



VILLAGE RENEWAL MASTER PLAN
HEALTH CHECK AND URBAN DESIGN ANALYSIS

ALLENWOOD(FIODH ALÚINE), CO. KILDARE

FEBRUARY 2024

PROJECT LEAD:



Urban Design
Masterplanning
Planning
Architecture
Conservation Architecture
Project Services
Visualisation
Interiors
Research
PSDP

PROJECT TEAM:



FOREWORD

“A Town Renewal Masterplan is effectively a blueprint to guide the rejuvenation of a town or village. It is informed by robust analysis, including for example the historical context (urban morphology), urban ‘health checks,’ land use surveys, building use and condition surveys, analysis of movement patterns and facilities (pedestrian movement/ footfall and vehicular movement), car parking analysis, architectural heritage appraisals and urban design character and it is generally supported by extensive public consultation. As part of the Renewal Masterplan process a number of priority projects are identified for delivery.” Source: Kildare County Council Placemaking Strategies, Table 14.1, Kildare County Development Plan 2023-2029).

Although not a statutory document, the Masterplan is both supported by and supportive of the objectives contained in the Kildare County Development Plan 2023-2029 and the relevant Local Area Plans. The Masterplan is unique to each town and will focus on maximising the potential of the built and natural heritage by using existing assets to enhance their role as visitor destinations and helping to create new local employment opportunities. A tailored approach to each settlement’s regeneration

will provide for the development and enhancement of their overall function and ‘unique selling point’ (USP) through the identification and implementation of priority projects.

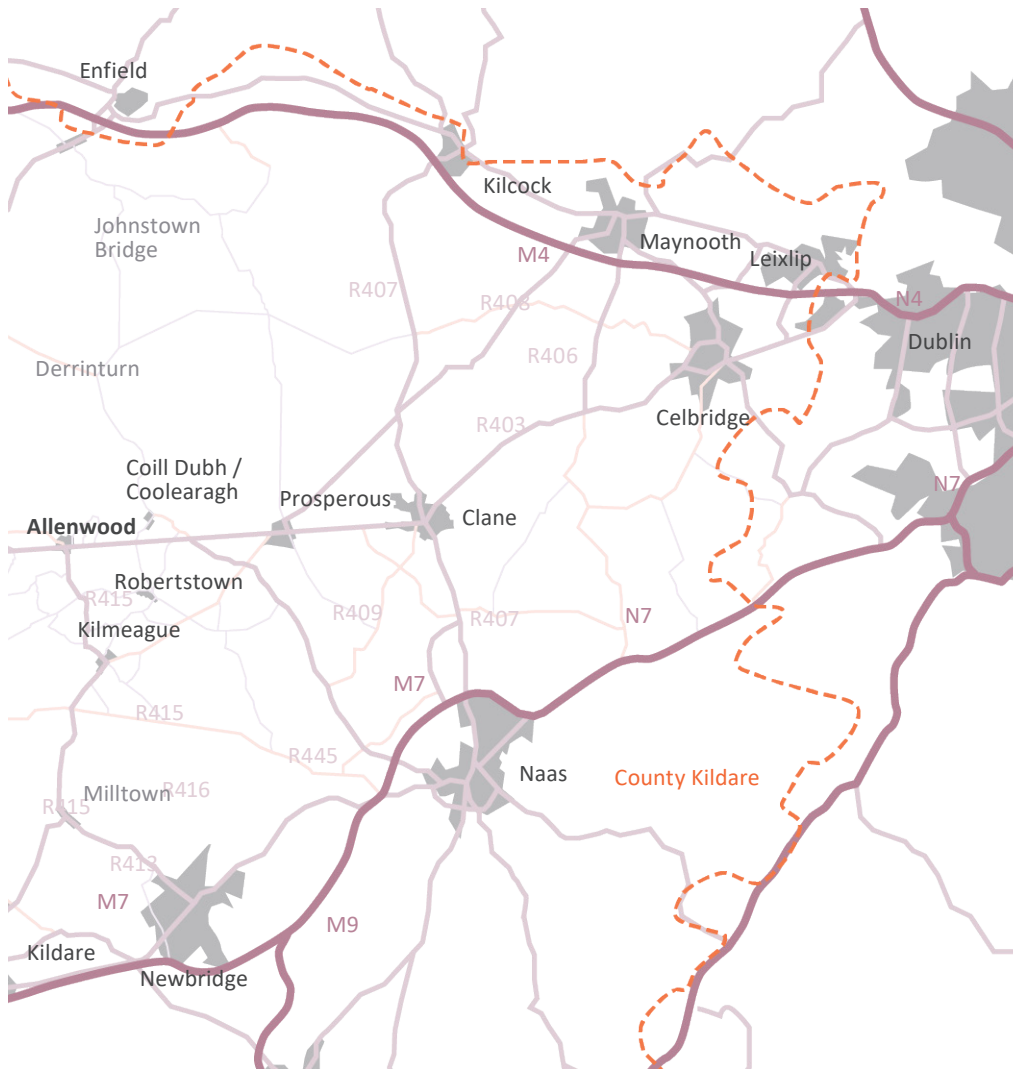
The delivery of transformative projects, focussing on place-based change within the town centre, will facilitate the development of a high quality and people centred public realm that prioritises active modes of travel where possible.

It should be viewed as a long-term plan of action (20+ years) which has been developed and agreed in consultation with a wide range of stakeholders from the town/village, the Elected Members and the relevant departments within Kildare County Council.

The Masterplan is vital to enabling Kildare County Council to access funding to deliver projects through the application process for URDF (Urban Regeneration Development Fund), RRDF (Rural Regeneration Development Fund) and Town and Village funding, where a greater priority is given to the funding of projects which are considered as part of an overall regeneration masterplan. The projects identified for delivery are not prioritised within the document. Projects will be delivered when funding

becomes available through the various town renewal funding streams, LPT (Local Property Tax) or in partnership with other Local Authority departments to leverage available funding from other work programmes.

It should be noted that the projects identified in the Masterplan are conceptual only and are subject to appropriate planning consents and further consultation processes prior to detail design stage.



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1.

INTRODUCTION AND VISION



INTRODUCTION AND VISION

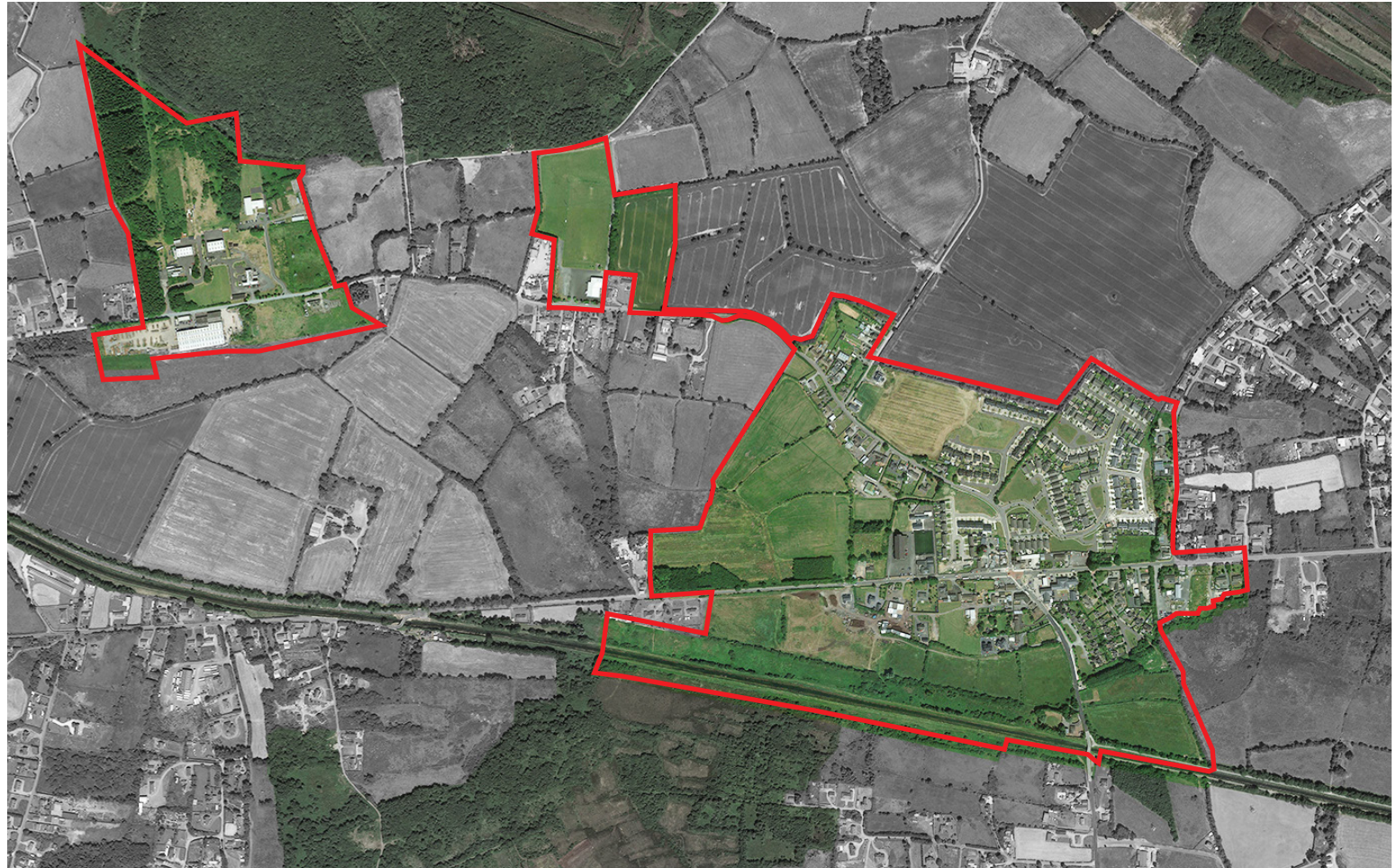
A VISION FOR ALLENWOOD

PROJECT PURPOSE AND OBJECTIVES

The Allenwood Health Check and Village Renewal Plan is part of a suite of documents. Prepared by VHA Architects, similar documents have also been prepared for the town and villages of Kilmeague, Robertstown, and Coill Dubh / Coolearagh.

The primary objective of these documents is to guide Kildare County Council in the integrated creation of healthy placemaking and viable public realm improvements.

The content presented within this and the other town/village documents have been prepared by a multi-disciplinary team, led by VHA (urban designers and architects), comprising Tobin Consulting Engineers (traffic and transport), Morley Consulting (economic and research data specialists), ID and Rowan Consultants (Ecology/ Environmental) and TORAQS (cost surveyors).



Key
— Study Area

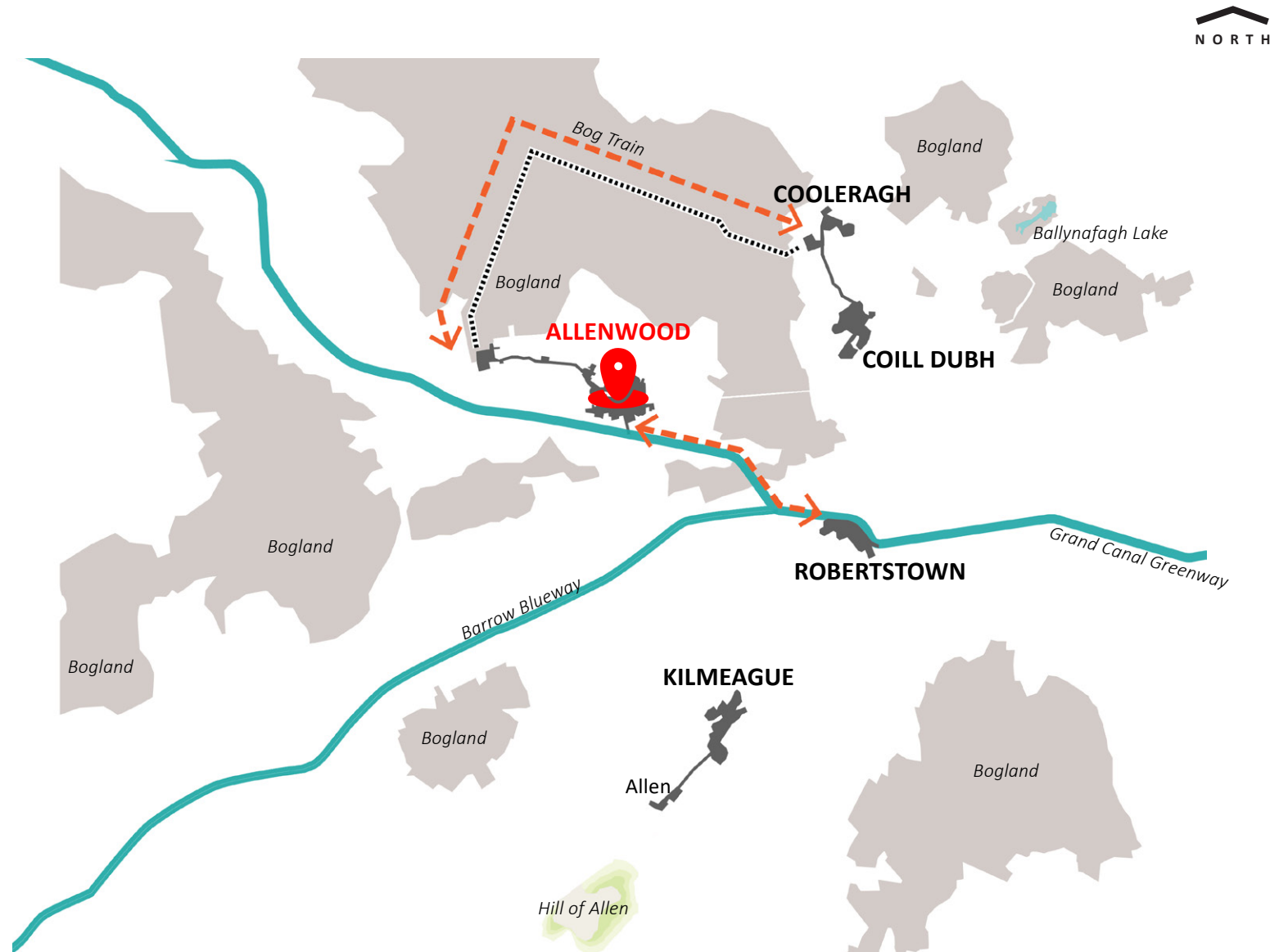
INTRODUCTION AND VISION

A VISION FOR ALLENWOOD

STRATEGIC VISION

The four villages of Robertstown, Allenwood, Coill Dubh/Cooleragh and Kilmeague emerged from the construction of the Grand Canal and the growth of the Bord na Móna boglands. Robertstown and Allenwood are also situated along the Grand Canal Greenway which is a key tourist trail.

The overall vision for Allenwood is to create a well connected and a safe village core that is attractive and encourage economic and sustainable growth by compact development and utilising existing assets and resources. Taking into account the proposed County Development plan(2023-2029), the aim of this document is to cater to the objectives of the Council while also making sure that the village is future-proofed for compact residential, community, social and economic development.



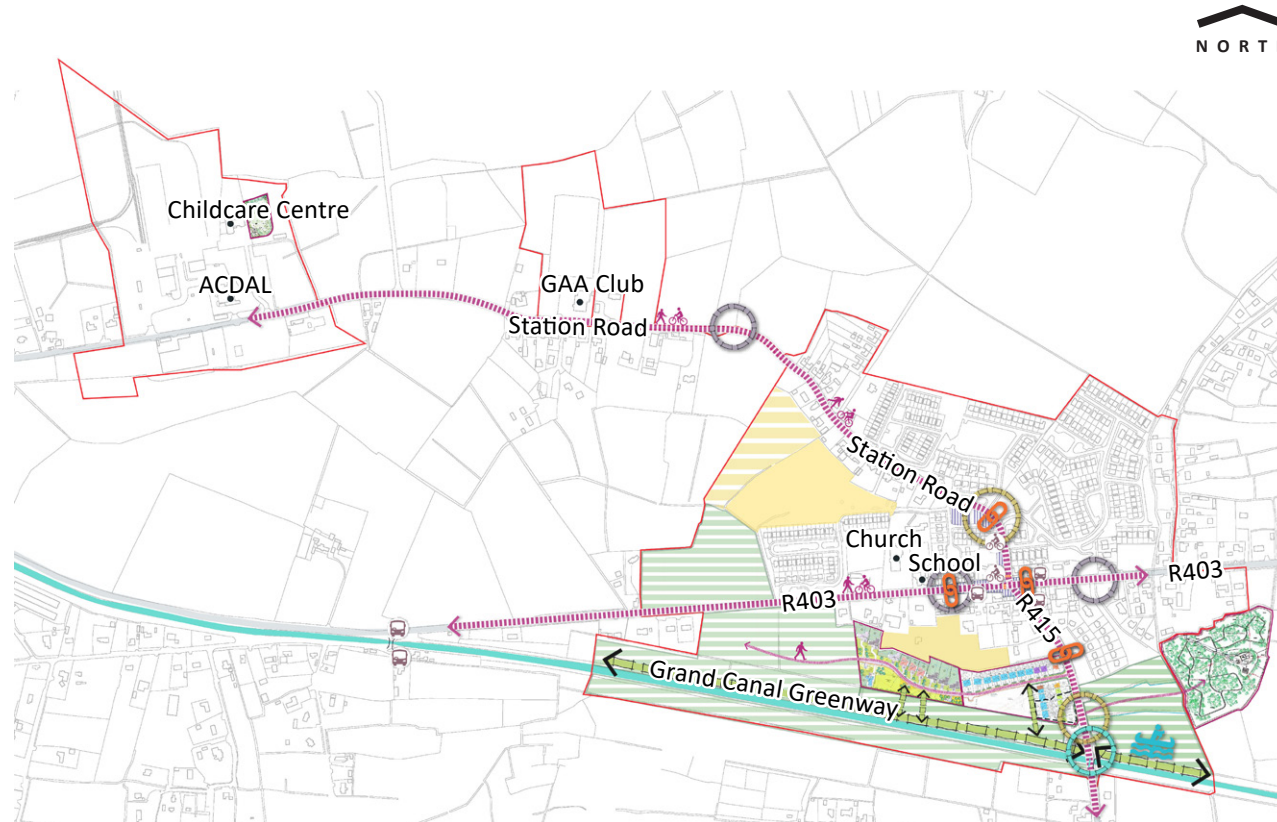
INTRODUCTION AND VISION

A VISION FOR ALLENWOOD

VILLAGE VISION

The public realm and the natural assets of the village such as the Grand Canal should act as catalysts to enhance the growth and development of the village. The urban design project areas, presented later in this document, aim to illustrate how a compact form of placemaking, and a re-imagined Allenwood core, can assist towards the creation of an enhanced and renewed sense of identity for Allenwood.

