teresa Carolan	Portal	<p>Items of note regarding the Section 8 Planning Application, in relation to our property. General: We welcome the long-awaited development of the site and appreciate the opportunity to make this submission. We would like to draw your attention to</p>	10/01/2023	10/01/2023	

		<p>a number of items which we would ask to be taken into account in the amendment of the current plans.</p> <p>1. Our property has been omitted from many of the drawings as detailed below. Many of our comments therefore relate to the impact on our property which it appears has not been taken into account in the current drawings and reports.</p> <p>2. We also outline some points related to overlooking, proximity, boundary walls and landscaping. We would appreciate if these points could be considered from the perspective of impact on our property and also the privacy of the new dwellings in adjustments to the current plans.</p> <p>3. <u>Omission of property from drawings and reports</u> Our house and adjacent crèche (KCC Ref 22653) are indicated on OS map drawings, but not on the site plan. An older OS map appears to have been used as background to show surroundings on the site plan 2043-PA-003, therefore the current context is not accurately shown on the drawings. The topographic site survey drawing 2043-PA-002 also omits our house and the crèche. The correct site context and surroundings should also be indicated on the boundary drawing and on the landscape layout drawing. Our house and crèche are also omitted from the 3D model views in the Design Report. The crèche play area should also be indicated on the site plan.</p>		<p>1. Details of the existing dwelling referenced in the submission were omitted from the Site Layout plan. The overall design approach of the proposed development is not affected by this dwelling.</p> <p>2. We will ensure there are no bedroom / habitable room windows in the existing dwelling / crèche is overlooked. any windows on stairwells which overlook will have obscure glazing. Any balconies overlooking will be screened off from overlooking. Where there is a significant level change on both sides of the boundary wall we will review the wall heights.</p> <p>3. Details of the existing dwelling and crèche were omitted on Site Layout Plan. The overall design approach is not affected by this dwelling / crèche.</p>
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The planning drawings omit the following required disclosures -

1. Dimensions from the proposed buildings to site boundaries
2. Finished floor or finished site levels on the site plan

The planning drawings for our house shows levels beside the boundary wall of 62.500 to 62.000. There are no finished levels shown on the new site plan drawings, but the topographic site survey drawing 2043-PA-002 shows a lower level inside the wall of 61.880.

4. Boundary Wall

We are seeking:

- Clarification on boundary wall heights & site levels at the junction with our property. The boundary section drawing at the location should indicate levels on both sides. The 1:20 section drawing should also show at which side of the wall the 2.1m height is taken from (this appears to be the side of the new site). Measured from our side the boundary wall is just over 1.5m. The height of the top of our windows facing the new development are 2.5m. One of these windows has a view directly into our living area (large internal doors are transparent glass). While our house is single story, it is on a higher level than the site of the new development so we will therefore have a view into ground floor windows of the new development from our living area and they in turn will have a view into our ground floor windows and living area from their upper floor.
- An assessment of the security and safety of the wall itself. In places along our boundary wall with the site there are large gaps

4. We will ensure a condition survey of the existing boundary wall is carried out and where level changes occur which might cause overlooking to mitigate the issue we will increase the height of the boundary wall.

The existing boundary walls will be inspected by our structural engineer. Any issues identified will be addressed to ensure that a suitable and safe boundary exists on completion of the proposed development..

Landscaping details / tree planting details for the proposed scheme will be considered by the Landscape Architect.

underneath the wall because of the different levels of the two sites.

- A proposal for the boundary wall. We believe the following would help resolve the issues of mutual privacy raised above and we request that this be incorporated into the plans. We also request that adjustments to the boundary wall are completed in the first phase of the building works, in advance of commencement of the development of the housing blocks themselves.

- Building the wall to at least 3 to 4m in height as measured from our side
- Work to permanently fix the issue with gaps underneath the wall

- A proposal for new high boundary planting at the south boundary facing our property as encouraged in the Kildare Development Management Standards. We would suggest high evergreen trees for optimum year-round privacy of all households including our own.

5. Overlooking from Block 5:

The height of the Block 5 bedroom / landing windows and second floor balcony will impact on our privacy and overlook our property. While it is not clear from the drawings, it appears that the north facing windows on our house are less than 21m from Block 3 and Block 5. Block 3 is two stories, Block 5 is three stories in total. 22m separation distance is recommended between opposing habitable room windows. There is also a recommendation for 35m separation from balconies to opposing living room windows. (Please also note comments in section above related to Boundary Wall particularly in relation to relative level of the sites and view into our

5. We will ensure there are no bedroom / habitable room windows in the existing dwelling or creche overlooked. Any windows on stairwells which overlook will be of obscure glazing. Any balconies overlooking will be screened off from overlooking.

living area. Our ground floor windows are potentially closer to the first-floor window levels of the new development than the ground floor windows.)

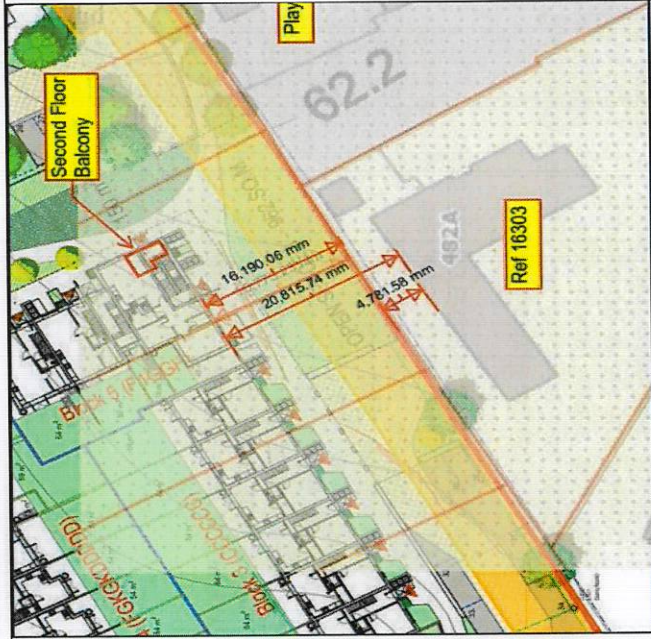
We would suggest the following amendments

- Our strong preference is for all blocks be two stories in keeping with surrounding houses.
- That current proximity to our property is assessed and not moved any closer in any amendments.
- Failing the above, the Block 5 south facing second floor bedroom window should be omitted. The second-floor landing window should be fitted with permanently obscured glazing. A rooflight (i.e. Velux window) could be fitted at the landing. The second floor balcony proposed on Block 5 should be omitted entirely or be screened to 1.8m high on the south facing side. This additional height may however not resolve overlooking for the crèche playground.

6. House and crèche location on site plan:
See extract of site drawing attached with our house and the crèche superimposed. Measurements shown in red are estimates based on scaling on the plans – these need to be accurately assessed, particularly in respect of our property which is not parallel to the boundary wall. A window with a view into my living area is located at the point where my property is closest to the boundary wall.

6. The proposed boundary wall will be a minimum of 2.1m high at its lowest point either side of the boundary wall. The existing boundary walls will be inspected by our structural engineer. Any issues identified will be addressed.

We will ensure that no bedroom / habitable room windows in the existing dwelling or crèche achieve less than the minimum standards regards overlooking. Any windows on stairwells which overlook will be of obscure glazing or glass block. Any balconies overlooking will be screened off from overlooking.



Summary of Suggestions

- Boundary wall with my property to be built to 3 to 4m as measured from my side. Solution for gaps currently appearing underneath the boundary wall.
- Planting of high evergreen trees along this boundary wall
- Change three storey blocks to two storeys, in particular Block 5.
- Inclusion of our property in the amended drawings and related privacy and proximity assessments. Proximity to be increased as appropriate.

We will ensure a condition survey of the existing boundary wall is carried out and where level changes occur which might cause overlooking to mitigate the issue we will increase the height of the boundary wall.

Prescribed Bodies

Transport Infrastructure Ireland	Parkgate Business Centre, Parkgate Street, Dublin 8. Portal	No observations	07/12/2022	14/12/2022	The submission from TII is noted
Department of Housing, Local Government & Heritage	Portal	<p>I refer to correspondence received on 21st September in connection with the above. Outline below are archaeological observations/recommendations co-ordinated by the Development Applications Unit.</p> <p>Archaeology</p> <p>It is noted that the proposed development site (PDS) encompasses an area of approximately 2ha. Given the scale, extent and location of the proposed development it is possible that subsurface archaeological remains could be encountered during the construction phases that involve ground disturbance.</p> <p>Therefore, due to the extensive scale of the proposed development and in line with national policy – see Section 3.6.2 of <i>Frameworks and Principles for the Protection of the Archaeological Heritage</i> 1999 – the Department recommends that an Archaeological Impact Assessment, including an Archaeological Test Excavation, be carried out as a condition of any grant of planning that may issue.</p> <p>A report containing the results of this assessment should be submitted to the Department and the Planning Authority for approval, in advance of commencement of construction works, so as to facilitate the formulation and implementation of appropriate archaeological mitigation where required.</p> <p>Note these recommended conditions align with Sample Condition C.2 as set out in <i>OPR Practice Note PN03: Planning Conditions (October 2022)</i>, with appropriate site-specific additions/adaptations based on the particular characteristics of this development.</p>	10/01/2023	10/01/2023	

The Archaeological Impact Assessment shall be carried out as follows:

1. The developer shall engage a suitably qualified Archaeologist to carry out an Archaeological Impact Assessment (AIA) in advance of any site preparation works and groundworks, including site investigation works/topsoil stripping/site clearance and construction works. No site works shall be undertaken in the absence of the Archaeologist without his/her express consent.
2. The AIA shall involve an examination of all development layout/design drawings and completion of documentary/cartographic/photographic research and fieldwork, the latter to include metal detection survey and archaeological testing (consented/licensed as required under the National Monuments Acts).
3. The Archaeologist shall prepare a comprehensive report, including an Archaeological Impact Statement and mitigation strategy, to be submitted for the written agreement of the Planning Authority in advance of any site preparation works, groundworks and/or construction works.
4. Where archaeological remains are shown to be present, preservation *in situ*, establishment of 'buffer zones', preservation by record (archaeological excavation) or archaeological monitoring may be required and mitigatory measures to ensure the preservation and/or recording of archaeological remains shall be included in the AIA. Any further archaeological mitigation requirements specified by the Planning Authority, following consultation

Archaeology

1. An Archaeological Impact Assessment will be carried out prior to any site preparation works and ground works including site investigation.
2. The AIA will involve an examination of all development layout/design drawings and completion of documentary / cartographic / photographic research and fieldwork the latter to include metal detection survey and archaeological testing (consented/licensed as required under the National monuments Acts)
3. An Archaeologist will prepare a comprehensive report, including an Archaeological Impact Statement and mitigation strategy, to be submitted for the written agreement of the Planning Authority in advance of any site preparation works, groundworks and/or construction works.
4. Where archaeological remains are shown to be present, preservation *in situ*, establishment of 'buffer zones', preservation by record (archaeological excavation) or archaeological monitoring may be required and mitigatory measures to ensure the preservation and/or recording of archaeological remains will be included in the AIA. Any further archaeological mitigation requirements specified by the

			with the Department, shall be compiled with by the developer. 5. The Planning Authority and the Department shall be furnished with a final archaeological report describing the results of any subsequent archaeological investigative works and/or monitoring following the completion of all archaeological work on site and the completion of any necessary post-excavation works. All resulting and associated archaeological costs shall be borne by the developer. Reason: To ensure the continued preservation (either <i>in situ</i> or by record) of places, caves, sites, features or other objects of archaeological interest.			Planning Authority, following consultation with the Department, will be compiled with by the developer. 5. The Planning Authority and the Department will be furnished with a final archaeological report describing the results of any subsequent archaeological investigative works and/or monitoring following the completion of all archaeological work on site and the completion of any necessary post-excavation works. All resulting and associated archaeological costs will be borne by the developer.
Internal Reports						
Fire Service	Newbridge		Kildare Fire Service has no objection to this planning application subject to the following conditions: 1. Access for Fire Service vehicles to be in accordance with Table 5.1, Table 5.2 and Diagram 32 of Technical Guidance Document B; Fire Safety. 2. Firefighting water supply of at least 35 litres per second for 60 minutes at 2 bar or greater to be available from hydrants on a watermain or from an equivalent storage facility not more than 40 metres from the development. 3. The Applicant shall obtain Fire Safety Certificates in accordance with the requirements of the Building Control Act.	13/12/2022	14/12/2022	No objection is noted. 1. Access for Fire Service vehicles will be in accordance with Table 5.1, Table 5.2 and Diagram 32 of Technical Guidance Document B; Fire Safety. 2. Firefighting water supply of at least 35 litres per second for 60 minutes at 2 bar or greater will be available from hydrants on a watermain or from an equivalent storage facility not more than 40 metres from the development. 3. The Applicant will obtain Fire Safety Certificates in accordance with the requirements of the Building Control Act.