The creation of a safer and better integrated movement and access network, complimented by new and enhanced, existing destination spaces, and activation of vacant/derelict buildings, are just some of the urban design interventions proposed as part of the vision for Allenwood. All proposals are indicative only.



All proposals are indicative only.

Key

- Study Area
- Grand Canal
- Bus stop location
- Existing pedestrian crossings
- Potential pedestrian crossings
- Grand Canal Greenway
- Key destinations
- Existing consented planning applications
- Connected pedestrian realm
- Hard surface public realm improvement opportunities
- ▬ Green space, amenity opportunities
- Zoned residential lands
- Serviced sites
- Primary gateways
- Secondary gateways
- Canal gateway

INTRODUCTION AND VISION

PUBLIC REALM: WHAT IS IT AND WHY IT MATTERS

Places are about people. People engage with the public face of the village on a daily basis; with its river, local destinations, roads, streets and open spaces. These features, along with the accessible spaces in between buildings, including car parks, courtyards, footpaths and spatial voids are what make the public realm.

How public spaces are designed and built, maintained and managed, and how safe they feel influence the spatial quality and the experience for users. Whether it's one space or a series of spaces within a village, it influences how we feel about it as the place which in turn bears influence of how people use, interact, enjoy and remember a place. How effectively and efficiently the public realm works is vital for the life of any place: how people move around the village and feel safe whilst doing so; how people access services, and how businesses operate. The public realm accommodates the essential services such as lighting, signage and drainage, all of which a village cannot function without. Public Realm is also the space within and around which transport of all forms can move and operate. It is for this reason, safety, orientation, integration and accessibility are important issues to consider when

looking at and designing for a robust and memorable public realm.

In the context of Allenwood, it is important to have careful consideration, understanding and appreciation for role and function of the existing village. With this in mind, it is equally important to understand how Allenwood can become a more pleasant and more inviting destination whilst building on its existing assets. The village's public realm and identity is inseparable from the user experience of the village. The influence of the public realm extends beyond its daily users and has an important role of being memorable and enjoyable to visitors of the village. Such experiences bear influence on the economic sustainability of Allenwood and its overall well-being. Whether to visit, work and / or live in, people enjoy going to and staying in places that are pleasant, easy to use and well-functioning.

An attractive, high quality public realm can have a positive and memorable impact on the village's competitiveness with other destinations. It is an arena for business, for gathering, for recreation and for celebration. It is where people can come together to participate in public activities of all shapes and sizes.



Seating spaces in village core



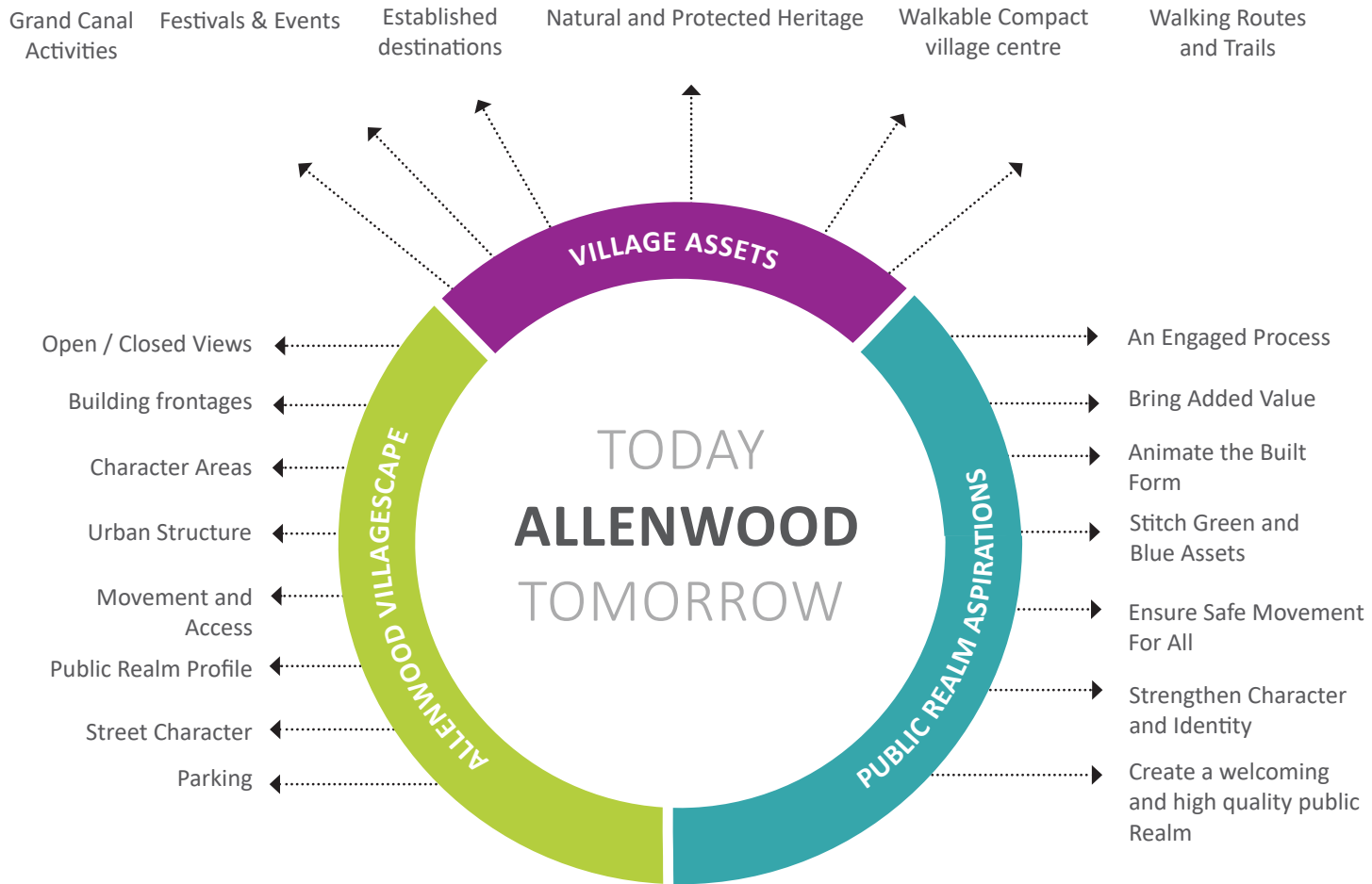
Existing pedestrian realm



Grand Canal Greenway

INTRODUCTION AND VISION

PUBLIC REALM: WHAT IS IT AND WHY IT MATTERS



INTRODUCTION AND VISION

HEALTH CHECK ASSESSMENT APPROACHES

The Allenwood Health Check identified specific quantitative and qualitative measures that could be recorded as a base against which future Health Checks could be compared. These measures were identified as a means of determining the vitality and viability of the village.

The following indicators were included as part of this survey.

- Land Use Survey
- Dereliction/Vacancy
- Socio-Demographic Overview
- Employment Trends Overview
- Residential Market Overview
- Tourism and Leisure Overview
- Pedestrian Count Survey
- Walkability Survey
- Car Parking Survey
- Business / Shopper Audit
- Public Realm Audit
- SWOT Analysis

Please also refer to the Appendix section of this document, for additional assessment findings carried out as part of the Allenwood Health Check.



2.

APPRECIATING THE
CONTEXT

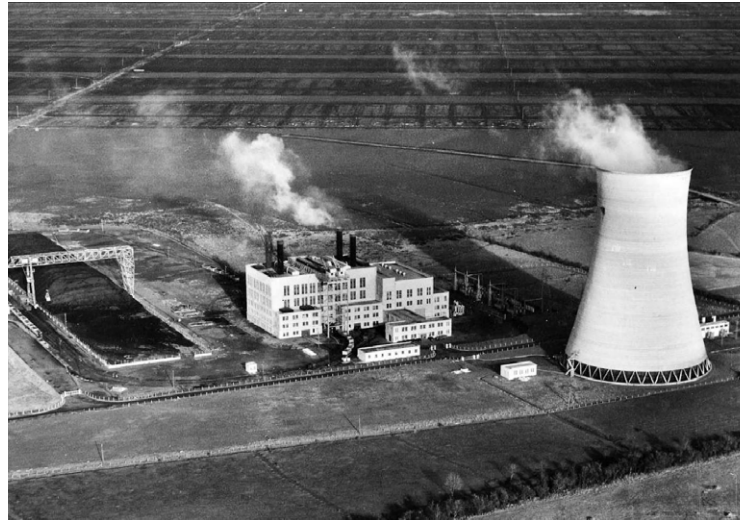


APPRECIATING THE CONTEXT

ORIGINS AND EVOLUTION OF ALLENWOOD

Allenwood emerged from the construction of the Grand Canal in the late 1700's. With its vast abundance of bog lands, Bord Na Móna set up the power station to the north of the village. The power station fell into disrepair and the cooling tower was eventually demolished in 1997.

The Grand Canal passes through the south of the village which acts as a natural edge condition defining the southern extents of the village. The two bridges across the canal act as attractive view points towards the Grand Canal. The Canal is also a source of green amenity with the Grand Canal Greenway currently under construction. Allenwood has seen a significant growth in residential development over the last few years. The village has witnessed growth emerging from the village core, with more planned growth expected north of the Grand Canal.



Former Allenwood power station (demolished)



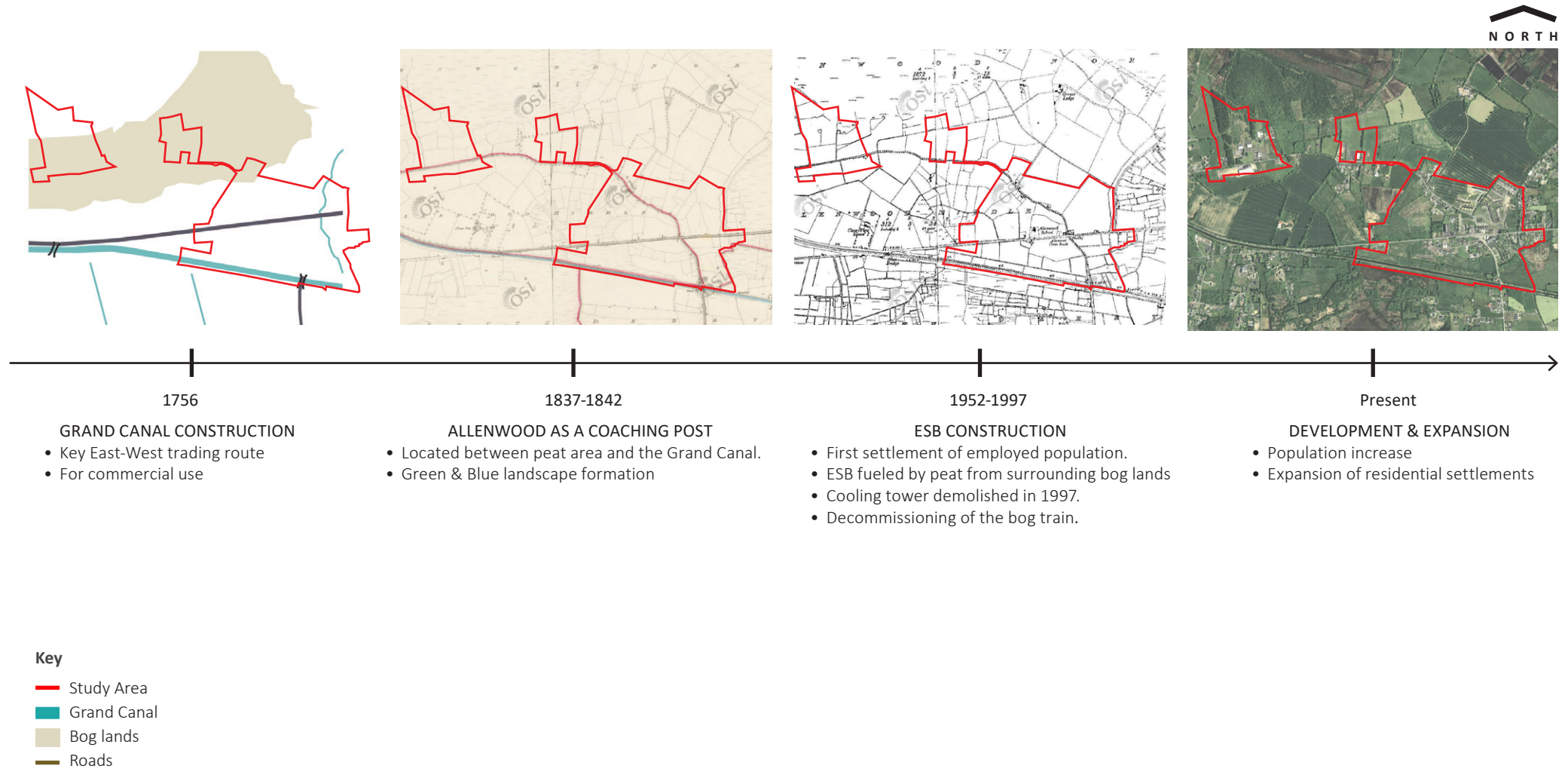
Skew (Shee) Bridge
Source: Irish Dominican Photographer



Turf Cutting at Allenwood bogs
Source: Catholic archives

APPRECIATING THE CONTEXT

ORIGINS AND EVOLUTION OF ALLENWOOD



APPRECIATING THE CONTEXT

HERITAGE AND IDENTITY



Former bog production lands



Bog train



Bog production



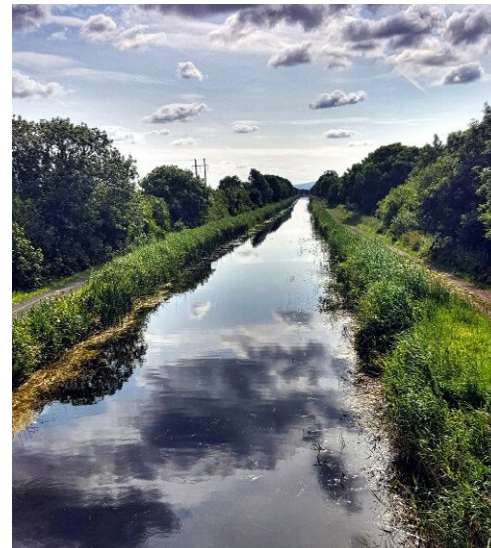
Former power station tower(demolished)



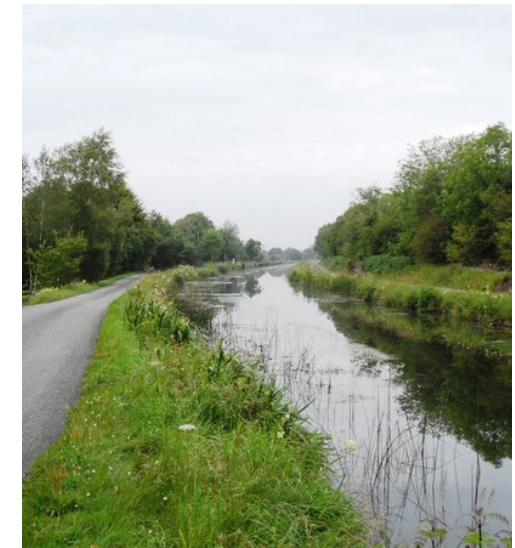
View from Derrymullen (Bond) bridge (west)



View from Derrymullen (Bond) bridge (east)



Grand Canal



Existing towpath along Grand Canal Greenway

APPRECIATING THE CONTEXT

CULTURE, COMMUNITY AND VILLAGE IDENTITY



Festivities



Signage and Wayfinding



Biodiversity



Allenwood GAA



Tidy towns community



Tidy towns community



Place identity



Allenwood scout group

APPRECIATING THE CONTEXT

CONTEXT AND CHARACTER



Allenwood key map



1. Junction transition area



2. View from Derrymullen (Bond) Bridge



3. Derrymullen (Bond) Bridge



4. Skew (Shee) Bridge



5. School



6. Allenwood Church



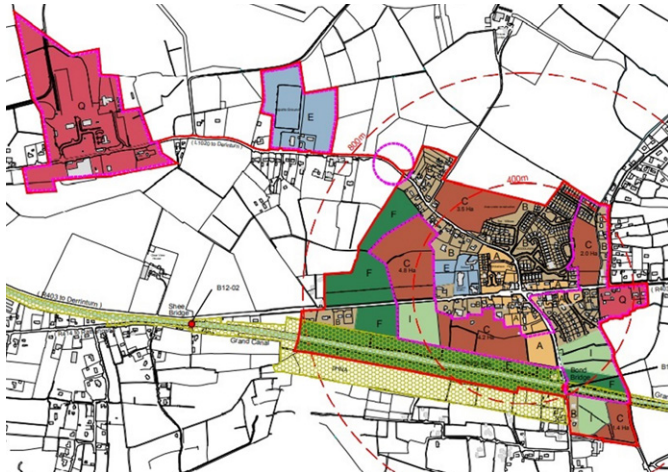
7. Allenwood Enterprise Centre (ACDAL)



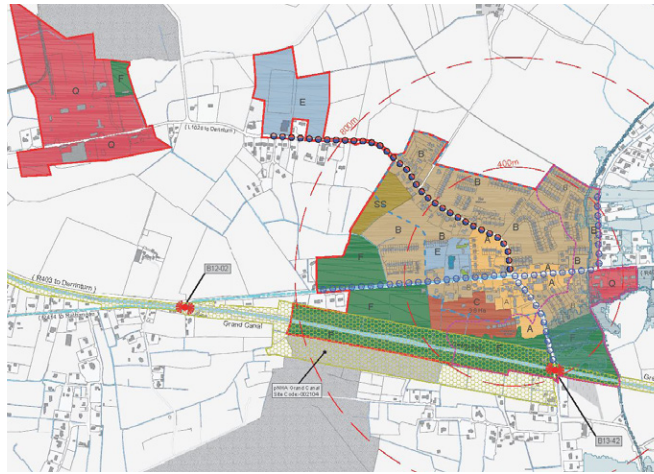
8. GAA Club

APPRECIATING THE CONTEXT

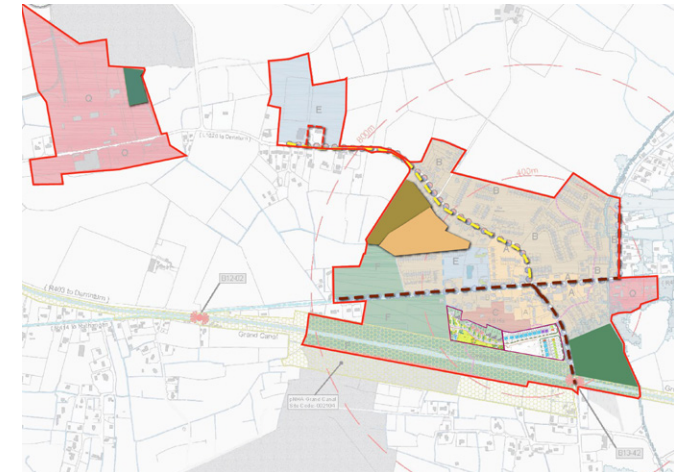
LAND USE, GROWTH AND CONSOLIDATION



Previous land use (2017-2023)



Current land use (2023-2029)



Planned growth and consolidation

- Study area
- Village centre
- Existing/Infill residential
- New residential
- Community and Education
- Open space and amenity
- Agriculture
- Enterprise and Employment
- Flood risk area
- RPS (Record of protected structures)
- ▨ pNHA(Proposed natural heritage area)
- Footpath and cycle track objective
- Protected view
- Scenic routes

- In-fill residential zoning
- Open space and amenity zoning increase
- Proposed service site
- Revised Roads/Cycleway/ footpath objectives
- Revised Footpath and Cycle track objectives
- Revised red line boundary

3.