Environment Section	KCC	<p>1. Prior to the commencement of development, the applicant shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) in accordance with Appendix C of the "EPA Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)" including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness, these details shall be placed on the file and retained as part of the public record. The RWMP must be submitted to the planning authority for written agreement prior to the commencement of development.</p> <p>Reason: In the interest of proper planning and sustainable development.</p> <p>2. All foul sewage and soiled water shall discharge to the public foul sewer system.</p> <p>Reason: In the interest of public health, to avoid pollution, and to ensure proper development.</p> <p>3. Only clean, uncontaminated surface water shall discharge to the surface water system.</p> <p>Reason: In the interest of public health, to avoid pollution, and to ensure proper development</p> <p>4. All surface water from the carpark areas shall pass through adequately sized and sited petrol/oil interceptor(s) before being discharged to the surface water system.</p> <p>Reason: In the interest of public health, to avoid pollution, and to ensure proper development.</p> <p>5. Noise Control</p>	15/12/2022	15/12/2022	<p>1. Prior to the commencement of development, the applicant will prepare a Construction and Demolition Resource Waste Management Plan (RWMP) in accordance with Appendix C of the "EPA Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)" including demonstration of proposals to adhere to best practice and protocols. The RWMP will include specific proposals as to how the RWMP will be measured and monitored for effectiveness, these details will be placed on the file and retained as part of the public record. The RWMP will be submitted to the planning authority for written agreement prior to the commencement of development.</p> <p>2. All foul sewage and soiled water will discharge to the public foul sewer system.</p> <p>3. Only clean, uncontaminated surface water will discharge to the surface water system.</p> <p>4. All surface water from the carpark areas will pass through adequately sized and sited petrol/oil interceptor(s) before being discharged to the surface water system.</p> <p>5. Noise Control</p>
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		<p>The following noise limits shall apply to construction activities: 70 dBA (LAeq 1 hour) between 0800 hours and 1800 hours Monday to Friday inclusive (excluding bank holidays) and between 0800 hours and 1300 hours on Saturdays when measured at any noise sensitive location in the vicinity of the site. Sound levels shall not exceed 45 dBA (LAeq 1 hour) at any other time following completion of the site development works.</p> <p>Reason: In the interest of public health and the use of best practice guidelines in order to avoid pollution</p> <p>6. Applicant shall use "Best Practicable Means" to prevent/minimise noise and dust emissions during the construction phase of the development, through the provision and proper maintenance, use and operation of all machinery, all to the satisfaction of the Planning Authority.</p> <p>Reason: In the interest of public health, and the use of best practice guidelines in order to avoid nuisance.</p> <p>7. Prior to Commencement Notice Stage, the developer shall submit a Construction Phase Surface Water Management Plan in accordance with IFI Publication 2016 "Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters" for the written 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:</p> <p>(a) Site Layout Plan identifying any potential surface water and/or groundwater receptors</p>		<p>The following noise limits will apply to construction activities: 70 dBA (LAeq 1 hour) between 0800 hours and 1800 hours Monday to Friday inclusive (excluding bank holidays) and between 0800 hours and 1300 hours on Saturdays when measured at any noise sensitive location in the vicinity of the site. Sound levels will not exceed 45 dBA (LAeq 1 hour) at any other time following completion of the site development works.</p> <p>6. The applicant will use "Best Practicable Means" to prevent/minimise noise and dust emissions during the construction phase of the development, through the provision and proper maintenance, use and operation of all machinery, all to the satisfaction of the Planning Authority.</p> <p>7. Prior to Commencement Notice Stage, the developer will submit a Construction Phase Surface Water Management Plan in accordance with IFI Publication 2016 "Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters" for the written consent of the Planning Authority. The Plan will 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 will, inter alia, include:</p>
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Water Services (Surface Water)	KCC	<p>(b) The location and design of any proposed mitigation measures.</p> <p>(c) Proposals for a surface water and/or groundwater monitoring programme, as appropriate.</p> <p>Reason: In the interest of public health, to avoid pollution, and to ensure proper development.</p> <p>8. An operational waste management plan (OWMP) in accordance with the Kildare County Council Waste Presentation Byelaws is to be prepared by a competent person and issued for approval prior to occupation. The OWMP shall consider the domestic waste management needs of the proposed occupants, the storage needs for receptacles including in shared locations, in accordance with the byelaws, and the servicing needs with regards to domestic waste for the long-term.</p> <p>Reason: In the interest of public health and the use of best practice guidelines in order to avoid pollution.</p> <p>Condition to be inserted onto all planning permissions which involve temporary WWTP's.</p>	16/12/2022	16/12/2022	<p>(a) Site Layout Plan identifying any potential surface water and/or groundwater receptors</p> <p>(b) The location and design of any proposed mitigation measures.</p> <p>(c) Proposals for a surface water and/or groundwater monitoring programme, as appropriate.</p> <p>8. An operational waste management plan (OWMP) in accordance with the Kildare County Council Waste Presentation Byelaws will be prepared by a competent person and issued for approval prior to occupation. The OWMP will consider the domestic waste management needs of the proposed occupants, the storage needs for receptacles including in shared locations, in accordance with the byelaws, and the servicing needs with regards to domestic waste for the long-term.</p>	<p>No objection to the proposed development is noted. and the Housing Section agree to the recommend that the following recommendations for modifications to the submitted Part 8 documentation be included in the Chief Executive's report:</p> <p>1) Surface Water Drainage:</p> <p>a) Prior to the commencement of the proposed development:</p>
		<p>WSD have no objections to the proposed development based on the submitted documentation and recommend that the following recommendations for modifications to the submitted Part 8 documentation be included in the Chief Executive's report:</p> <p>1) Surface Water Drainage:</p> <p>a) Prior to the commencement of the proposed development:</p> <p>i) the applicant shall consult with WSD and Parks department to agree a SuDS</p>				

		<p>Strategy for the proposed development in accordance with the attached WSD SuDS Guidance Document.</p> <ul style="list-style-type: none"> ii) the existing and retained 375mm surface water drainage network between new MH1.1 and 3.2 shall be subject to a CCTV survey and report to be submitted. iii) details to upgrade, replace and divert the existing drainage shall be agreed with WSD and Roads department. iv) the applicant shall submit a Drainage and SuDS design report taking the agreed SuDS Strategy into account and which shall comply with Water Sensitive Urban Design Interim Best Practice Design Guidance, GDSDS and CIRIA SuDS Manual. v) the applicant shall submit revised drainage layout and SuDS construction detail drawings taking items i) to iv) above into account. vi) Where the outfall pipe outside the site boundary in Greenfield estate is not on land owned by KCC, the written consent of the landowner should be submitted to install the outfall pipe on their land. <p>b) Prior to the occupation of any units:</p> <ul style="list-style-type: none"> i) Works as item a) iii) above shall be carried out by the applicant to the satisfaction to WSD and Roads department and written confirmation shall be submitted. ii) The applicant shall submit a wayleave agreement for maintenance of the outfall pipe outside the site boundary where it is not on land owned by KCC. 		<ul style="list-style-type: none"> i) The applicant will consult with WSD and Parks department to agree a SuDS Strategy for the proposed development in accordance with the attached WSD SuDS Guidance Document. ii) The existing and retained 375mm surface water drainage network between new MH1.1 and 3.2 will be subject to a CCTV survey and report to be submitted. iii) Details to upgrade, replace and divert the existing drainage will be agreed with WSD and Roads department. iv) The applicant will submit a Drainage and SuDS design report taking the agreed SuDS Strategy into account and which will comply with Water Sensitive Urban Design Interim Best Practice Design Guidance, GDSDS and CIRIA SuDS Manual where feasible to do so taking account of the need to provide usable public open space. v) The applicant will submit revised drainage layout and SuDS construction detail drawings taking items i) to iv) above into account. vi) Where the outfall pipe outside the site boundary in Greenfield estate is not on land owned by KCC, the written consent of the landowner will be submitted to install the outfall pipe on their land.
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		<p>2) Flood risk:</p> <p>a) Prior to commencement of development:</p> <p>i) the applicant shall submit an assessment of fluvial, pluvial, groundwater and residual flood risks. Compliance with GSDS Volume 2 Chapter 6 Stormwater Drainage Design Criterion 3 and the effects of future climate change on all flood risk types shall be assessed and mitigated where necessary.</p> <p>3) Irish Water (KCC Wastewater Operations will report separately on wastewater. IW may make a separate submission as a prescribed body):</p> <p>a) Prior to commencement of the proposed development:</p> <p>i) the applicant shall consult Irish Water Connection and Developer Services division to determine if a new Confirmation of Feasibility is required and where required, the new CoF shall be submitted.</p>			<p>b) Prior to the occupation of any units:</p> <p>i) Works as item a) iii) above will be carried out by the applicant to the satisfaction to WSD and Roads department and written confirmation will be submitted.</p> <p>ii) Where required the applicant will submit a wayleave agreement for maintenance of the outfall pipe outside the site boundary where it is not on land owned by KCC.</p> <p>2) Flood risk:</p> <p>a) Prior to commencement of development:</p> <p>i) The applicant will submit an assessment of fluvial, pluvial, groundwater and residual flood risks. Compliance with GSDS Volume 2 Chapter 6 Stormwater Drainage Design Criterion 3 and the effects of future climate change on all flood risk types will be assessed and mitigated where necessary.</p> <p>3) Irish Water</p> <p>a) Prior to commencement of the proposed development:</p> <p>i) The applicant will consult Irish Water Connection and Developer Services division to determine if a new Confirmation of Feasibility is required and where required, the new CoF will be submitted.</p>
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		<p>ii) A connection agreement shall be entered into with Irish Water for the proposed development and submitted.</p> <p>iii) A Statement of Design Acceptance from IW approving the water services designs and layouts shall be submitted.</p> <p>iv) the applicant shall consult IW Diversions and Wayleaves division and agree and submit measures to be implemented for dealing with existing IW infrastructure on the subject site.</p> <p>v) Where existing site water services infrastructure is not vested in IW and it shall be used as part of the proposed development, details for a condition and hydraulic capacity assessment, repairs and upgrades and vesting of the infrastructure shall be agreed with IW and submitted.</p> <p>b) Prior to the occupation of any units:</p> <p>i) the measures as item 3 a) iv) above shall be implemented by the applicant to the satisfaction of IW and written confirmation shall be submitted.</p> <p>ii) The works as item 3 a) v) above shall be carried out by the applicant to the satisfaction of IW and written confirmation shall be submitted.</p>		<p>ii) A connection agreement will be entered into with Irish Water for the proposed development and submitted.</p> <p>iii) A Statement of Design Acceptance from IW approving the water services designs and layouts will be submitted.</p> <p>iv) The applicant will consult IW Diversions and Wayleaves division and agree and submit measures to be implemented for dealing with existing IW infrastructure on the subject site.</p> <p>v) Where existing site water services infrastructure is not vested in IW and it will be used as part of the proposed development, details for a condition and hydraulic capacity assessment, repairs and upgrades and vesting of the infrastructure will be agreed with IW and submitted.</p> <p>b) Prior to the occupation of any units:</p> <p>i) The measures as item 3 a) iv) above will be implemented by the applicant to the satisfaction of IW and written confirmation will be submitted.</p> <p>ii) The works as item 3 a) v) above will be carried out by the applicant to the satisfaction of IW and written confirmation will be submitted.</p> <p>WSD SuDS Guidance Document for Larger Developments version 1.3 to be issued with WSD Part 8 Planning application ref no P82022-10 for social</p>
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	<p><u>housing development at Old Greenfield, Maynooth. 15 December 2022.</u></p>	<p>1. In SHDs-LRDs and other large developments including commercial, industrial, mixed use or residential developments and serviced sites with more than 10 housing units, WSD encourage the reduction of impermeable surface areas by maximising the provision of permeable paving and pervious surfacing in areas that will not be put forward for taking in charge, including house driveways (rear and side house footpaths should discharge to garden-green strip) and green, landscaped areas and rainwater recovery and reuse systems in management company controlled buildings and in larger, non-residential buildings.</p> <p>2. Surface water runoff shall be processed at source and at surface level, where feasible. A risk assessment of surface storage of runoff shall be conducted especially regarding the risk of young children drowning in even shallow depths of water. Safety advice is given in CIRIA SuDS Manual Chapter 36.</p> <p>3. Remaining surface water runoff shall be discharged to Sustainable Drainage Systems (SuDS) in the following structured and prioritised manner following the recommended treatment train approach:</p> <ol style="list-style-type: none"> a. Nature based SuDS such as constructed wetlands, retention ponds and bioretention areas for attenuation storage, road runoff should discharge directly to bioretention swales and tree trenches or smaller tree pits through 	
<p>application ref no P82022-10 for social housing development at Old Greenfield, Maynooth. 15 December 2022.</p> <p>1. In SHDs-LRDs and other large developments including commercial, industrial, mixed use or residential developments and serviced sites with more than 10 housing units, WSD encourage the reduction of impermeable surface areas by maximising the provision of permeable paving and pervious surfacing in areas that will not be put forward for taking in charge, including house driveways (rear and side house footpaths should discharge to garden-green strip) and green, landscaped areas and rainwater recovery and reuse systems in management company controlled buildings and in larger, non-residential buildings.</p>			