**HEALTH CHECK AND PUBLIC
REALM ANALYSIS**



HEALTH CHECK AND PUBLIC REALM ANALYSIS

SOCIO-DEMOGRAPHICS, EMPLOYMENT, HOUSING AND TOURISM OVERVIEW

SOCIO DEMOGRAPHIC OVERVIEW

Over the past 26 years, the population of Allenwood has grown by close to five-fold., rising from 341 in 1996 to 1,685 in Census 2022. Following declining rates of growth in consecutive Census between 1996 and 2016, the most recent Census signifies a considerable turn-around in this trend. In the six years between 2016 and 2022, an additional 700 people are living in Allenwood, marking a 72% increase in the local population. On this basis, Allenwood is now the largest of the four villages under consideration.

In 2022, Allenwood had a young population, relative to the State, with over half of the local population (53%) aged under 35 years. This compared to 44% at a State level. Allenwood also has a lower proportion of older adults i.e., aged 65+, accounting for just 8% of the population compared to 15% nationally. Deprivation in the village varies between 'marginally above average' in Allenwood and Allenwood North (Pobal HP Index 2016: 5.21 and 3.29 respectively), to 'marginally below average' in the South (Pobal HP Index 2016: -3.53), and 'disadvantaged' in Allenwood Middle, with a population of 192 persons (Pobal HP Index 2016: -10.94).

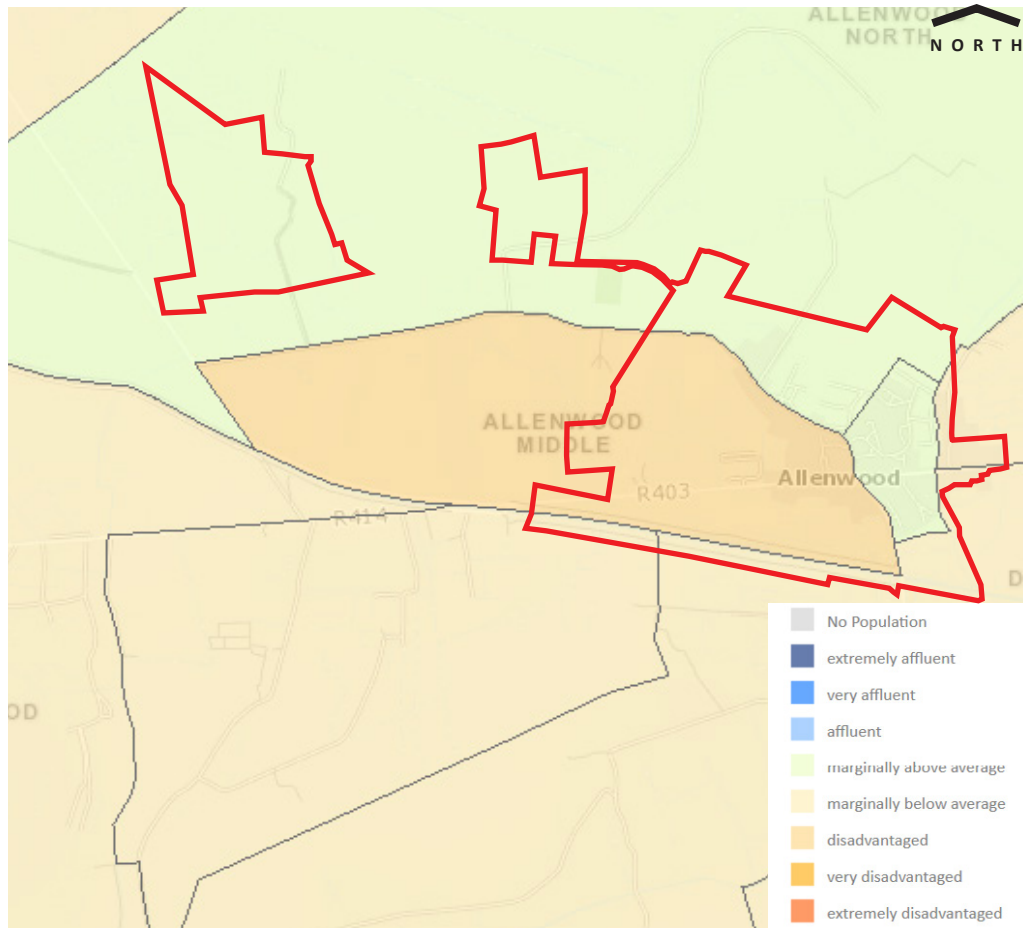
EMPLOYMENT TRENDS OVERVIEW

According to Census 2022, 60% of Allenwood's population are 'at work', four percentage points higher than the national average (56%). This level has trended upward since Census 2011, marking improvements in the underlying economy and job opportunities since the financial crisis. Corresponding to this, the level of unemployment is low (3%) and in line with the national average.

The key industries of employment are commerce and trade (26%); professional services (20%); and manufacturing (12%). The vast majority of the local community travel by car or van to work, school, or college (73%). While this is higher than the national average (58%), it also marks a greater move toward private transport, compared to Census 2016 (70%). There has also been a corresponding decline in public transport use which may point to availability of options and reliability. For half of the commuting population in Allenwood, commute times to work, school, or college are typically under 30 minutes indicating a relatively small circumference of employment/ education. Just under 15% of the local population travel 60-90 minutes to work or education.

Allenwood	1996	2002	2006	2011	2016	2022
Population (nr.)	341	481	667	845	981	1,685
Growth (%)		41%	39%	27%	16%	72%

Source: CSO. Note: Based on CSO defined 'Settlement' area.



HEALTH CHECK AND PUBLIC REALM ANALYSIS

SOCIO-DEMOGRAPHICS, EMPLOYMENT, HOUSING AND TOURISM OVERVIEW

A cursory review of data from the County Kildare Community Network indicates that some 71 business are registered in the Allenwood area. Approximately one-fifth of the businesses are defined as ‘wholesale and retail trade; repair of motor vehicles and motorcycles’ – aligning broadly with the data captured in Census 2022.

As noted in the Kildare County Development Plan 2023-2029 the main retail offerings in Allenwood include a filling station and post office, and a convenience shop. Other commercial offerings in the village include Credit Union, pharmacy, café, public house, education operators (childcare and pre-school) and butchers.

Allenwood Enterprise Park is located to the north of the village, on the site of the former peat fired power plant. The site provides over 23,000sq/ft of workshop/industrial units and office space. There are currently 11 businesses located in the Enterprise Park. An objective of the County Development Plan is to further expand existing local services at Allenwood Enterprise Park, and to ‘facilitate the provision of further local employment opportunities.’ Funding has also been secured under the Connected Hubs Scheme for a

remote working hub at Allenwood Community Development Association.

RESIDENTIAL MARKET OVERVIEW

The level of housing vacancy in Allenwood (4%) is amongst the lowest of the four villages and compares favourably to the national average (8%). Of the 537 homes captured in Census 2022, 95% were occupied or temporarily absent.

Reflecting the strong levels of population growth recorded in Allenwood in the past six years, the stock of permanent homes has increased by just over 70%, with one quarter of these homes newly built since 2016 (primarily Bond Bridge estate). At a national level, only 5% of the current housing stock has been added since 2016, and so the development that has occurred in Allenwood is substantial and welcomed.

In Census 2016, 12% of Allenwood’s population lived in private rented accommodation. This has since fallen by four percentage points in Census 2022 with a greater proportion of households now living in Local Authority and voluntary or co-operative housing (+12 percentage points). This trends reflects broader issues within the housing market and the growing reliance on

social and affordable housing to meet housing needs.

The Kildare County Development Plan 2023-2029 identifies 4Ha of developable land zoned for new residential.

TOURISM AND LEISURE OVERVIEW

According to Kildare County Development Plan 2023 – 2029, the Council intends to

- Promote Allenwood as a tourist destination, having regard to its location along the proposed Grand Canal Greenway; and

- Introduce consistent village branding and public realm improvements at the village entry points in the form of high-quality signage, tourism information, public art and consistent village type lighting standards which will strengthen Allenwood’s identity as a tourist destination.

There are also objectives to strengthen the social and community infrastructure within the village by, for example, developing an amenity area along the Grand Canal waterways

	Businesses by Sector (nr.)	Proportion of Sectors (%)
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	13	18%
Construction	12	17%
Professional, Scientific and Technical Activities	11	15%
Accommodation and Food Services Activities	11	15%
Other Service Activities	8	11%
Manufacturing	5	7%
Electricity, Gas, Steam and Air Conditioning Supply	4	6%
Information and Communication	3	4%
Education	1	1%
Water Supply; Sewerage, Waste Management and Remediation Activities	1	1%
Arts, Entertainment and Recreation	1	1%
Human Health and Social Work Activities	1	1%
Total	71	100%

Source: [County Kildare Community Network](#). Accurate as at 10 October 2022.

Note: Business location is based on address provided to the website.

HEALTH CHECK AND PUBLIC REALM ANALYSIS

SOCIO-DEMOGRAPHICS, EMPLOYMENT, HOUSING AND TOURISM OVERVIEW

within the village (the Grand Canal Greenway will traverse both Allenwood and Robertstown); facilitate the expansion on existing recreational and sports facilities; and to support the development of a playground in the village.

The County Development Plan also looks to promote and support development of long-distance 'peat-ways' traversing the Bog of Allen including a route from Enfield through Timahoe Bog to Allenwood Community Development Association Ltd.

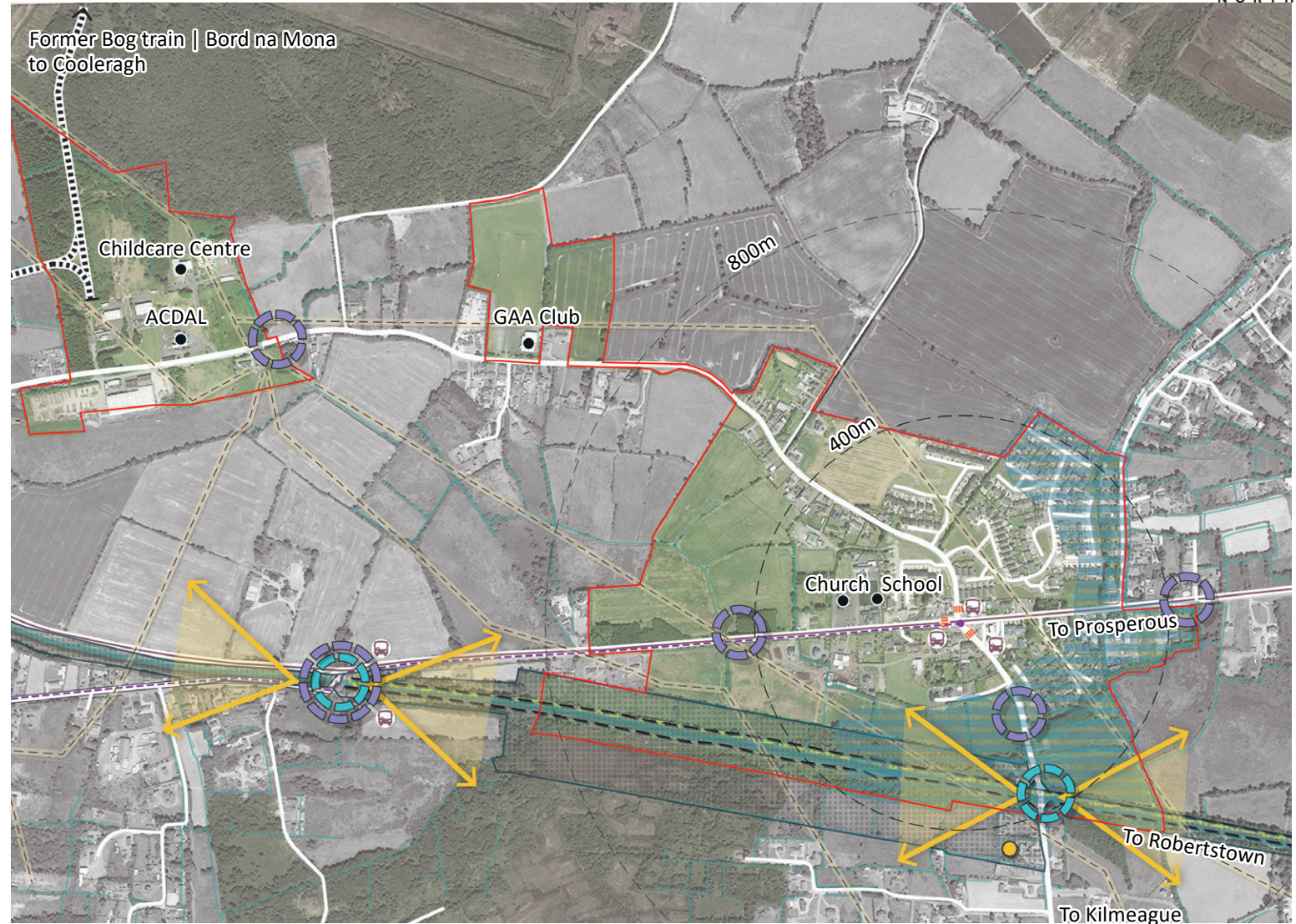
The viability and feasibility of these and other tourism, social, and community objectives will be further reviewed as the project progresses and through stakeholder consultations.