		<p>gaps in roadside kerbs or without the need for any kerbs.</p> <p>b. House runoff, including roofs should discharge in the first instance to rain gardens and-or planters.</p> <p>c. Green and blue roofs and green living walls shall be considered for management company controlled and larger, non-residential buildings.</p> <p>4. Where a clear and plausible rationale is given for excluding NB SuDS or additional treatment or storage is required, only then shall infiltration system SuDS such as unlined permeable paving-pervious surfacing, soakaways, infiltration basins, infiltration blankets or infiltration trenches, which as they are typically narrow and linear, can be used to underdrain the roadside bioretention swales or as a standalone SuDS measure.</p> <p>5. Unlined gravel entrance roads-driveways are not permitted due to problems with loose gravel blocking drainage systems and causing a fall hazard.</p> <p>6. Infiltration is subject to the presence of suitably permeable sub-soils and a favourable groundwater regime as evidenced by soil infiltration test results and a groundwater monitoring programme of at least 6 months duration and including at least one winter season.</p> <p>7. Expert geotechnical and hydrogeological advice shall be taken in this regard.</p> <p>8. Where a clear and plausible rationale is given for excluding infiltration system SuDS or additional treatment or storage is required, only then shall filtration system SuDS such as lined permeable paving, filter strips and filter drains, which as they are typically</p>			<p>and having regard to the need to provide usable public open space:</p> <p>a. Nature based SuDS such as constructed wetlands, retention ponds and bioretention areas for attenuation storage, road runoff should discharge directly to bioretention swales and tree trenches or smaller tree pits through gaps in roadside kerbs or without the need for any kerbs.</p> <p>b. House runoff, including roofs should discharge in the first instance to rain gardens and-or planters.</p> <p>c. Green and blue roofs and green living walls shall be considered for management company controlled and larger, non-residential buildings.</p> <p>4. Where a clear and plausible rationale is given for excluding NB SuDS or additional treatment or storage is required, only then will infiltration system SuDS such as unlined permeable paving-pervious surfacing, soakaways, infiltration basins, infiltration blankets or infiltration trenches, which as they are typically narrow and linear, be used to underdrain the roadside bioretention swales or as a standalone SuDS measure.</p> <p>5. Unlined gravel entrance roads-driveways will not be used due to problems with loose gravel blocking</p>
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		<p>narrow and linear, can be used to underdrain the roadside bioretention swales where infiltration is not feasible or as a standalone SuDS measure.</p> <p>9. Lined gravel entrance roads or driveways are not permitted as item 5 above.</p> <p>10. Finally, where a clear and plausible rationale is given for excluding filtration system SuDS or additional treatment or storage is required, only then shall detention system SuDS such as detention basins, underground, lined attenuation storage structures and rainwater butts at houses, be considered.</p> <p>11. Typically, nature based and infiltration system SuDS do not discharge runoff a watercourse or dedicated surface water piped drainage network except from an overflow to cater for SuDS failure or design exceedance events. Filtration and detention system SuDS do ordinarily discharge runoff to either a watercourse or piped network.</p> <p>12. SuDS overflows and outfall pipes shall discharge to the nearest available watercourse or dedicated surface water drainage piped network.</p> <p>13. The environmental considerations of discharging runoff to watercourses, piped networks or to ground shall be addressed in the drainage design for the development.</p> <p>14. A SuDS strategy for SHDs-LRDs and other larger developments based on the above, shall be devised by a multi-disciplinary design team consisting of geotechnical engineers, hydrogeologists, landscape architects, ecologists and arboriculturalists and agreed with the Water Services department prior to the submission of a planning application.</p>		<p>drainage systems and causing a fall hazard.</p> <p>6. Infiltration is subject to the presence of suitably permeable sub-soils and a favourable groundwater regime as evidenced by soil infiltration test results and a groundwater monitoring programme of at least 6 months duration and including at least one winter season.</p> <p>7. Expert geotechnical and hydrogeological advice will be taken in this regard.</p> <p>8. Where a clear and plausible rationale is given for excluding infiltration system SuDS or additional treatment or storage is required, only then will filtration system SuDS such as lined permeable paving, filter strips and filter drains, which as they are typically narrow and linear, be used to underdrain the roadside bioretention swales where infiltration is not feasible or as a standalone SuDS measure.</p> <p>9. Lined gravel entrance roads or driveways will note be used as item 5 above.</p> <p>10. Where a clear and plausible rationale is given for excluding filtration system SuDS or additional treatment or storage is required, only then will detention system SuDS such as detention basins, underground, lined attenuation storage structures and</p>
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		<p>15. Sustainable Drainage Systems (SuDS) should where feasible form part of the public open space provision and must in line with CDP Open Spaces Strategy:</p> <ol style="list-style-type: none"> a. contribute in a significant and positive way to the design and quality of open space, b. enhance biodiversity and amenity value, and link with the existing Green Infrastructure network in the settlement. c. provide an open space benefit even when holding surface water (for example ponds and wetlands), d. be readily available for use in most weather conditions, e. be accessible and usable, and f. be designed by a multi-disciplinary team (to include a drainage engineer, ecologist, arborist, landscape architect etc.) as part of the overall project. <p>16. SuDS which form part of public open space provision will be assessed on a case-by-case basis by the planning authority, having regard to site specific conditions and the quality of design.</p> <p>17. Culverting entire drains and streams will generally be prohibited; interference with natural drainage systems is to be minimised and the Council will explore opportunities to carry out watercourse restoration projects and to remove culverted drainage systems in favour of open, natural drainage systems.</p> <p>18. Stage 1, 2 and Stage 3 Surface Water Audits will be submitted addressing relevant drainage design issues.</p>		<p>rainwater butts at houses, be considered.</p> <p>11. Typically, nature based and infiltration system SuDS do not discharge runoff a watercourse or dedicated surface water piped drainage network except from an overflow to cater for SuDS failure or design exceedance events. Filtration and detention system SuDS do ordinarily discharge runoff to either a watercourse or piped network.</p> <p>12. SuDS overflows and outfall pipes where used will discharge to the nearest available watercourse or dedicated surface water drainage piped network.</p> <p>13. The environmental considerations of discharging runoff to watercourses, piped networks or to ground will be addressed in the drainage design for the development.</p> <p>14. Appropriate consultation was undertaken prior to the submission of the Part 8 proposal.</p> <p>15. Sustainable Drainage Systems (SuDS) will where feasible form part of the public open space provision and must in line with CDP Open Spaces Strategy:</p> <ol style="list-style-type: none"> a. Contribute in a significant and positive way to the design and quality of open space,
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			<p>19. A climate change factor of 30% and 10% urban creep factor should be considered for application in SuDS and drainage designs.</p> <p>20. KCC will facilitate the development of nature based Sustainable Urban Drainage Systems, including the retrofitting of SuDS in established urban areas.</p> <p>21. Underground tanks and storage systems will only be accepted in line with an agreed SuDS strategy for a residential development, which should complement the development open space strategy and large non-residential developments.</p>	
<p>b. Enhance biodiversity and amenity value, and link with the existing Green infrastructure network in the settlement.</p> <p>c. Provide an open space benefit even when holding surface water (for example ponds and wetlands),</p> <p>d. Be readily available for use in most weather conditions,</p> <p>e. Be accessible and usable, and</p> <p>f. Be designed by a multi-disciplinary team (to include a drainage engineer, ecologist, arborist, landscape architect etc.) as part of the overall project.</p>				
<p>16. SuDS which form part of public open space provision will be assessed on a case-by-case basis by the planning authority, having regard to site specific conditions and the quality of design.</p>				
<p>17. Culverting entire drains and streams will generally be prohibited; interference with natural drainage systems is to be minimised and the Council will explore opportunities to carry out watercourse restoration projects and to remove culverted drainage systems in favour of open, natural drainage systems.'</p>				
<p>18. Stage 1, 2 and Stage 3 Surface Water Audits will be submitted addressing relevant drainage design issues.</p>				

Water Services (Waste Water)	KCC	<p>Just would have a few comments in relation to the Foul Layout for this scheme:</p> <p>Location of Manholes</p> <ul style="list-style-type: none"> Some of the proposed foul MHs seem to be in the middle of the access road. This makes it much more difficult to access them; they should be in one lane only and preferably not in the wheel track - see below extract from Guidelines for Managing Openings in Public Roads which shows preferred MH location (also show trench which isn't relevant for new schemes). One of the MHs is in the middle of a T-Junction, this would be very difficult to access. Ideally MHs should be located away from car parking areas, but where it is necessary 	16/12/2022	19/12/2022	<p>19. A climate change factor of 30% and 10% urban creep factor should be considered for application in SuDS and drainage designs.</p> <p>20. KCC will facilitate the development of nature based Sustainable Urban Drainage Systems, including the retrofitting of SuDS in established urban areas.</p> <p>21. Underground tanks and storage systems will only be accepted in line with an agreed SuDS strategy for a residential development, which should complement the development open space strategy and large non-residential developments.</p>
		<p>Location of Manholes</p> <ul style="list-style-type: none"> The location of existing manholes will be reviewed and where feasible relocated as part of the proposed development. 			

E.H.O.	H.S.E.	<p>Having viewed the drawings in relation to the above development, I wish to make the following comments:</p> <p>1) Construction Management Plan</p> <p>I recommend that a comprehensive construction management plan is drafted and implemented to ensure that any adverse impacts from construction and demolition on the environment and health are reduced and that any temporary emissions during the construction and demolition phases are controlled to prevent nuisance or adverse health effects. The plan should take into account all of the following: Waste Management, Staff welfare facilities, Pest Control Management, Dust impacts, Excessive noise and emissions to Surface/Ground water.</p> <p>(a) Noise</p> <p>The following measures shall be taken to prevent nuisance from noise at construction and demolition sites:</p> <p>The hours of operation on all construction sites shall be restricted to 8.00a.m. to 7.00p.m., Monday to Friday, and 8.00a.m. to 2.00p.m. on Saturdays. No activities shall take place in site on Sundays or Bank Holidays.</p> <p>No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, shall take place on site between the hours of 7.00p.m. and 8.00a.m.</p> <p>No deliveries of materials, plant or machinery shall take place before 8.00a.m. in the morning or after 7.00p.m. in the evening.</p> <p>If there is any occasion when work must be carried on outside daytime hours, this department, local residents and businesses in areas which are likely to be affected by noise from the proposed works should be notified in advance e.g. in letter or leaflet or advertisement.</p>	05/01/2023	05/01/2023	<p>1. The successful contractor will be required to prepare a Construction Management Plan prior to the commencement of the proposed development.</p> <p>a. Noise</p> <p>The hours of operation on the proposed site will be restricted to 8.00am to 7.00pm Monday to Friday, and 8.00am to 2.00pm on Saturdays. No activities will take place on site on Sunday's or bank Holidays unless otherwise agreed with the Planning Authority and relevant notice will be given.</p> <p>b. Air Quality</p> <p>No outdoor burning will be permitted on site. The site will be secured by the successful contractor. During any demolition works and during the construction phase, all necessary steps will be taken to contain dust and airborne pollutants arising from the site and prevent nuisance to persons in the locality. Protective hoarding/screening will be provided. The successful contractor will be required to manage traffic entering and leaving the site and provide appropriate measures to maintain the adjacent public roads. Materials store on site will be stored in the appropriate manner.</p>
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		<p>(b) Air-Quality</p> <p>The following measures shall be taken to prevent nuisance from air pollution at construction and demolition sites:</p> <p>No outdoor burning shall occur on site. Site must be secured to prevent access by vandals who may cause air pollution nuisance due to carelessness. During any demolition works and during the construction phase, all necessary steps shall be taken to contain dust and airborne pollutants arising from the site and to prevent nuisance to persons in the locality. This shall include i) covering skips, ii) covering slack heaps, iii) netting of scaffolding, iv) regular road and pavement damping and sweeping, v) use of water spray to suppress dust, vi) proper paved or hard stand access for trucks and vehicles to and from the site to prevent dirt and dust from the site being carried from the site on to public roads etc.</p> <p>Protective hoarding screens should be erected around construction activities to reduce dust-blow from the site.</p> <p>A temporary wheel-wash facility should be installed close to the location of the site entrance to prevent the dragging of silt and mud onto the local road surface by trucks departing from the site.</p> <p>Exposed surfaces and entrances to the site should be dampened during dry windy conditions in the interest of controlling fugitive dust.</p> <p>Any spillage of material from vehicles departing from the site should be promptly removed to prevent re-suspension of silt from the road surface by passing vehicles.</p> <p>Dust control measures should be active on equipment used for drilling or pavement cutting, grinding of block surfaces and similar types of stone finishing is taking place as significant fine particulate emissions can be generated which may cause a local nuisance.</p>		<p>Vehicles operating on site will be appropriately managed by the successful contractor to prevent excessive emissions of particulates and other pollutants from the exhaust-pipes.</p> <p>2. Ventilation of the proposed dwelling units will comply with the Building Regulations.</p> <p>3. An Electrical engineer is appointed as part of the design team and the design development of the Public Lighting will comply with Kildare County Council Lighting Policy Street Lighting Technical Specification June 2019. Appropriate refuse facilities will be provided for all dwellings.</p>
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		<p>Bulk fine sized aggregates and other similar building materials that may easily become airborne by the wind should not be stored in uncovered stockpiles. Truck speeds should be controlled within the redevelopment area to prevent high levels of dust being re-suspended from the construction area. Vehicles and plant machinery operating on site should be properly maintained to prevent excessive emissions of particulates and other pollutants from the exhaust-pipes.</p> <p>All site vehicles and machinery should be switched off when not in use – no idling.</p> <p>In the interests of both public health and the environment the above guidelines should be included in the work policy of those undertaking all large and small building projects. These details must be made known to all developers, contractors and sub-contractors.</p> <p>2. Ventilation</p> <p>All internal areas throughout the development are to be adequately ventilated. Furthermore, WC (water closet) and bathroom areas shall be separately and independently ventilated directly to the external air by either natural or mechanical means. Where mechanical extract ventilation is provided, the listed minimum air changes are necessary: WCs – 3 air changes per hour Bathroom – 6 to 10 air changes per hour</p> <p>3. External Lighting</p> <p>To prevent light pollution and the creation of nuisance: Any external lighting system shall be designed to minimise potential glare and light spillage in particular to residential properties in close proximity to the site. All external lighting shall be of a type that ensures deflection of lighting downwards.</p>		
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Roads Department	KCC	<p>Waste/Refuse Facilities & Pest Control</p> <p>Suitable and sufficient refuse facilities including recycling facilities and waste segregation must be provided for the storage of waste material. Such storage facilities must be pest proof and secure, the area should be located so that it does not cause nuisance by way of smell, noise or attraction of vermin or animals to any area or neighbouring area.</p> <p>The Kildare County Council Housing Department is proposing a Part 8 for the construction of 65 residential units is proposed consisting of 29 houses, 36 apartments and duplexes following Stage 2 approval from the Department of Housing, Local Government and Heritage under the Social Housing Investment Programme (SHIP).</p> <p>A Part 8 Technical Assessment has been requested from the KCC Roads, Transportation & Public Safety Department on the draft proposals in order to check road and traffic issues in the vicinity of the site.</p> <p>The KCC Roads, Transportation & Public Safety Department have checked the Part 8 proposal and we note that a reduction in parking facilities is proposed on the site from 116.5 car parking spaces to 95 car parking spaces in view of the location of the transport links in the proximity of the site which is well served by both bus and rail.</p> <p>Under the Kildare County Development Plan Guidelines, 116.5 car parking spaces would be required based on 2 units for houses, 1.5 for apartments and 0.5 for every 4 apartments.</p> <p>KCC Roads, Transportation & Public Safety Department requires the following matters to be addressed prior to the commencement of the proposed development.</p>	16.02.2023	16.02.2023	
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Access to the Site and Sight Visibility