HEALTH CHECK AND PUBLIC REALM ANALYSIS

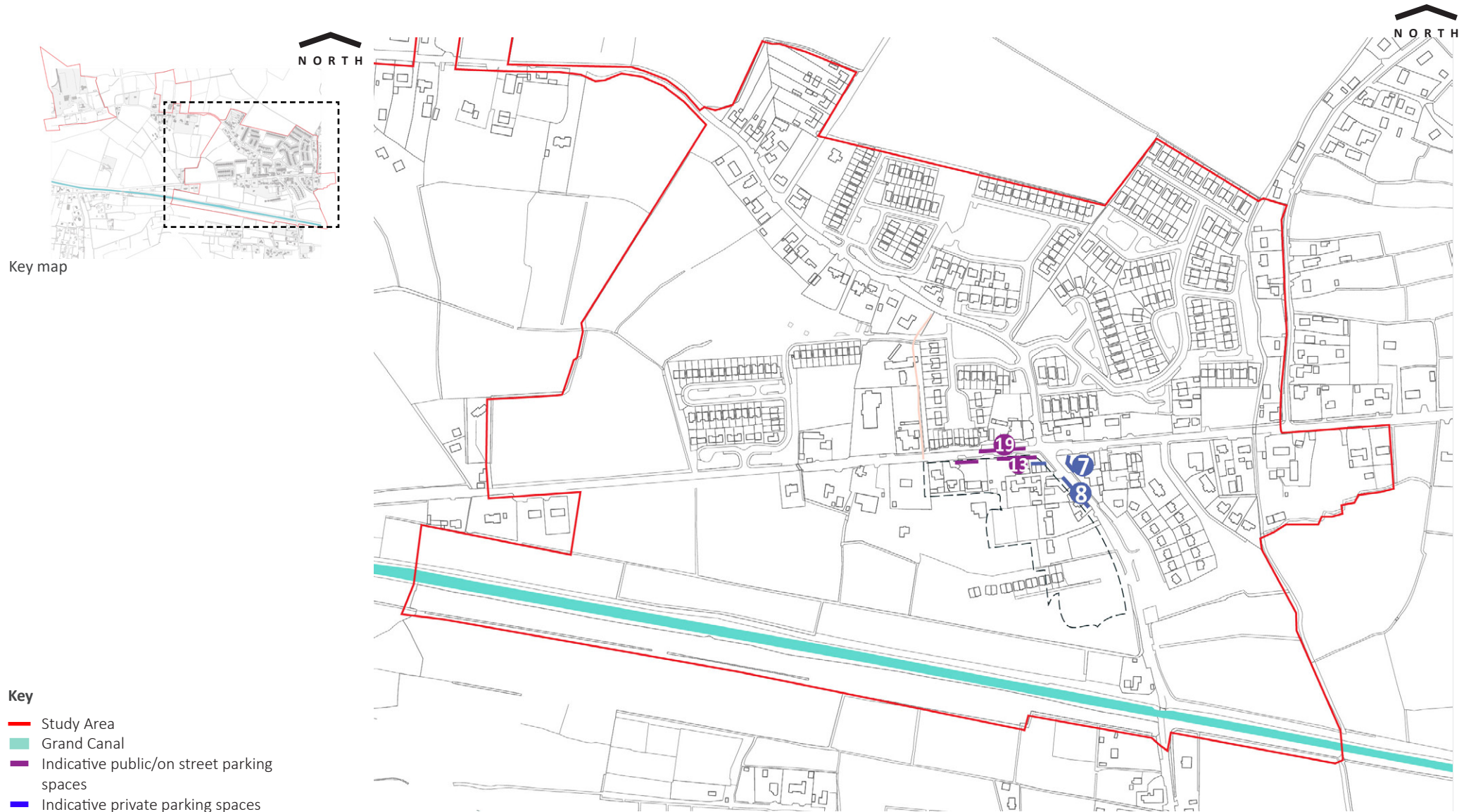
PLACEMAKING IN ALLENWOOD TODAY

- Key**
- Study Area
 - Grand Canal
 - Key destinations
 - Land Gateway
 - Water Gateway
- Paths**
- Regional Bus Corridor
 - Bus Stops
 - Roads and Streets
 - Train tracks
 - Pedestrian Crossing
- Landmarks**
- Protected Structures and Monuments
- Other**
- pNHA(Proposed Heritage Area)
 - Overhead 110Kv Power Lines
 - Flood Risk Area
 - Former Bog Lands
 - Protected Views
 - Scenic Routes (As per County Development Plan 2023-2029)



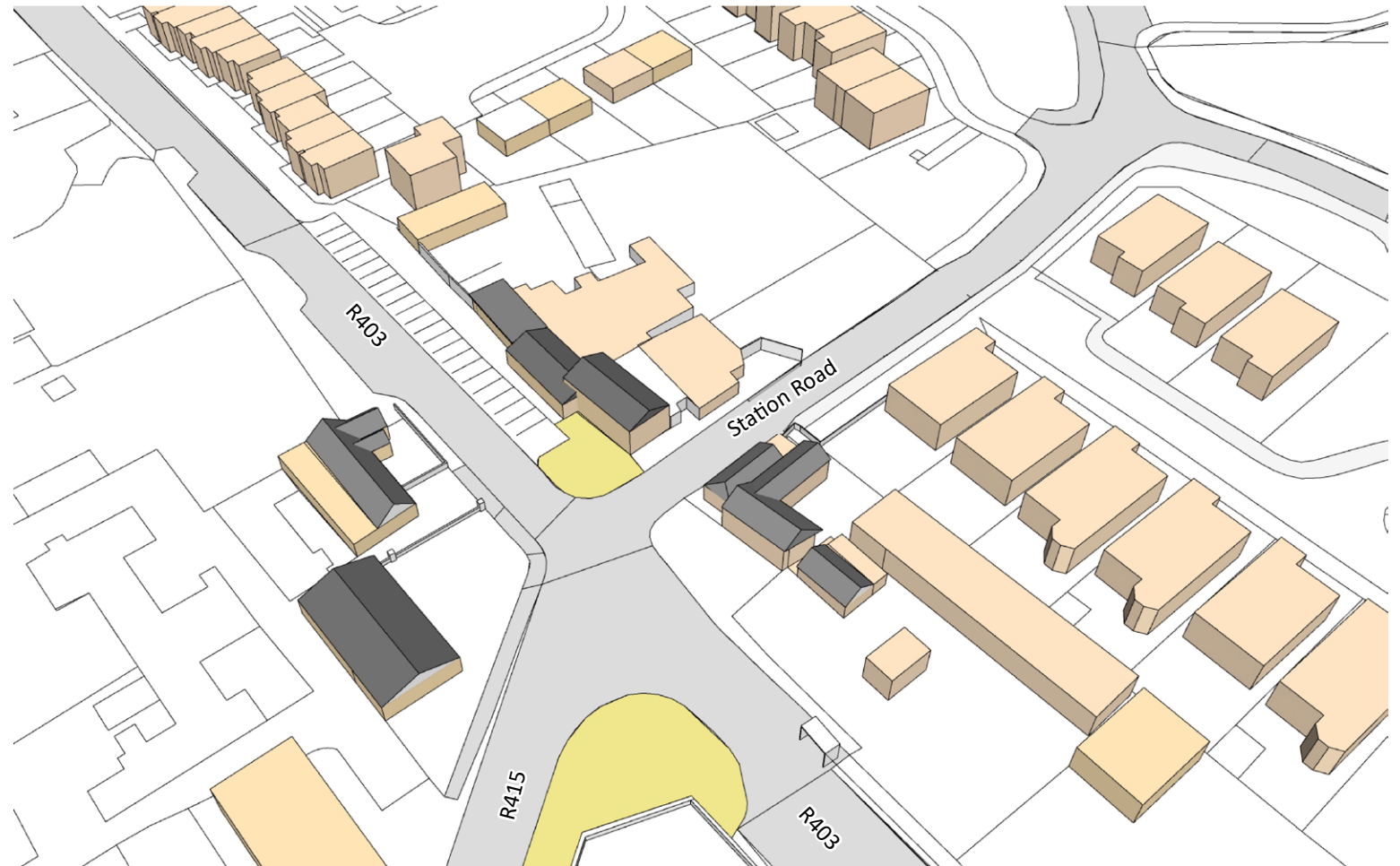
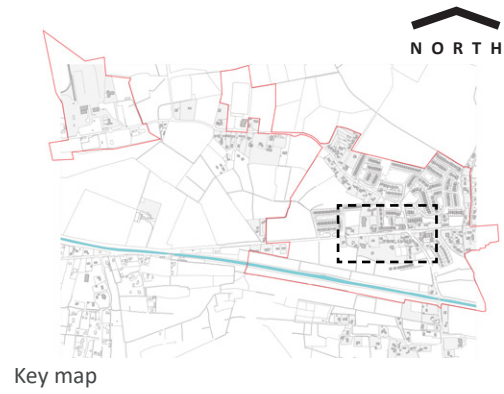
HEALTH CHECK AND PUBLIC REALM ANALYSIS

CAR PARKING SURVEY IN THE VILLAGE CENTRE



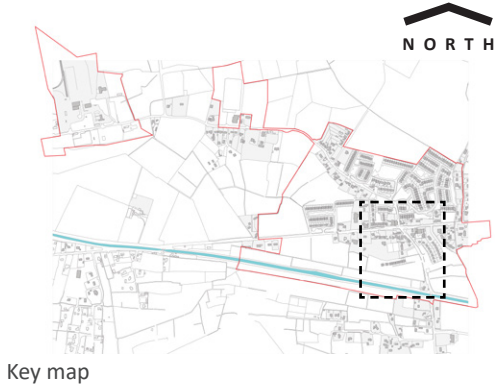
HEALTH CHECK AND PUBLIC REALM ANALYSIS

MASSING STUDY



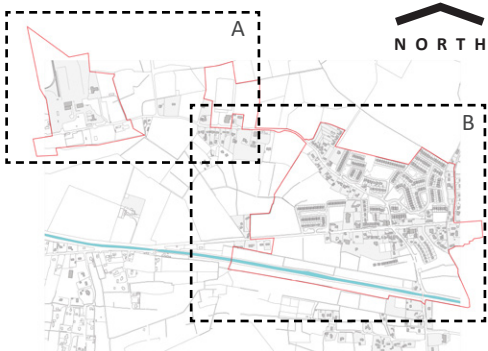
HEALTH CHECK AND PUBLIC REALM ANALYSIS

MASSING STUDY

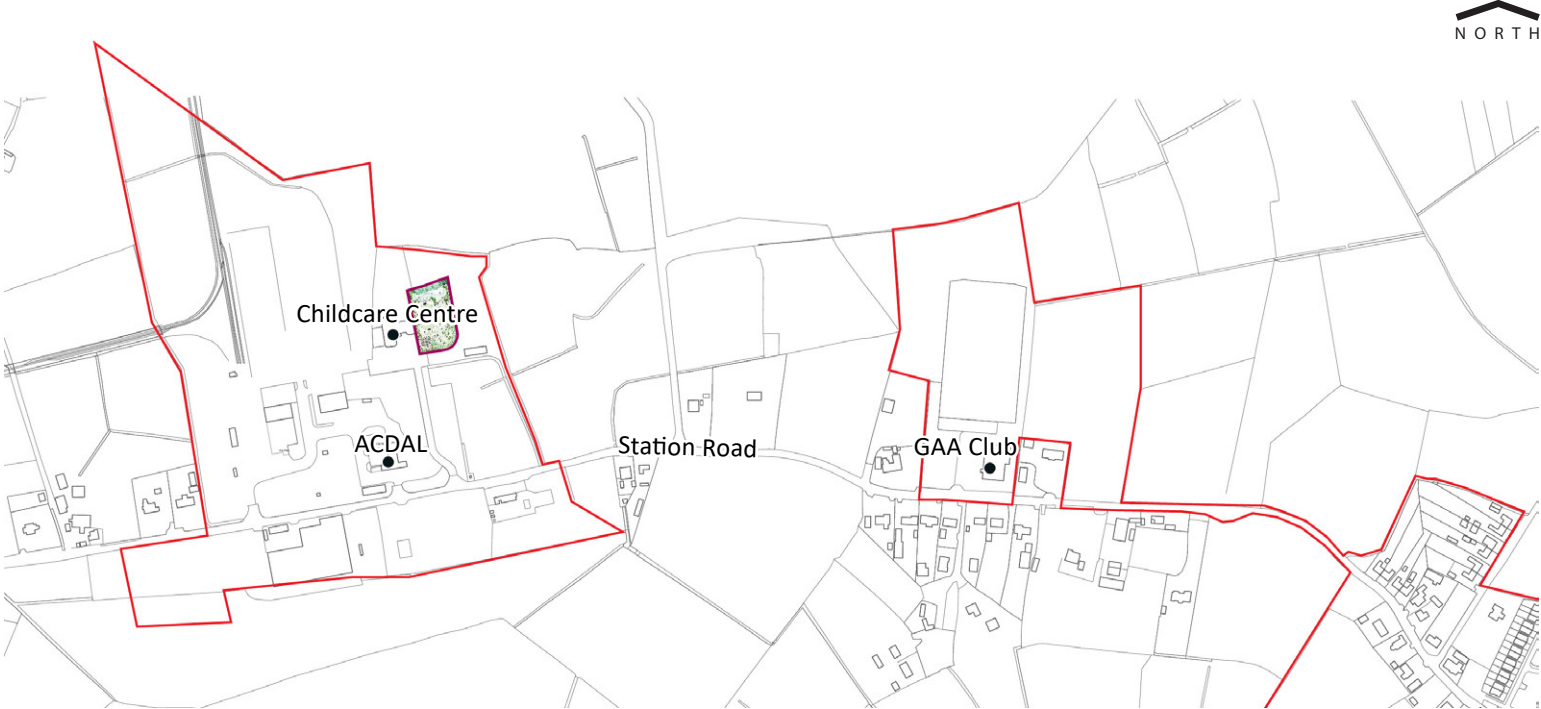


HEALTH CHECK AND PUBLIC REALM ANALYSIS

PUBLIC REALM AUDIT - A: EXISTING



Key map



Key

- Study Area
- Built form
- Key destinations
- Existing consented planning application for Allenwood Play Park

HEALTH CHECK AND PUBLIC REALM ANALYSIS

PUBLIC REALM AUDIT - B: EXISTING

- Key**
- Study Area
 - Grand Canal

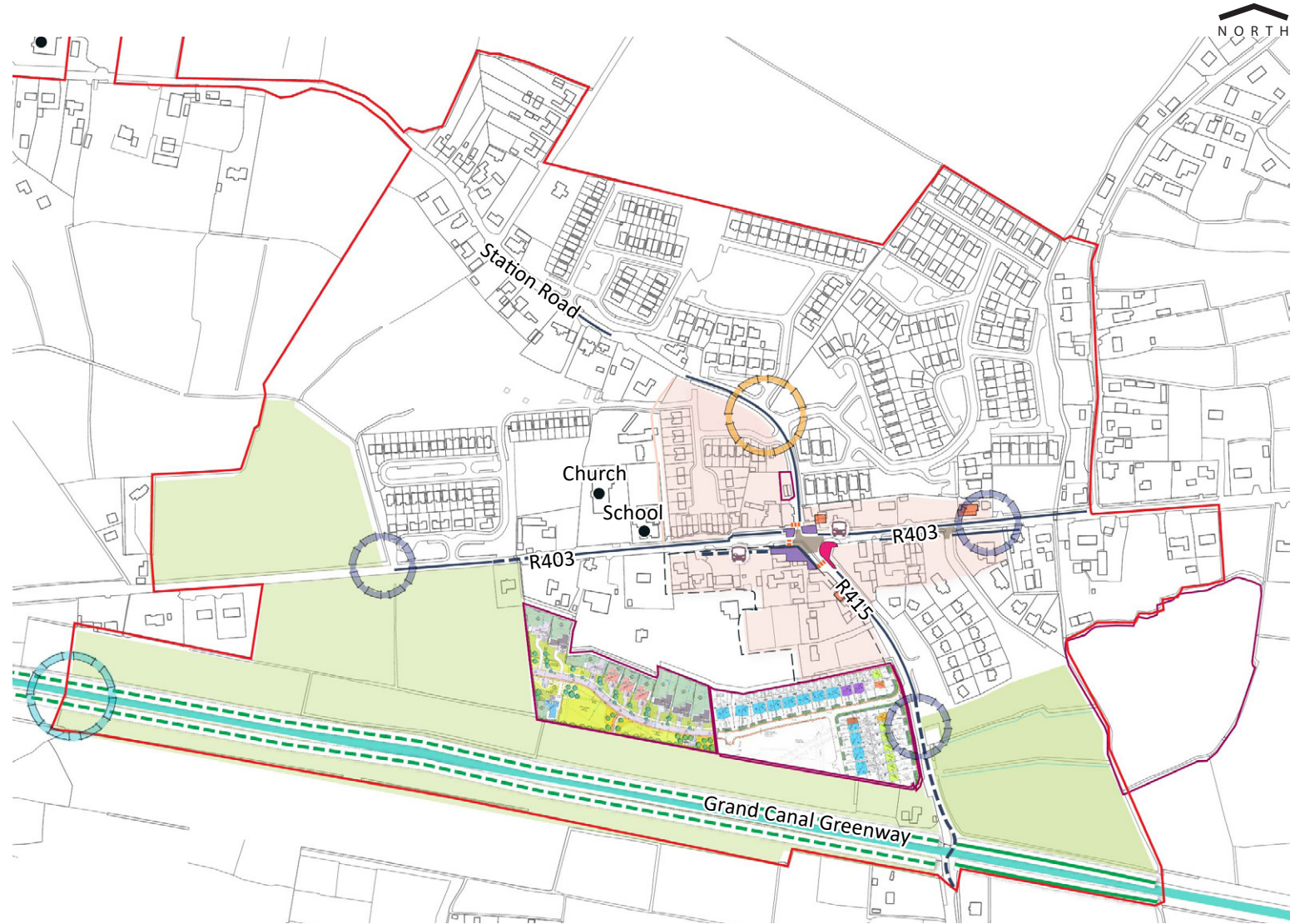
 - Road Connectivity**
 - Dedicated pedestrian realm
 - - - Poor quality pedestrian realm/ missing footpaths
 - Junction transition area
 - ▨ Pedestrian crossing
 - Bus stop location
 - Primary Gateways/Signage
 - Secondary Gateways
 - Canal Gateway

 - Canal Connectivity**
 - Strong pedestrian links
 - - - Weak pedestrian links

 - Built form**
 - Vacant buildings
 - Key destinations
 - Retail core
 - Existing consented planning applications

 - Public Realm (Streetscape, hard surfaces)**
 - Strong
 - Weak

 - Public Realm (soft surfaces, open green space, amenity)**
 - Inactive



HEALTH CHECK AND PUBLIC REALM ANALYSIS

PUBLIC REALM OPPORTUNITIES (STREETSCAPE AND SPACES) - A





HEALTH CHECK AND PUBLIC REALM ANALYSIS

PUBLIC REALM OPPORTUNITIES (STREETSCAPE AND SPACES) - B


Key



- Study Area
- █ Grand Canal



- Road Connectivity**
-  Bus stop location
-  Existing pedestrian crossings
-  Potential pedestrian crossings
-  Potential dedicated cycle parking locations

- Canal Connectivity**
-  Potential pedestrian links

- Built form**
- Key destinations
- Existing consented planning applications

- Public Realm (Streetscape opportunities)**
-  Connected pedestrian realm
-  Hard surface public realm

- Opportunity sites**
-  Amenity opportunity sites
-  Zoned residential lands
-  Serviced sites

- Other**
-  Primary Gateways
-  Secondary Gateways
-  Grand Canal Gateway



All proposals are indicative only.

4.

URBAN DESIGN STRATEGY



URBAN DESIGN STRATEGY

CONSULTATION APPROACHES, FINDINGS AND FEEDBACK

SUMMARY OF ENGAGEMENT WITH LOCAL COMMUNITY DEVELOPMENT COMMITTEE (LCDC)

A meeting was held by Morley Economic Consulting with the co-ordinator of the LCDC on 2nd Feb, 2023 discussing the challenges and potential opportunities for socio-economic growth, tourism and transport links for Allenwood. The following is a summary of the discussion categorised under a few key themes.