Access to the site is from the R406 Straffan Road and sight visibility at this access should comply with the DMURS standards.

The junction layout at the Straffan Road should be further examined taking into account the existing access to the Rail Park Estate which is located opposite the new access and where there is a right turning lane in operation.

Improvement should be made to sight lines at the junction with the Regional Road to allow safer egress; The examination should include proposals to modify the existing boundary wall.

Traffic and Transport Assessment (TTA/TIA)

A Traffic and Transport Assessment should be carried out due to the scale of the development and the current traffic issues in Maynooth.

Traffic Calming Measures

Vertical displacement Traffic Calming measures will have to be implemented on the main estate road in view of the straight alignment which could result in high speeding of traffic. The proposed traffic calming should comply with the Traffic Management Guidelines and the KCC Specification for ramps.

Two junction plateaus/ table tops should be detailed for the side road junctions at Block 7 and Block 9.

Access to the Site and Sight Visibility

Prior to commencement of the proposed development the new access road junction will be examined, and further improvement proposed for the agreement with the Roads, Transportation & Public Safety Department prior to the commencement of the proposed development.

Traffic and Transport Assessment (TTA/TIA)

Prior to commencement of the development a traffic and transport assessment will be carried out and any mitigation measures required will be discussed and agreed with the Roads Dept.

Traffic Calming Measures

Prior to commencement of traffic calming measures will be examined for compliance with the Traffic Management Guidelines and the KCC Specification for ramps and any mitigation measures to be discussed and agreed with the Roads Dept. Two junction plateaus/ table tops will be detailed for the side road junctions at Block 7 and Block 9.

		<p>These two calming features are required due both the length and relatively straight alignment of the main access road.</p> <p><u>Car Parking</u></p> <p>A reduction in parking facilities is proposed on the site from 116.5 car parking spaces to 95 car parking spaces in view of the location of the transport links in the proximity of the site which is well served by both bus and rail.</p> <p>Parallel car parking spaces shall be 2.5 x 5.0m in dimension and perpendicular car parking spaces shall be 2.6 x 5.0m where circulation aisles are less than 6 metres</p> <p><u>Bicycle Parking</u></p> <p>More secure Bicycle Lockers should be provided at the front of the building for the mid-terrace units.</p> <p><u>Electric Charging Points</u></p> <p>Electric charging points should be provided at the parking bays.</p> <p>Ideally, the proposed development should eventually provide Electric Vehicle (EV) Charge Points making the following provisions;</p> <p>(a) Where parking is being provided within the curtilage of individual housing units, dual electrical charge points to be provided to allow for the night-time charging of Electric Vehicles (EVs), linked to the individual domestic electricity meter.</p>		<p><u>Car Parking</u></p> <p>Parallel car parking spaces will be 2.5 x 5.0m in dimension and perpendicular car parking spaces will be 2.6 x 5.0m where circulation aisles are less than 6 meters.</p> <p><u>Bicycle Parking</u></p> <p>Secure bicycle parking will be provided to the front of mid-terraced units where there is no access to the rear of the property.</p> <p><u>Electric Charging Points</u></p> <p>There are dedicated electric charging parking bays provided and ducting will be provided throughout the development to facilitate car parking to have EV charging points in the future.</p>
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		<p>(b) Where parking associated with units is being supplied on street, dedicated charging points for use by residents are to be provided adjacent to parking spaces. The charging points should operate on metered basis, with access to the charging point being available to residents through a swipe card or PIN number registration facility.</p> <p>The EV Chargers are to be compatible with the Sustainable Energy Authority of Ireland's Triple E Register.</p> <p>Reason: To support the use of renewable energy and improve urban air quality</p> <p><u>Vulnerable Road Users facilities.</u></p> <p>There are existing Vulnerable Road Users (VRU) (pedestrians and cyclists) facilities on the R406 Straffan Road which are of a good standard and provide access for VRUs to the Maynooth Town Centre and the Maynooth Railway Station.</p> <p>Prior to commencement of development, sight lines at the regional road junction are to be examined and if necessary, modified to prevent exiting cars encroaching on the nearside cycle lane. This should also be picked up by the Road Safety Assessment and if necessary, this should include proposals to modify the existing boundary wall.</p> <p><u>Estate Road details</u></p> <p>We note the existing and new estate road details where we are assuming that the estate roads will be shared by both cyclists and motorists. We recommend that the proposed footpath width should</p>		<p><u>Vulnerable Road Users facilities.</u></p> <p>Prior to commencement of development, sight lines at the regional road junction will be examined and if necessary, modified to prevent exiting cars encroaching on the nearside cycle lane. This will also be picked up by the Road Safety Assessment and if necessary, modifications will include proposals to modify the existing boundary wall.</p> <p><u>Estate Road details</u></p> <p>The Roads Dept will be furnished with site plans showing corner radii details prior to commencement of the development. Corner radii will be</p>
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<p>be 2.0m and that the new estate road width should be a minimum of 5.5m to ensure adequate width for road users and in particular HGVs accessing this estate. Roads, footpaths, turning areas and corner radii at junctions should be designed and constructed in accordance with the DMURS standards.</p> <p>Corner radii shall be between 4.5 metres and 6 metres in final detail drawings for kerb alignment at junctions.</p> <p><u>Speed Limit Signs in the Estate.</u></p> <p>Speed limit signs should be installed within the estate comprising RUS 044 30km/h speed limit signs and warning signs "Children at Play" at frequent intervals throughout the residential estate.</p> <p>The requirements of the Department of Transport, Tourism and Sport's traffic signs advice note TSAN-2016-02 regarding Slow Zones in residential developments should also be implemented in the interest of pedestrian, cyclist and vehicular safety.</p> <p>The installation of the two junction plateaus as part of the traffic calming along the main spine road will be central to give effect to a slow speed environment, reinforcing the lower speed limit and associate signage.</p> <p><u>Public Lighting</u></p> <p>Public lighting should be examined and designed to comply with current KCC Public Lighting Standards and should include an assessment of existing lighting in the area of the proposed development. Landscaping should not interfere with the public</p>	<p>between 4.5 metres and 6 metres in final detail drawings for kerb alignment at junctions.</p> <p><u>Speed Limit Signs in the Estate.</u></p> <p>Two junction plateaus/ tabletops will be detailed for the side road junctions at Block 7 and Block 9.</p> <p><u>Public Lighting</u></p> <p>Public lighting, including an assessment of existing lighting in the area of the proposed development will be examined and designed to comply with current KCC Public Lighting Standards.</p>	

		<p>lighting and public lighting columns should be located at the back of the footpaths.</p> <p>Prior to the commencement of the development lighting details shall be submitted to include a lux contour drawing and ducting/ wiring drawing with details of micro-pillars.</p> <p><u>Turning Movements</u></p> <p>Turning movements should be checked for HGVs (including refuse trucks) on the new estate access road off the R406 Straffan Road, all other estate roads in the development and also the hammer heads/ turning bays using AUTOTRACK, there should be no encroachment by HGVs onto footpaths or grass verges.</p> <p>Prior to commencement of development, it will be necessary to show a turning head near Block 2 and 3. In this regard, it may be necessary to modify the parking and surface water attenuation to accommodate a turning bay or circle.</p> <p><u>Road Safety Audits</u></p> <p>A Stage 1/ 2 Road Safety Assessment shall be carried out by an independent approved and certified</p>		<p>Landscaping proposals will be designed so as to not interfere with the public lighting and public lighting columns should be located at the back of the footpaths. Proposed public lighting details to include a lux contour drawing and ducting/ wiring drawing with details of micro-pillars will be submitted to the Roads, Transportation & Public Safety Department prior to commencement of the development.</p> <p><u>Turning Movements</u></p> <p>Turning movement for HGVs (including refuse trucks) have been checked by the project civil/structural engineers for all roads in the proposed development including the estate access road off the R406 Straffan Road as set out in Section 5.1 of the report prepared by Hayes Higgins Partnership. Prior to commencement of the development the AUTOTRACK analysis demonstrating that there will be no encroachment by HGVs onto footpaths or grass verges will be submitted to the Roads Dept.</p> <p>A turning head will be provided near Block 2 and 3 and if necessary, the parking and surface water attenuation will be modified to accommodate a turning bay or circle.</p> <p><u>Road Safety Audits</u></p> <p>Prior to commencement construction Road Safety Assessment Stages 1 + 2, to be carried out by an independent</p>
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	<p>Auditor for the proposed development and the infrastructure works. The RSA recommendations shall be incorporated into the detailed design.</p> <p>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 development and the infrastructure works prior to the occupation of the housing units. The implementation of the RSA recommendations shall be incorporated into the detailed design.</p> <p><u>Construction Management Plan</u></p> <p>A Construction Management Plan should be submitted before the works commence to be agreed with the Planning Authority</p> <p><u>Road Construction</u></p> <p>A CBR tests shall be undertaken in accordance with Section 2.16 of the Department of Environment and Local Government "Recommendations for Site Development Works for Housing Areas" and as required to determine the subgrade strength under the proposed site access road. The results together with a suitable pavement design in accordance with TII document DN-PAV-03021 shall be submitted to Kildare County Council for written consent prior to the commencement of development.</p> <p>Reason: In the interests of proper planning and sustainable development.</p>		<p>accredited Road Safety Auditor, will be submitted any mitigation measures identified will be discussed and agreed with the Roads Dept.</p> <p>Prior to occupancy of the residential units, a Stage 3 audit should be carried out to resolve any post construction defects.</p> <p><u>Construction Management Plan</u></p> <p>Prior to commencement of the development a Construction and Waste Management Plan be submitted and agreed with the Planning Authority.</p> <p><u>Road Construction</u></p> <p>A CBR tests will be undertaken in accordance with Section 2.16 of the Department of Environment and Local Government "Recommendations for Site Development Works for Housing Areas" and as required to determine the subgrade strength under the proposed site access road. The results together with a suitable pavement design in accordance with TII document DN-PAV-03021 will be submitted to Kildare County Council for written consent prior to the commencement of development.</p>
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Road Surfacing

The proposed sustainable urban drainage system design is to be assessed to consider the extent of permeable paving and porous paving in road surfaces and where feasible the site access roads within the development shall be finished with surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification. All surface water drainage gullies shall be fitted with suitable locking type covers or gratings.

Reason: In the interest of traffic safety and improved skid resistance.

Conflict between Road Construction with Surface Water Attenuation

Prior to commencement of development, it will be necessary to resolve conflict between Water Services requirements and that of the Roads Department.

Generally, it will not be acceptable to have surface water attenuation under roads or permeable/ porous paving under trafficked areas or parking areas to be taken in charge by the Roads Department.

The Applicant is requested to assess and consider the removal of permeable surfaces at such locations and make alternative proposals that are mutually acceptable to the Municipal District, Roads Design and Water Services.

Due to the density of the development and the apparent lack of space for SUDS features it will be

Road Surfacing

The proposed sustainable urban drainage system design will be assessed to consider the extent of permeable paving and porous paving in road surfaces and where feasible the site access roads within the development will be finished with surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification. All surface water drainage gullies will be fitted with suitable locking type covers or gratings.

Conflict between Road Construction with Surface Water Attenuation

Prior to the commencement of the proposed development the feasibility of the removal of permeable/porous paving under trafficked areas will be assessed and proposal that are mutually acceptable to the Municipal District, Roads Design and Water Services sections will be agreed.