Key takeaways from the engagement can be summarised as follows:

- ACDAL Allenwood requires significantly more investment – it’s a long term investment, community needs to stay on board.
- ACDAL Allenwood need to plan for the future – solar/wind generation, connectivity etc.
- Lack of, or an under supply of services such as access to doctors, schools etc. present a significant challenge for the county – priorities under LECP.
- Requirement for a hub for local activities.
- Need to focus on education and income levels, provision of childcare etc. to improve localised deprivation.
- Stronger transport links required between villages and larger centres

(Naas, Newbridge, Maynooth etc.) where employment training, education, and up-skilling occurs.

- “Just transition” is an important point for locals – need to ensure that changes asked of local communities are actually feasibly i.e. using more public transport / walking but the infrastructure isn’t in place.

PUBLIC CONSULTATION

The Kildare Village Renewal and Health Check and Urban Design Analysis plans were informed through conducting an analysis and an understanding of the village as it is today. To further inform the emerging design proposals, a process of consultation and engagement was facilitated.

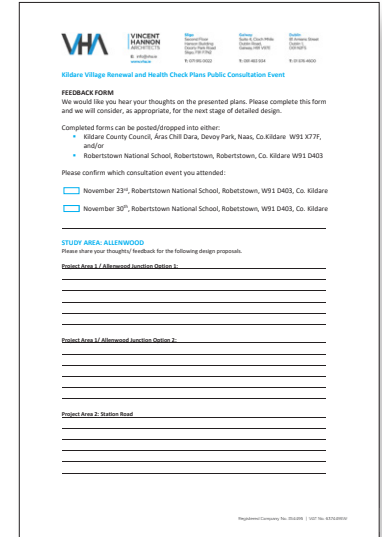


Public Consultation flyer

Two public consultation events were held on 30th November and 7th December, 2023 in Robertstown National School between 6 pm and 8 pm. Prior to the event, flyers and feedback forms were distributed and the design proposals were made available via Kildare County Council web portal sites.

The purpose of these events was to showcase the draft emerging Village Renewal Plans and Health Checks for the study area of Allenwood and hear insights and gain knowledge from the local community, stakeholders and residents in Allenwood. A series of exhibition boards were on display at the event along with feedback forms and flyers that were available. The event was attended by approximately 30 members on each night which provided the team valuable insights on current issues and the potential opportunities for the public realm of Allenwood.

The response period for comments and feedback was between 20th November - 11th December, 2023. Over 55 responses were received. A summary of these responses and key observations is provided below.



Public Consultation feedback form

WHAT PEOPLE HAVE TOLD US:

Key issues raised:

- Pedestrian safety in Allenwood junction.
- Proposed modifications to car parking on R403.
- Need for pedestrian and cycle paths linking village to the GAA grounds and further to ACDAL and the proposed playground.

URBAN DESIGN STRATEGY

CONSULTATION APPROACHES, FINDINGS AND FEEDBACK



Public Consultation event photos



Public Consultation event photos

SUMMARY OF FEEDBACK ON PROJECT AREA 1: ALLENWOOD JUNCTION OPTION 1

Movement and Accessibility for all

- Consideration to be given to the proposed modifications to parking spaces on the R403 to ensure local businesses are not affected.
- Need for signalised junctions and crossings in Allenwood junction for safety of children walking to school.
- Need for relocation of the bus stop opposite the service station on R403 to avoid a backlog of traffic forming in Allenwood junction and for better flow of traffic and enhanced safety in the junction.
- Importance of retaining parking spaces for parents of children being dropped off at the school on the R403 highlighted.

Public Realm

- It is important to create a sense of place by enhancing public realm and re-orienting away from vehicles.
- Enhancement of existing civic space is positive.
- Important to consider the visual impact on the village-scape from unattractive signage and branding.

INTRODUCTION

Welcome to this Kildare County Council (KCC) Public Consultation event, facilitated by its appointed design team. The purpose of this event is to present and showcase draft emerging Town Renewal Plans and Health Checks for the study areas of Allenwood, Robertstown, Cooleraugh and Coll Dubh and Kilmagee.

The presented plans showcase identified opportunities to enhance and celebrate the unique identity of each village whilst also providing strategies to future proof each settlement as a living, working and destination area in its own right, for decades to come. The presented design strategies also provide interventions that will encourage climate change-oriented adaptability, encouraging low carbon infrastructure, and movement between places via means other than the private car, thus encouraging a more climate resilient future.

The multi-disciplinary design team, led by Vincent Hannon Architects (VHA) welcome the opportunity to engage with residents, business operators and visitors of each area.

WHAT IS A TOWN RENEWAL PLAN?

The Town and Village Renewal Plan focuses on development of outdoor projects such as public realm spaces, parks, playgrounds and green spaces. It also aims to invest in qualifying regeneration projects that assist in revitalising rural towns and villages, in line with the Town Centre First Policy.

WHAT IS A HEALTH CHECK PLAN?

The Health Check process aims to identify a range of potential improvements that could be conducted to enhance the character, amenities and the identity of a village or town and provide for the needs of its population. It is conducted through performing the various urban design analyses as mentioned opposite and aims to implement them to inform and develop proposals for the four villages.

It aims to target funding to facilitate further development of the plans for each respective study area. If successful in acquiring funding, KCC aims to bring the presented proposals to the next stages of design development and delivery.

STUDY AREA LOCATIONS

WHY ARE WE HERE TODAY?

The key objective of creating these plans is to deliver a new vision for the villages with pedestrian oriented public spaces, liveable streets and safer, better connected movement networks. Kildare County Council's primary goal is to also prioritise a sense of place and identity across each of the four study areas, to ensure safer pedestrian and cycle environments and to create more inclusive, sustainable and people friendly public realm.

Providing context and understanding, which in turn has informed the indicative design proposals, the project team have undertaken extensive analyses including information gathering, 2D and 3D analysis on a range of elements including:

- Land Use Survey
- Dereliction/Vacancy
- Socio-Demographic and Employment trends Overview
- Residential Market Overview
- Tourism and Leisure Overview
- Business / Shopper Audit
- Pedestrian Count Survey
- Walkability Survey
- Traffic Surveys and Audits
- Car Parking Survey
- Public Realm Audit
- SWOT Analyses

These analyses and findings have informed the Town Renewal Plans, and VHA welcome local community feedback to the draft plans.

Your inputs will help to better inform, from a local user perspective, the future proofing and enhancement of the character, identity and function of each study area, for all users, for generations to come.

PROJECT TEAM:

Extract of Public Consultation exhibition boards

URBAN DESIGN STRATEGY

CONSULTATION APPROACHES, FINDINGS AND FEEDBACK

SUMMARY OF FEEDBACK ON PROJECT AREA 1: ALLENWOOD JUNCTION OPTION 2

Movement and Accessibility for all

- Consideration to be given to the appropriate location of the pedestrian crossing points to ensure safety of pedestrian from the incoming traffic at Allenwood junction.
- Cycle paths from the Grand Canal to the village are welcome but with minimal reduction of road widths to enable HGVs passing through this area.
- Proposed cycle lanes on R403 could potentially be switched to the other side of the road to allow for easier access/egress to Funeral home and pub.
- Pedestrian and cycle connection from the village to the GAA club should be the main priority followed by appropriate traffic calming measures and proposed pedestrian crossings.
- Need for accessible pedestrian pathways in the village.

Other

- Sight lines should be given consideration near Allenwood junction when proposing trees/landscaping to ensure safety.

SUMMARY OF FEEDBACK ON PROJECT AREA 2: STATION ROAD

Movement and Accessibility for all

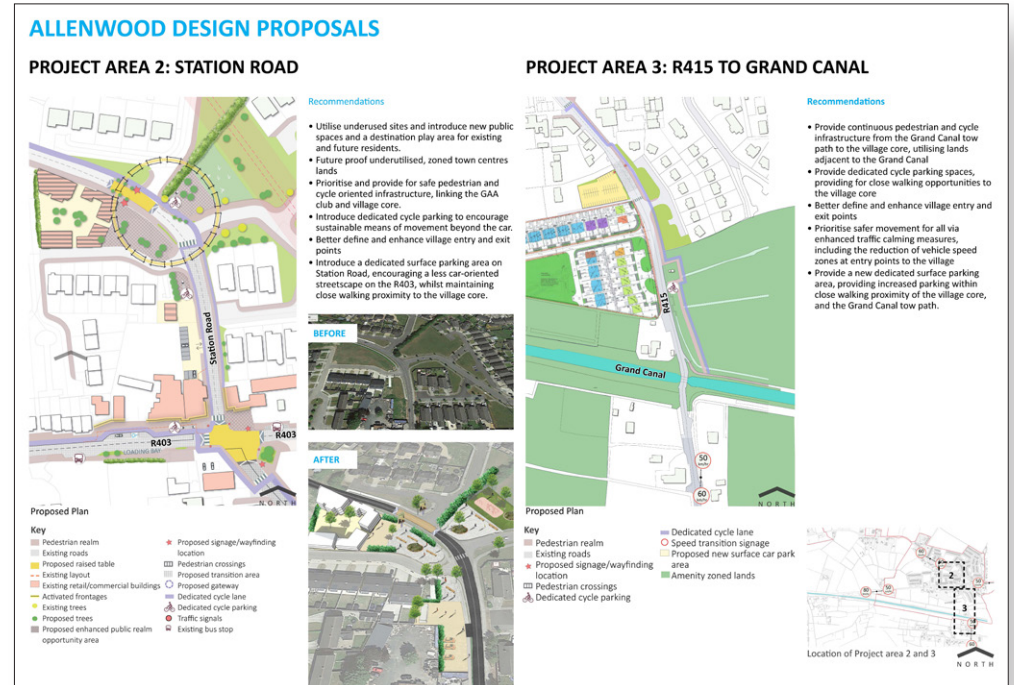
- Additional appropriate traffic calming measures required in the village.
- Need for better pedestrian and cycle connections from Allenwood north to south.
- Proposed pedestrian pathways connecting GAA to the village centre are welcome and would improve the area.
- Consideration to be given to the extension of proposed pedestrian and cycle realm to ACDL/Childcare centre, Allenwood scout den, men's shed.
- Potential opportunity to link Bluetown to be considered.

Public Realm

- Additional recreational areas in under utilised areas is a good idea as long as there are measures taken to reduce anti-social activities.
- Additional street lighting to be considered on Station Road.

Other

- Additional things to be considered for the proposed commercial buildings - heights, car parking, open space for the adjacent housing estates.



Extract of Public Consultation exhibition boards

URBAN DESIGN STRATEGY

CONSULTATION APPROACHES, FINDINGS AND FEEDBACK

SUMMARY OF FEEDBACK ON PROJECT AREA 3: R415 TO GRAND CANAL

Movement and Accessibility for all

- Possibility to create a looped walk from Grand Canal greenway going west, that could cross Skew Bridge and then link to Station Road.
- Consideration to be given to the access/egress of vehicles from proposed car park to the R415 and to retain the driveway to access the property to the rear of the proposed car park.
- Possibility of considering car parking closer to Allenwood junction requested.
- Concern over anti-social behaviour in the proposed car park highlighted.

ALLENWOOD (FIODH ALÚINE)

HISTORY AND EVOLUTION ALLENWOOD TODAY

1756
 Grand Canal acted as a key east-west trading route for commercial use.

1837-1842
 Allenwood was a coaching post located between peat area and the Grand Canal.

1952-1994
 ESB construction and the settlement of employed population.
 ESB cooling tower demolished in 1994, along with the decommissioning of bog train.

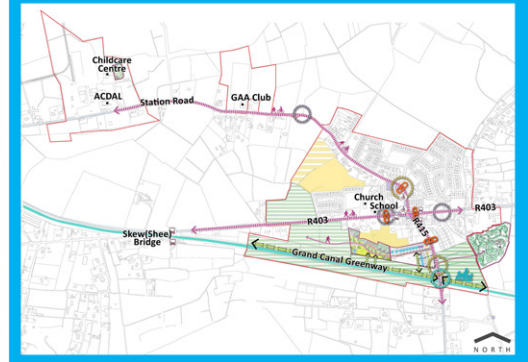
TODAY
 An increase in population along with an expansion of residential settlements.

Allenwood (Fiodh Alúine), a small village situated on the Grand Canal, is a local service centre for its local and wider hinterland area. A defining natural asset of the village is the Grand Canal and tow paths which link and connect with neighbouring settlement areas. The village has a well-established residential areas with potential for future growth. The village core is the primary area for economic, social and commercial activity.

Grand Canal Greenway
 Skew (Shee) Bridge
 Potential for enhanced pedestrian safety
 Allenwood junction
 Existing public realm in Allenwood village
 Church

VISION

To create a redefined sense of place and an enhanced identity for Allenwood. To provide a people and place oriented public realm, where vehicle dominance is addressed by enabling destination spaces to be more pedestrian and cycle oriented, and safely connected. Linking north and south Allenwood, the Grand Canal becomes fully integrated with the village fabric, creating a stronger sense of identity, and providing future proofing opportunities.



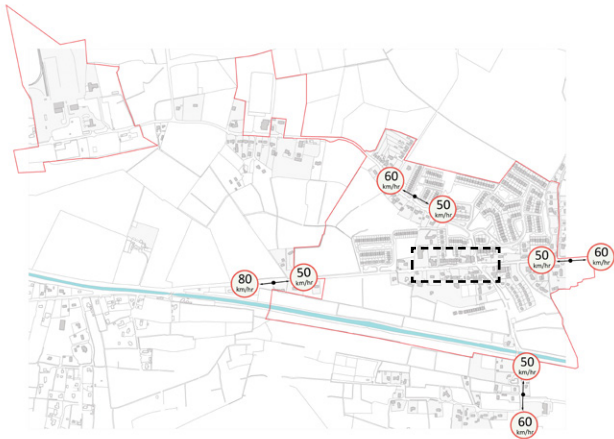
Extract of Public Consultation exhibition boards

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 1 OPTION 1



All proposals are indicative only.



Key map

Key

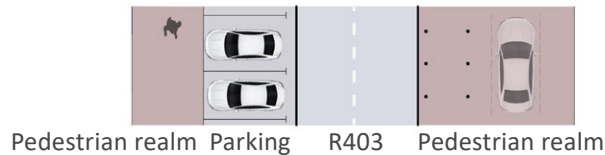
- Pedestrian realm
- Existing roads
- Proposed raised table
- Existing layout
- Existing retail/commercial buildings
- Activated frontages
- Traffic signals
- Existing trees
- Proposed trees
- Proposed enhanced public realm opportunity area
- Proposed signage and way-finding location
- Pedestrian crossings
- Proposed transition area
- Proposed gateway
- Dedicated cycle parking

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 1 OPTION 1

SECTION AA

BEFORE



AFTER



DESIGN RATIONALE

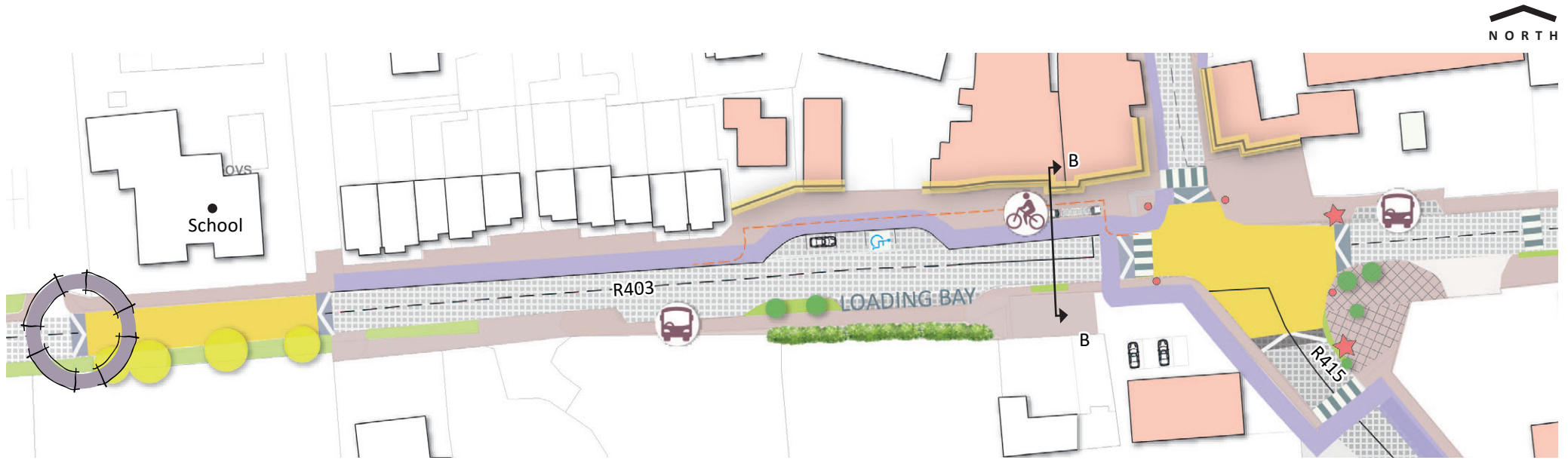
- To enhance the relationship between the Grand Canal, streetscape and the built form and create high quality public realm on either sides of the Main Street.
- To enhance permeability through the village through pedestrian and cycle oriented improvements and reduce the dominance of car parking in the village core.
- To enhance the existing identity of Allenwood, through the rejuvenation of existing public realm spaces, and providing enhanced linkages between the village core, and the Grand Canal.

IDENTIFIED OPPORTUNITIES AND RECOMMENDATIONS:

- Reconfigure the existing parking spaces on the junction of the R403 and Station Road and re-allocate them to dedicated parking spots on Station Road and R415.
- Re-locate the existing loading bay on the north of the R403 to the south, to provide safe bus passenger access/egress.
- Introduce a new pedestrian crossing to the east of the R403 to provide safe access to the bus stop from the village.
- Enhance the existing pedestrian realm on the R403 and activate it through placing planter boxes, outdoor seating to reduce illegal parking manoeuvres.
- Re-design the existing parking to the north of the R403 to parallel parking spaces in order to reduce the dominance of cars in the village core.
- Introduce urban planters/ grass verges along the R403 south in order to aid appropriate traffic calming measures, reduce street clutter and also prevent illegal parking manoeuvres.
- Activate the existing frontages along the R403 through activating the pedestrian realm and reduce the dominance of cars.
- Propose appropriate traffic calming measures in front of the school such as a high friction buff surface area in order to slow down traffic.

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 1 OPTION 2



All proposals are indicative only.



Key map

Key

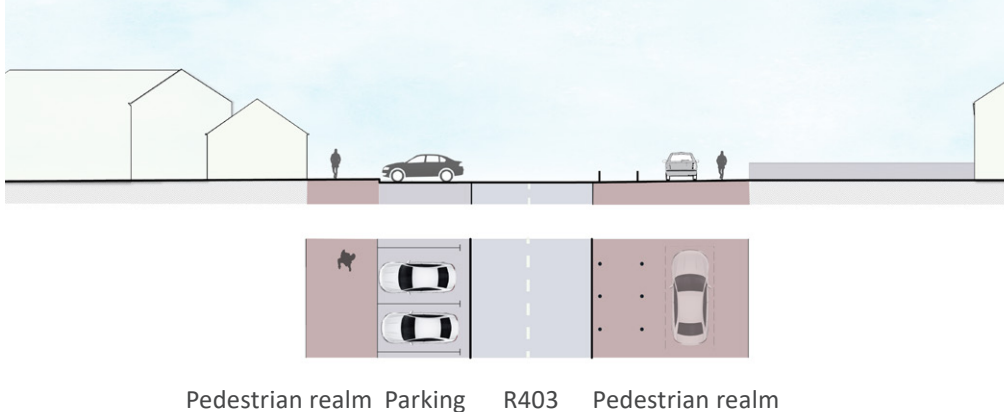
- Pedestrian realm
- Existing roads
- Proposed raised table
- Existing layout
- Existing retail/commercial buildings
- Activated frontages
- Traffic signals
- Existing trees
- Proposed trees
- Proposed enhanced public realm opportunity area
- Proposed signage and way-finding location
- Pedestrian crossings
- Proposed transition area
- Proposed continuous cycle track from Grand Canal to village core.
- Proposed gateway
- Dedicated cycle parking

URBAN DESIGN STRATEGY

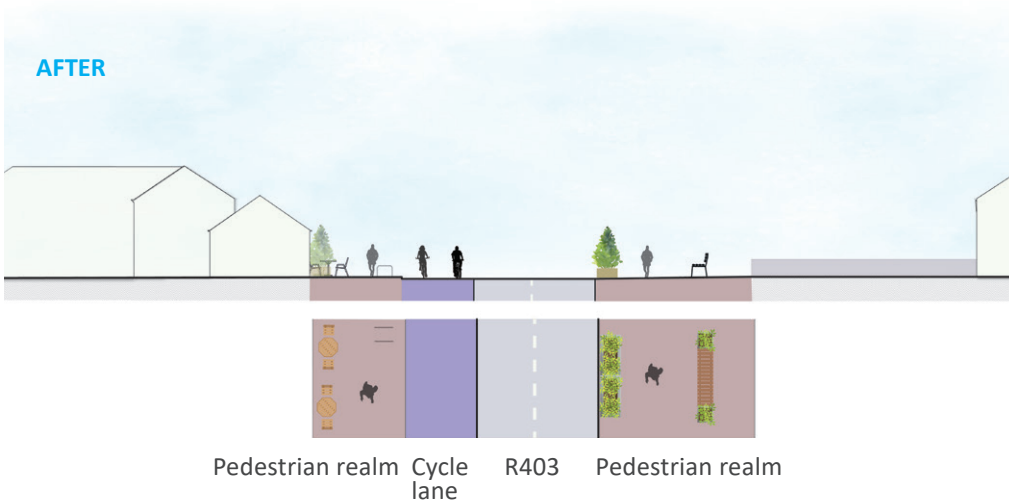
URBAN DESIGN OPPORTUNITY PROJECT 1 OPTION 2

SECTION AA

BEFORE



AFTER



DESIGN RATIONALE

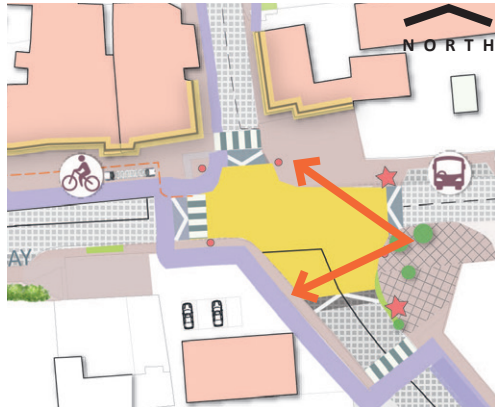
- Create a village core that is pedestrian and cycle friendly and reduce the dominance of cars and illegal parking manoeuvres.
- Activate and unlock the existing retail and commercial spaces and vacant buildings in the village core through enhancing the surrounding public realm and encouraging safer pedestrian movement.

IDENTIFIED OPPORTUNITIES AND RECOMMENDATIONS:

- Reconfigure the existing parking spaces on the junction of the R403 and Station Road and re-allocate them to dedicated parking spots on Station Road and R415.
- Re-locate the existing loading bay on the north of the R403 to the south in order to ensure safe bus passenger access/egress from the bus stop.
- Introduce a new pedestrian crossing to the east of the R403 to provide safe access to the bus stop from the village.
- Enhance permeability and sustainable means of transport through providing a continuous cycle path from the village core to the Grand Canal.
- Re-design the existing parking to the north of the R403 to parallel parking spaces in order to reduce the dominance of cars in the village core.
- Introduce urban planters/ grass verges along the R403 south in order to aid appropriate traffic calming, reduce street clutter and also prevent illegal parking manoeuvres.
- Activate the existing frontages along the R403 through activating the pedestrian realm and reduce the dominance of cars.
- Propose appropriate traffic calming measures in front of the school such as a high friction buff surface area in order to slow down incoming traffic.

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECTS



Selected view point



URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECTS

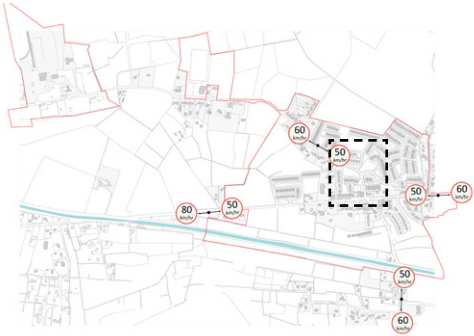


All proposals are indicative only.

- Create a connected village through introducing a continuous cycle and pedestrian path from the village core to the canal and further connect to the Grand Canal Way.
- Reduce the dominance of car parking through re-configuring the existing parking spaces
- Create an enhanced way-finding and signage strategy to enhance permeability and connectivity to the canal.
- Provide high quality paving, lighting, materials and street furniture.

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 2 OPTION 1



Key map

- Speed transition zones for traffic calming

Key

- Pedestrian realm
- Enhanced public realm with paving, sculptures, planting and seating
- Existing roads
- Proposed transition area
- Proposed raised table
- Proposed playground
- Existing open-green space
- ★ Proposed signage/ way-finding location
- Existing retail
- Proposed retail/community uses
- Overhead 110kv power line easements
- Gateway opportunity to village core with signage and appropriate traffic calming measures
- Existing trees
- Proposed trees
- 🚲 Dedicated cycle parking



All proposals are indicative only.

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 2 OPTION 1

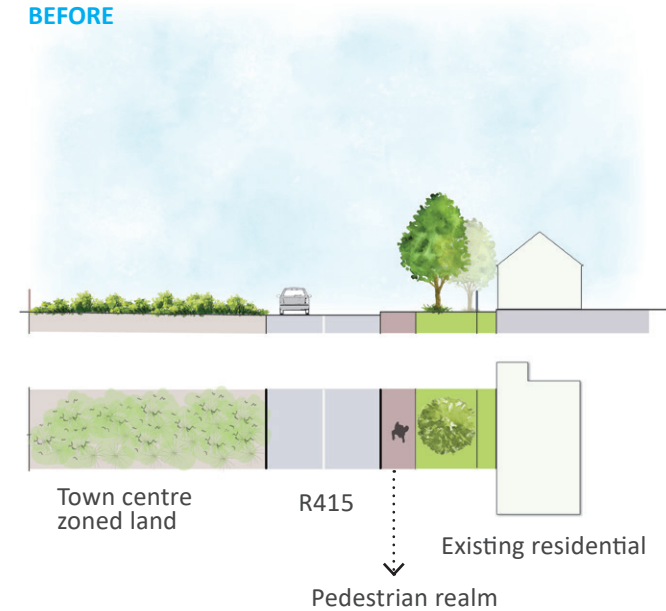
DESIGN RATIONALE

- Create a gateway opportunity through providing an enhanced public realm plaza and potential play area to activate the surrounding town centre zoned lands, respond to the existing and future residential development and encourage compact development within the village core.

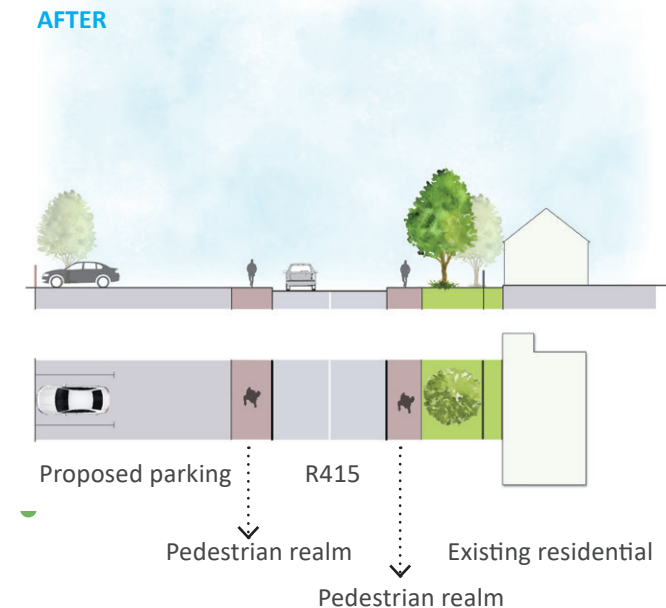
IDENTIFIED OPPORTUNITIES AND RECOMMENDATIONS:

- Introduce gateway signage along with appropriate traffic calming measures in order to enhance and improve village entry/exit points.
- Utilise the existing village centre zoned lands by creating a public plaza that would consist of seating, sculptures and high quality paving.
- Introduce a playground in close proximity to the existing residential settlement and village core.
- Introduce planting and street furniture where necessary to reduce any blank façades and weak edge conditions and create a high quality public realm.
- Propose a pedestrian crossing along Station Road to ensure safe movement from the residences along Station Road to the village core.
- Utilise the existing village centre zoned site behind the existing ESB sub-station by creating a dedicated parking area catering to the village core.
- Provide appropriate screening to the ESB sub-station and create a public realm space along with a proposed Man shed to the south of the ESB station.
- Create appropriate traffic calming measures on Station Road through introducing a high friction buff surface, planting and signage.
- Create a continuous pedestrian realm leading up to the village core.

SECTION CC BEFORE

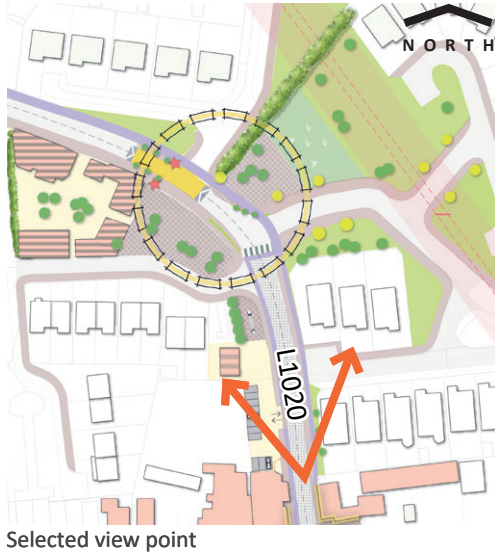


AFTER



URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 2 OPTION 1



URBAN DESIGN STRATEGY

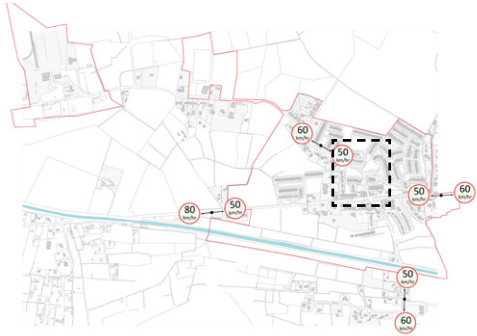
URBAN DESIGN OPPORTUNITY PROJECT 2 OPTION 1



All proposals are indicative only.

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 2 OPTION 2



Key map

- Speed transition zones for traffic calming

Key

- Pedestrian realm
- Proposed enhanced public realm opportunity area
- Existing roads
- Proposed transition area
- Proposed raised table
- Proposed playground
- Existing open-green space
- ★ Proposed signage/ way-finding location
- Existing retail
- Proposed new buildings(mixed-use)
- Overhead 110kv power line easements
- Gateway opportunity to village core with signage and appropriate traffic calming measures
- Existing trees
- Proposed trees
- 🚲 Dedicated cycle parking
- Existing consented planning application



All proposals are indicative only.

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 2 OPTION 2

DESIGN RATIONALE

- Create a gateway opportunity through providing an enhanced public realm plaza and potential play area to activate the surrounding town centre zoned lands, respond to the existing and future residential development and encourage compact development within the village core.

IDENTIFIED OPPORTUNITIES AND RECOMMENDATIONS:

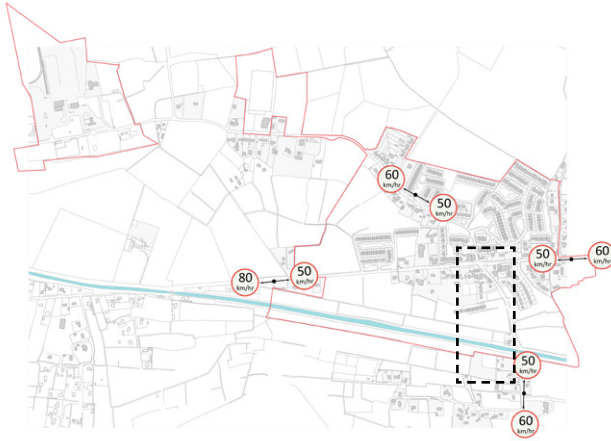
- Introduce gateway signage along with traffic calming measures in order to enhance and improve village entry/exit points.
- Utilise the existing village centre zoned lands by creating a public plaza that would consist of seating, sculptures and high quality paving.
- Introduce a playground in close proximity to the existing residential settlement and village core.
- Introduce planting and street furniture where necessary to reduce any blank façades and weak edge conditions and create a high quality public realm.
- Propose a pedestrian crossing along Station Road to ensure safe movement from the residences along Station Road to the village core.
- Provide appropriate screening to the ESB sub-station and create a public realm space along with a proposed Man shed to the south of the ESB station.
- Create traffic calming measures on Station Road through introducing a high friction buff surface, planting and signage.
- Create a continuous pedestrian realm leading up to the village core.



All proposals are indicative only.

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 3



Key map

Key

- Pedestrian realm
- Existing roads
- Existing amenity zoning
- Indicative dedicated cycle track
- Primary gateway
- Proposed re-allocated parking from R415
- Proposed speed transition zone
- ★ Proposed way finding signage
- Proposed pedestrian crossing point
- 🚲 Dedicated cycle parking



All proposals are indicative only.

URBAN DESIGN STRATEGY

URBAN DESIGN OPPORTUNITY PROJECT 3

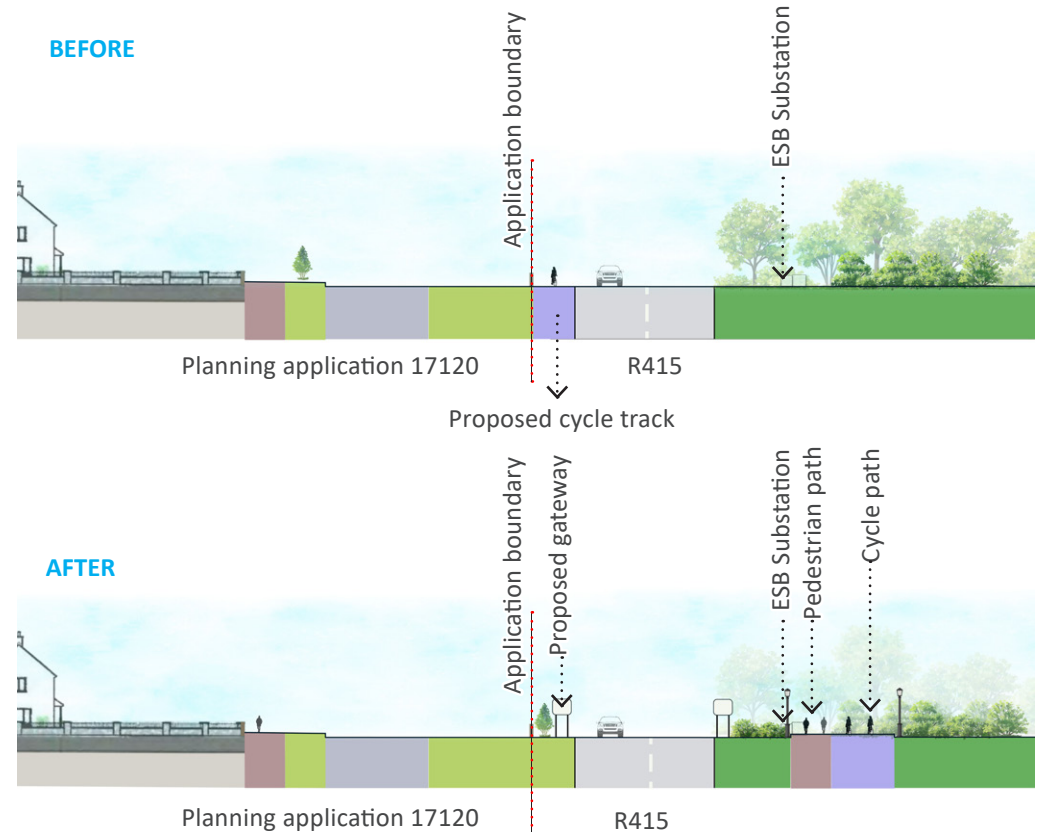
DESIGN RATIONALE

- Connect the village core to the Grand Canal by prioritising sustainable means of transport like walking and cycling.
- Create a gateway opportunity for vehicles entering Allenwood and clear sense of arrival and exit points.

IDENTIFIED OPPORTUNITIES AND RECOMMENDATIONS:

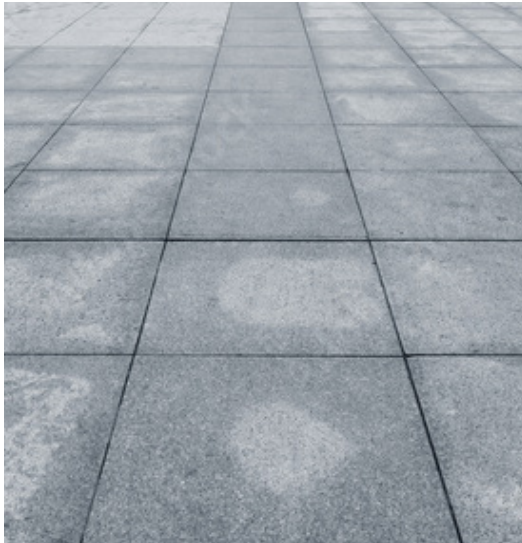
- Prioritise the safety of the pedestrians through creating a pedestrian and cycle track that could potentially connect to the Grand Canal
- Introduce appropriate traffic calming signage to the south of the Grand Canal in order to reduce speeds of the vehicles entering the village core.
- Create gateway signage along the R415, north of the Grand Canal in order to signal entry into the village centre.
- Provide a dedicated parking space to the left of the R415 to cater to the re-configured parking spots in the village core.
- Consider the feasibility of providing a bottle bank in the proposed surface car park area.

SECTION DD



URBAN DESIGN STRATEGY

URBAN DESIGN RECOMMENDATIONS



High quality paving and materials



Age-friendly seating



Sculptures and place based public art



High quality paving and materials



Way-finding and signage



Planting

5.

APPENDIX





Appropriate Assessment Screening Report

Town Renewal Masterplan Allenwood, Co. Kildare



DATE: 27/09/2023

FOR: Kildare County Council

BY: ID Environmental Consultants

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Abbreviations

Abbreviation	Term
AA	Appropriate Assessment
BOCCI	Birds of Conservation Concern in Ireland
CJEU	Court of Justice of the European Union
EC	European Commission
IROPI	Imperative Reasons of Overriding Public Interest
LSE	Likely Significant Effects
NHA	Natural Heritage Areas
NIS	Natura Impact Statement
pNHA	proposed Natural Heritage Areas
OPR	Office of the Planning Regulator
SCI	Special Conservation Interest
TFEU	Treaty on the Functioning of the European Union
UNESCO	United Nations Educational, Scientific and Cultural Organisation

Definitions

Definition	Term
Appropriate Assessment (AA)	An assessment of the potential adverse effects of a plan or project (in combination with other plans or projects) on Special Areas of Conservation and Special Protection Areas
Department of Environment, Heritage, and Local Government	The previous name the Department of Housing, Local Government and Heritage. The Irish government department responsible for housing, local government (including planning) and heritage.
Effect	Outcome to an ecological feature from an impact, e.g., the effects on an animal population from the loss of a hedgerow.
European Commission (EC)	The executive body of the European Union responsible for proposing legislation, enforcing European law, setting objectives and priorities for action, negotiating trade agreements, and managing and implementing European Union policies and the budget.
Habitats Directive (92/43/EEC)	European Directive relevant to on the conservation of natural habitats and of wild fauna and flora

Definition	Term
Impact	Actions resulting in changes to an ecological feature, e.g., the construction activities of a development removing a hedgerow.
Natura 2000 / European Site	A network of sites selected to ensure the long-term survival of Europe's most valuable and threatened species and habitats. European site" replaced the term "Natura 2000 site" under the EU (Environmental Impact Assessment and Habitats) Regulations 2011 S.I. No. 473 of 2011
Receptor	Environmental components that may be affected, adversely or beneficially, by the project.
Special Protection Areas (SPAs).	Sites classified in accordance with Article 4 of the EC Birds Directive (79/409/EEC) which came into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex 1 of the Directive), and for regularly occurring migratory Species.
Special Areas of Conservation (SACs)	Areas of protected habitats and species as defined in the Habitats Directive (92/43/EEC).
Qualifying Interest (QI)	Relates to the habitats and/or (non-bird) species for which an SAC or SPA is selected
Zone of Influence (Zol)	Spatial extent of potential impacts resulting from the project.

1 Introduction

This Habitats Directive Appropriate Assessment Screening Report has been prepared by ID Environmental Consultants on behalf of Kildare County Council (KCC). It provides information on and assesses the potential for the Town Renewal Master Plan for Allenwood, County Kildare, (hereafter referred to as ‘the Master Plan’) to impact on European sites within the Natura 2000 network.

The overall vision for Allenwood is to create a well connected and a safe village core that is attractive and encourages economic and sustainable growth by compact development and utilising existing assets and resources. Taking into account the proposed County Development plan (2023-2029), the aim of this proposal is to cater to the objectives of the Council while also making sure that the village is future-proofed for compact residential, community, social and economic development.

The public realm and the natural assets of the village such as the Grand Canal should act as catalysts to enhance the growth and development of the village. The urban design project areas aim to illustrate how a compact form of placemaking, and a re-imagined Allenwood core, can assist towards the creation of an enhanced and renewed sense of identity for Allenwood. The creation of a safer and better integrated movement and access network, complimented by new and enhanced, existing destination spaces, and activation of vacant/derelict buildings, are just some of the urban design interventions proposed as part of the vision for Allenwood.

The following report has been completed to provide information regarding the ecological status of the proposed sites of works. The report includes a general ecological assessment of the site including designated sites. This report has been completed to provide the information necessary to allow the competent authority to conduct an Article 6[3] Appropriate Assessment (AA) Screening of the Masterplan. An AA is required if likely significant effects on European sites arising from the masterplan cannot be ruled out at the screening stage, either alone or in combination with other plans or projects.

1.1 Statement of Authority

This survey was completed by Ian Douglas (MSc, BSc, H Cert.Ag) of ID Environmental Consultants. Ian is an Ecologist and Environmental consultant with over 10 years experience in appropriate assessment, ecological impact assessment, habitats assessment, soil science, GIS mapping and regenerative agriculture. Ian has worked on projects including large road developments, power infrastructure projects, planning applications, planning and design of nature trails, constructed wetland creation and on farm habitat development. Ian previously worked in Ecology and Agriculture in England and Australia before taking a position with Flynn, Furney Environmental Consultants in 2018. With whom he retains a position as Associate Director. Ian formed ID Environmental Consultants in 2021.

Ellen Irwin also aided with the completion of this survey. Ellen is a student of UCD, who has recently finished her degree in Agri-Environmental Science (BAgrSc, Level 8). Through this degree, Ellen has developed practical field and lab-based skills that are necessary for field/habitat surveying and soil sampling and has also gained knowledge of GIS software. Ellen has also completed modules in the areas of agri-environmental

management, rural conservation and sustainable agriculture that have developed her knowledge in the policies, schemes and practices required to protect the rural environments.

1.1 Relevant Legislation and Overall Screening Methodology

The methodology for this screening statement is set out in a document prepared for the Environment DG of the European Commission entitled 'Assessment of plans and projects significantly affecting Natura2000 sites: Methodological guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC' (European Commission, 2019). This report and any contributory fieldwork were carried out in accordance with guidelines given by the Department of Environment, Heritage, and Local Government (2009, amended 2010).

The process is given in Articles 6(3) and 6(4) of the Habitats Directive and is commonly referred to as 'Appropriate Assessments' (which in fact refers to Stage 2 in the sequence under the Habitats Directive Article 6 assessment). Article 6 of the Habitats Directive sets out provisions which govern the conservation and management of Natura 2000 sites. Articles 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect Natura 2000 sites (Annex 1.1). Article 6(3) establishes the requirement for Appropriate Assessment:

"Any plan or project not directly connected with or necessary to the management of the (Natura2000) site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subjected to appropriate assessment of its implications for the site in view of the site's conservation objectives. In light of the conclusions of the assessment of the implication for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."

Article 6(4) of the same directive states:

"If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of social or economic nature, the Member State shall take all compensatory measures necessary to ensure that the overall coherence of the Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted. Where the site concerned hosts a priority natural habitat type and/or a priority species the only considerations which may be raised are those relating to human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest."

It is the responsibility of the proponent of the plan or project to provide the relevant information (ecological surveys, research, analysis etc.) for submission to the 'competent national authority'. Having satisfied itself that the information is complete and objective, the competent authority will use this information to screen the project, i.e., to determine if an AA is required and to carry out the AA, if one is deemed necessary. The competent authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned. The appropriate assessment process has four stages. Each stage determines whether a further stage in the process is required. If, for example, the conclusions at the end of Stage One are that there will be no significant impacts on the Natura 2000 site, there is no requirement to proceed further. The four stages are:

1. Screening to determine if an appropriate assessment is required.

2. Appropriate assessment
3. Consideration of alternative solutions
4. Imperative Reasons of Overriding Public Interest/Derogation

Stage 1: Screening

This is to determine if an appropriate assessment is required. Screening is the technique applied to determine whether a particular plan would be likely to have significant effects on a Natura 2000 site and would thus warrant an Appropriate Assessment. The key indicator that will determine if an Appropriate Assessment is required is the determination of whether the development is likely to have significant environmental effects on a Natura 2000 site or not.

Stage 2. Appropriate Assessment

This step is required if the screening report indicates that the development is likely to have a significant impact on a Natura 2000 site. Stage 2 assesses the impact of a plan or project on the integrity of the Natura 2000 site, either alone or in combination with other plans or projects, with respect to the site’s structure, function and conservation objectives. Where there are adverse impacts, an assessment of the potential mitigation of these impacts is also required.

Stage 3. Assessment of Alternative Solutions

If it is concluded that, subsequent to the implementation of measures, a plan or project will have an adverse impact on the integrity of a Natura 2000 site, it must be objectively concluded that no alternative solutions exist before the plan or project can proceed.

Stage 4. Imperative Reasons of Overriding Public Interest/Derogation

Where no alternative solutions exist and where adverse impacts remain but imperative reasons of overriding public interest (IROPI) exist for the implementation of a plan or project, an assessment of compensatory measures that will effectively offset the damage to the Natura 2000 site will be necessary.

1.2 Case law

The European Court of Justice has made a number of relevant rulings in relation to when an Appropriate Assessment is required and its purpose: *“Any plan or project not directly connected with or necessary to the management of the site is to be subject to an appropriate assessment of its implications for the site in view of the site’s conservation objectives if it cannot be excluded, on the basis of objective information, that it will have a significant effect on that site, either individually or in combination with other plans or projects”* and that the plan or project may only be authorised *“where no reasonable scientific doubt remains as to the absence of such effects”*.

A list of relevant rulings to the proposed project is provided below:

Table 1: Case law relevant to this AA Screening for the Masterplan

Case	Ruling
People Over Wind and	The ruling of the CJEU in this case requires that any conclusion of ‘no Likely Significant Effect’ on a European site must be made prior to any consideration of measures to

Sweetman v Coillte Teoranta (C-323/17)	avoid or reduce harm to the European site. The determination of Likely Significant Effects should not, in the opinion of the CJEU, constitute an attempt at detailed technical analyses. This should be conducted as part of the AA.
Waddenzee (C-127/02)	The ruling in this case clarified that AA must be conducted using the best scientific knowledge and that there must be no reasonable scientific doubt in the conclusions drawn. The Waddenzee ruling also provided clarity on the definition of ‘significant effect’, which would be any effect from a plan or project which is likely to undermine the conservation objectives of any European site.
Holohan and Others v An Bord Pleanála (C-461/17)	The conclusions of the Court in this case were that consideration must be given during AA to: effects on qualifying habitats and/or species of a SAC or SPA, even when occurring outside of the boundary of a European site, if these are relevant to the site meeting its conservation objectives; and, effects on non-qualifying habitats and/or species on which the qualifying habitats and/or species depend, and which could result in adverse effects on the integrity of the European site.
T.C Briels and Others v Minister van Infrastructuur en Milieu (C-521/12)	The ruling of the CJEU in this case determined that compensatory measures cannot be used to support a conclusion of no adverse effect on site integrity.

Site Specific Flood Risk Assessment (SSFRA) : A Site Specific Flood Risk Assessment has been prepared for this Masterplan (See Appendix C). It has been concluded in the SSFRA that the proposed delivery projects set out in this Masterplan are deemed ‘Appropriate’ in accordance with the ‘Planning System and Flood Risk Assessment Guidelines for Planning Authorities’ (2009) and Circular PL02/2014.

1.3 Guidance Documents

This report has been prepared with regard to the following guidance documents on Appropriate Assessment, where relevant:

Table 2: List of relevant guidance documents

Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities	National guidance on Appropriate Assessment for planning authorities. Department of Environment, Heritage and Local Government, (2010 revision)
Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities	Circulars issued by the Department of Environment, Heritage and Local Government with guidance relating to Appropriate Assessment. Circular NPWS 1/10 & PSSP 2/10 (2010)
Assessment of Plans and Projects Significantly Affecting Natura 2000 sites: Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC	The guidance within this document provides a non-mandatory methodology for carrying out assessments required under Articles 6(3) and (4) of the Habitats Directive European Commission Environment Directorate-General, (2001 and updates April 2015 and September 2021).

Managing Natura 2000 Sites: The Provisions of Article 6 of the Habitats Directive 92/43/EEC	Publication to the Member States with an interpretation of certain concepts in Article 6 of the Habitats Directive. EC Environment Directorate-General (2018)
Communication from the Commission on the precautionary principle.	Publication relating to the use of the precautionary principle. European Commission (2000)
Appropriate Assessment Screening for Development Management. Practice Note PN01.	Publication from the Office of the Planning Regulator relating to screening for Appropriate Assessment. OPR (March 2021)
Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities	National guidance on Appropriate Assessment for planning authorities. Department of Environment, Heritage and Local Government, (2010 revision)
Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities	Circulars issued by the Department of Environment, Heritage and Local Government with guidance relating to Appropriate Assessment. Circular NPWS 1/10 & PSSP 2/10 (2010);
Assessment of Plans and Projects Significantly Affecting Natura 2000 sites: Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC	The guidance within this document provides a non-mandatory methodology for carrying out assessments required under Articles 6(3) and (4) of the Habitats Directive European Commission Environment Directorate-General, (2001 and updates April 2015 and September 2021).
Managing Natura 2000 Sites: The Provisions of Article 6 of the Habitats Directive 92/43/EEC	Publication to the Member States with an interpretation of certain concepts in Article 6 of the Habitats Directive. EC Environment Directorate-General (2018)
Communication from the Commission on the precautionary principle.	Publication relating to the use of the precautionary principle. European Commission (2000)

2 Methodologies

This screening report was informed by a desk study of all relevant environmental information and also included a review of the ecological field survey data collected in June 2023. The screening then incorporated the following steps (broadly based on EC [2000]):

- Determine if the proposed works are directly connected with or necessary to the management of the site;
- Describe the proposed works;
- Describe the baseline environment;

- List 'Relevant' European sites which are those sites potentially connected to the proposed works by source-pathway-receptor linkages; and
- Conclude if linkages to 'Relevant' sites have the potential to give rise to Likely Significant Effects (LSE).

2.1 The Source-Pathway-Receptor Model

The standard 'source-pathway-receptor' conceptual model is a standard tool in environmental assessment. In order for an effect to occur, all three elements of this mechanism must be in place. The absence or removal of one of the elements of the mechanism means there is no likelihood for the effect to occur. An example of this model is provided below:

- Source (s); – e.g. Piling;
- Pathway (s); e.g. Vibration; and
- Receptor (s); e.g. Underground otter resting site at risk of collapse

The model evaluates the receptors as the qualifying interests (QIs) for which individual European sites are designated, with reference to the latest conservation objectives from the National Parks and Wildlife Service (NPWS) website, or substitute detailed objectives from other European sites where only generic objectives are available.

European sites are at risk of significant effects as a result of the proposed works where a source-pathway-receptor link exists between any elements of the proposed works and the European site. In order for an impact to occur there must be a risk enabled by having a 'source' (e.g. proposed works), a 'receptor' (e.g. a SAC/SPA or their QI habitats/species), and a pathway between the source and the receptor (e.g. a watercourse which connects the impact source at a site of proposed works to a SAC/SPA). The risk of the impact does not automatically mean it will occur, nor that it will be significant. However, identification of the risk does mean that there is a possibility of ecological or environmental impact occurring, with the level and significance of the impact depending upon the nature and exposure to the risk, and the characteristics of the receptor.

2.2 The Precautionary Principle

The Precautionary Principle has been defined by the United Nations Educational, Scientific and Cultural Organisation (UNESCO, 2005) as: "When human activities may lead to morally unacceptable harm [to the environment] that is scientifically plausible but uncertain, actions shall be taken to avoid or diminish that harm. The judgement of plausibility should be grounded in scientific analysis". Reasoned application of the 'Precautionary Principle' is fundamental to the Screening Stage (and AA). The precautionary principle is referenced in Article 191 of the Treaty on the Functioning of the European Union (TFEU). It relates to an approach to risk management whereby if there is the possibility that a given policy or action might cause harm to the public or the environment and if there is still no scientific consensus on the issue, the policy or action in question should not be pursued.

The precautionary principle prevails where 'reasonable scientific doubt' cannot be ruled out. Known threats to QIs of relevant sites are analysed to avoid overlooking subtle or far-field effect pathways. The duration of potential effects is a key consideration, in particular, because the European Court of Justice has recently

ruled—albeit in specific reference to priority habitats—that those effects to site integrity must be “lasting”.

2.3 Likely Significant Effect

The threshold for a Likely Significant Effect (LSE) is treated in the screening exercise as being above a de minimis level. The opinion of the Advocate General in CJEU case C-258/11 outlines:

“the requirement that the effect in question be ‘significant’ exists in order to lay down a de minimis threshold. Plans or projects that have no appreciable effect on a European site are thereby excluded. If all plans or projects capable of having any effect whatsoever on the site were to be caught by Article 6(3), activities on or near the site would risk being impossible by reason of legislative overkill.”

In this assessment, therefore, ‘relevant’ European sites are those within the potential ZOI of activities associated with the construction and operation of the proposed development, where LSE pathways to European sites were identified through the source-pathway-receptor model.

2.4 Desktop Study

Prior to the main fieldwork contributing to this assessment, a desktop survey of available information sources was carried out. These included:

Ordnance Survey of Ireland mapping and aerial photography available from www.osi.ie;

Online data available on European sites as held by the National Parks and Wildlife Service (NPWS) from www.npws.ie;

Land-use zoning from the online mapping of the Department of the Environment, Community and Local Government <http://www.myplan.ie>;

Water quality data available from www.epa.ie;

Ireland River Basin District data from www.wfdireland.ie;

Soils, geology and hydrogeology data are available from www.gsi.ie;

Article 17 Reporting on the status of EU protected habitats and species in Ireland available from National Parks and Wildlife Service website¹ ;

Birds of Conservation Concern in Ireland 2020 – 2026 available at BirdWatch Ireland website¹

Kildare County Development Plan 2017-2023 available on the Kildare County Council website²

Kildare County Development Plan 2023 - 2029 is available on the Kildare County Council website³

2.5 Field Surveys

A site multidisciplinary walkover survey was carried out in September 2023. Habitats were identified and classified and dominant plant species were noted in accordance with the guidelines given by the JNCC (2007) and The Heritage Council (2010). Habitats were classified as per Fossitt (2000). Plant nomenclature follows the BSBI’s List of Accepted Plant Names (BSBI, 2007). Fauna surveys were carried out during this multidisciplinary walkover survey for the detection of field signs such as tracks, markings, feeding signs, and droppings, as well

¹ <https://birdwatchireland.ie/birds-of-conservation-concern-in-ireland/>

² <https://kildarecoco.ie/AllServices/Planning/DevelopmentPlans/KildareCountyDevelopmentPlan2017-2023/>

³ <https://kildarecoco.ie/AllServices/Planning/DevelopmentPlans/KildareCountyDevelopmentPlan2023-2029/Volume2SmallTownsEnvironsVillagesRuralSettlements/>

as by direct observation as per NRA (2009).

3 Masterplan Scope and Description

Kildare County Council, in association with community organisations, are undertaking a Health Check / Urban Design Analysis for Allenwood Co. Kildare. To inform the Town Renewal masterplan.

The key objectives of the Allenwood Town Renewal Masterplan will be to deliver a new vision for the town with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for the town and to create fully accessible, inclusive and age-friendly public spaces. It is envisaged that the Town Renewal Masterplan will form part of the Development Plan policy for Allenwood and will significantly shape the physical and social environment of Allenwood into the future.

3.1 Site of Works

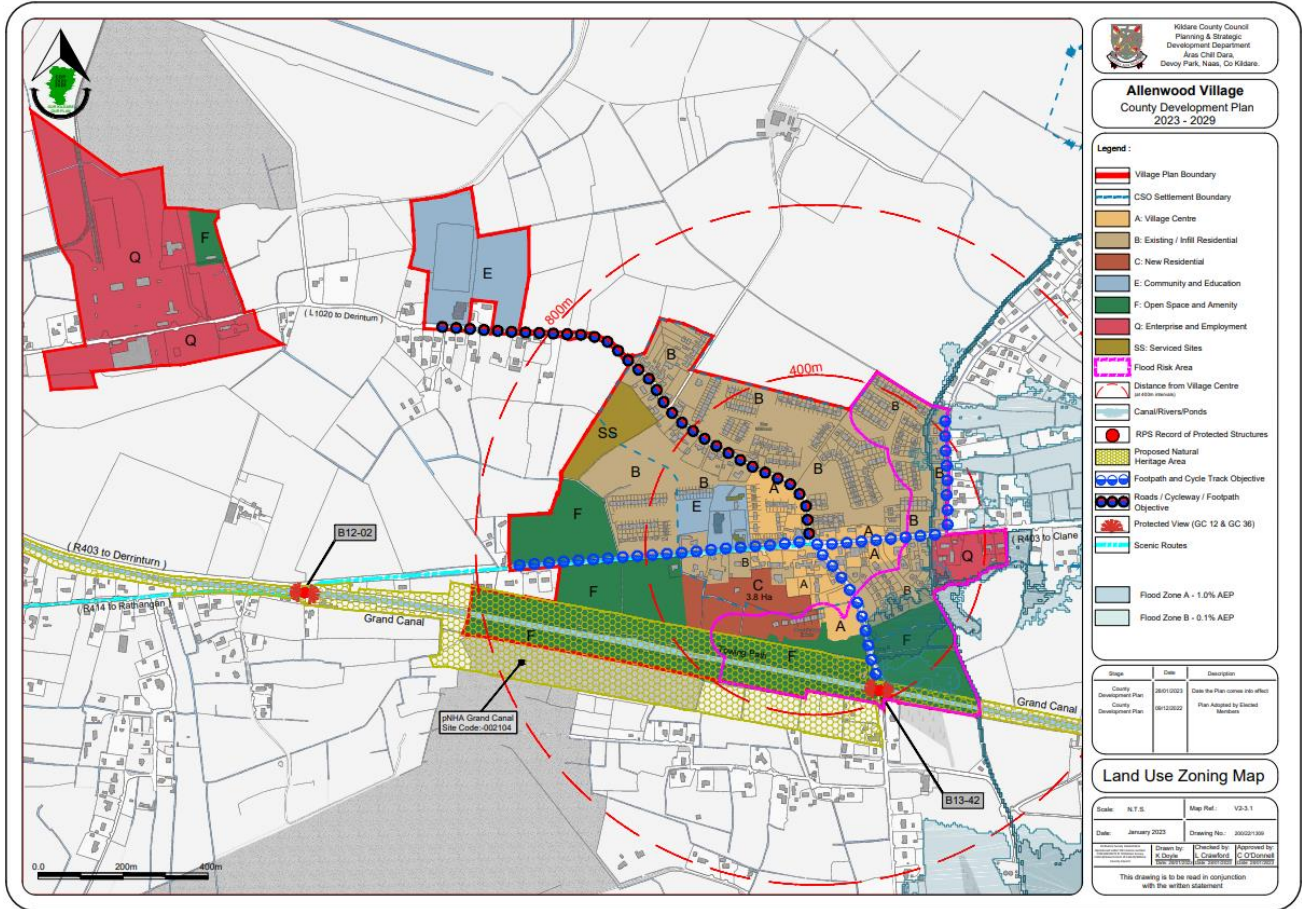
Allenwood (Fiodh Alúine) is located in the north of county Kildare, situated along the Grand Canal. Allenwood is approximately 18 km from Naas.

Allenwood was developed in the nineteenth century as a coaching post along the Edenderry Road. Allenwood is the location of a former electricity power station which was fuelled by peat from the surrounding bog lands. The station was built in 1952 by the Electricity Supply Board (ESB). The village has expanded primarily on the Northern side of the canal. The Grand Canal is traversed by means of a noteworthy bridge, known locally as the Shee Bridge.

According to the CSO, Allenwood had a total population of 981 inhabitants as of the 2016 census, an increase from 845 in the 2011 census.

Allenwood has several social and community facilities serving the village and its hinterland including Primary Schools, Soccer Pitch, GAA Pitch, Church, Business Park, Pubs, Credit Union and Convenience Shops. The village has significant potential in terms of tourism/amenity functions. The close proximity to the Grand Canal makes Allenwood a tourist destination for fishing and walking.

Figure 1: Allenwood Village (Source Kildare County Development Plan 2023 - 2029)



3.2 Development Description

This Master Plan proposes to set out a vision for the future planning and sustainable development of Allenwood. It will guide the sustainable growth of Allenwood and enable it to be a safe and enjoyable place to live and work. General works associated with the implementation of the proposed Master Plan are likely to include the following:

- The removal of soil and overburden material from the site
- The removal of existing site assets including footpaths, seating, street lights and portions of existing roadway
- Removal, diversion and reconnection of existing services including water, electricity and broadband, where applicable
- Creation of pedestrian realms
- Paving, planting and attenuation/rain gardens features and other landscaping elements and;
- All associated works and assets.

Figure 2: Proposed town centre redevelopment opportunity area



Figure 3: Proposed Station Road redevelopment opportunity area



3.3 Surface Water Bodies

No natural watercourses are found on or directly adjacent to the urban renewal sites in Allenwood. The Grand Canal runs along the southern boundary of the town and provides connectivity for pedestrians and cyclists between a number of towns and villages in Kildare and south Dublin. The Upper Ballynakill River runs along the eastern edge of the centre of the town. This is a small stream that is a tributary of the Slate River. No water quality monitoring is conducted on the Ballynakill River. Water Frameworks directive monitoring of the Slate from the period SW 2016-2021 indicated that this river has poor water quality. Monitoring of the Grand Canal from the same period indicated that it has good water quality.

3.4 Groundwater

Groundwater vulnerability is a term used to represent the natural ground characteristics that determine the ease with which infiltrating water and potential contaminants may reach groundwater in a vertical or sub-vertical direction. Subsoil permeability indicates how readily water from the surface can permeate through to the groundwater below. Groundwater vulnerability was assessed using publicly available data sets from the Geological Survey of Ireland GIS web viewer⁴. Groundwater vulnerability was classed as moderate/low under Allenwood. No groundwater dependent European designated habitats or species are found within or surrounding the subject site.

⁴ <https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=7e8a202301594687ab14629a10b748ef>

3.5 Habitat Description

Buildings and other artificial surfaces (BL3) make up the majority of the areas surveyed. This includes the town centre, station road, adjoining streets and their adjoining footpaths and buildings. **Amenity grassland (GA2)** is the dominant habitat type within the Station Road development opportunity areas. Adjoining the proposed opportunity areas is a large **Hedgerow (WL1)** of Laurel (*Prunus laurocerasus*) along the western edge of the Station Road site. Other semi-natural **Hedgerow (WL1)** containing Ash (*Fraxinus excelsior*), Hawthorn (*Crataegus monogyna*) and Sycamore (*Acer pseudoplatanus*) with abundant Bramble (*Rubus fruticosus agg*) and Ivy (*Hedera helix*) were recorded along the eastern extent of the Station road area. Areas of **Ornamental/non-native shrub (WS3)** and **Amenity grassland (GA2)** are also found adjacent to the works areas.

An area of disused ground is found in the southwest. Currently, this is composed of a **Grassy verge (GS2)** habitat composed of Cock's-foot (*Dactylis glomerata*), Bents (*Agrostis spp.*), False Oat-grass (*Arrhenatherum elatius*) and Yorkshire-fog (*Holcus lanatus*) dominated. The herb layer contained mainly tall growing or climbing herbs including common Hogweed (*Heracleum sphondylium*), Hedge Bindweed (*Calystegia sepium*), Bush Vetch (*Vicia sepium*), Common Ragwort (*Senecio jacobaea*) and Thistles (*Cirsium arvense*, *C. vulgare*), Docks (*Rumex spp.*) and Ribwort Plantain (*Plantago lanceolata*) and Common Knapweed (*Centaurea nigra*).

3.6 Habitat Significance

No Annex I habitats occur within the survey area or directly adjacent to it. No habitat types of any European designated sites are found within or adjacent to the Urban renewal areas. No rare, threatened, or protected species of plants as per the Red Data List (Wyse Jackson et al., 2016) were found. None of the habitat types found within any of the proposed renewal areas are of higher than low local ecological significance as defined by CIEEM (2016).

3.7 Species Surveys

3.7.1 Birds

Bird species recorded during the site walkover included herring gull (*Larus argentatus*), house sparrow (*Passer domesticus*), blackbird (*Turdus merula*), robin (*Erithacus rubecula*) and wood pigeon (*Columba palumbus*).

3.7.2 Mammals

No otter (*Lutra lutra*) holts or signs were identified. No suitable habitat for Otter is found within or directly surrounding the proposed opportunity areas.

3.7.3 Invasive Species

The Wildlife Acts, 1976 and 2000, contain a number of provisions relating to Invasive Non-Native Species (INNS), covering several sections and subsections of the Acts. It is prohibited, without a licence, to plant or otherwise cause to grow in a wild state, in any place in the State, any species of flora, or the flowers, roots, seeds or spores of invasive flora listed on the Third Schedule.

Articles 49 and 50 of the aforementioned Acts set out the legal implications associated with alien invasive species and Schedule 3 (the Third Schedule) of the regulations lists non-native species subject to the

restrictions of Articles 49 and 50, which make it an offence to plant, disperse, allow dispersal or cause the spread of invasive species.

No Third Schedule invasive species were found within or surrounding the subject site.

4 Designated Sites and Ecological Assessment

A desktop study was carried out as part of the screening process. This included a review of available literature on the site and its immediate environs. Sources of information included the NPWS and National Biodiversity Data Centre databases on protected sites and species.

4.1 Designated Sites

Sites designated for the conservation of nature in Ireland include:

- Special Areas of Conservation (SAC)
- Special Protection Areas (SPA)
- Natural Heritage Areas (NHA); and
- proposed Natural Heritage Areas (pNHA)

SACs and SPAs form the European/Natura 2000 network of sites. It is these sites that are of relevance to the screening process for the Appropriate Assessment. SPAs and SACs are prime wildlife conservation areas in the country, considered to be important on a European as well as Irish level. SPAs and SACs are designated under the EU Habitats Directive, transposed into Irish law by the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), as amended. The following was considered when reviewing European sites:

1. Whether the proposed development site was located within or adjacent to any European sites.
2. Any European sites located within 15km of the proposed development site; and
3. Any European sites that are more than 15 km from the proposed development site but may potentially be impacted i.e., through a hydrological or bird foraging connection.

Table 3: Source – Pathway – Receptor Assessment

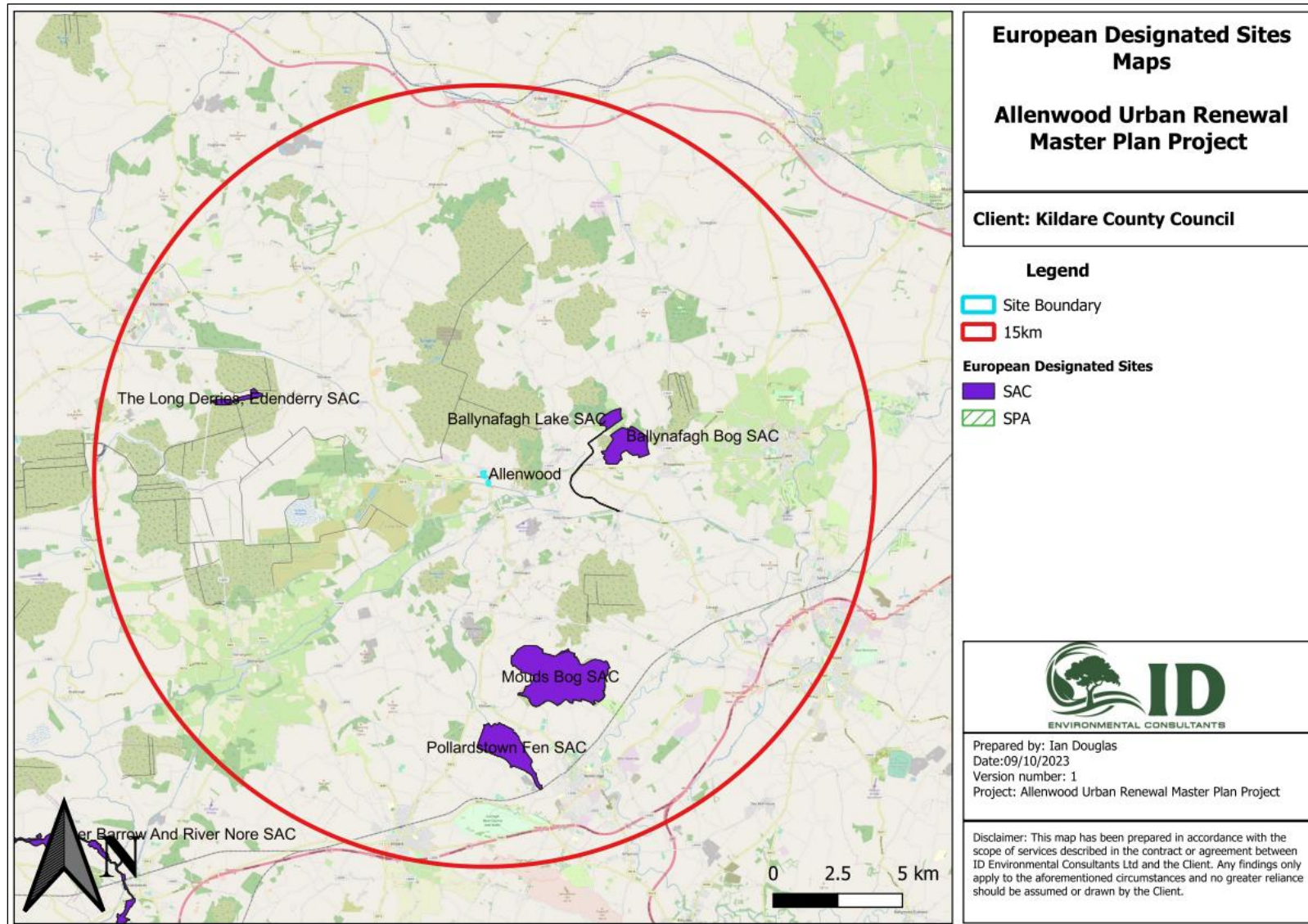
Site Name Designation Site Code	Distance	Qualifying Interests	Likely Zone of Impact Determination
Ballynafagh Lake SAC 1387	2.8km	Alkaline fens [7230] Vertigo moulinsiana (Desmoulin's Whorl Snail) [1016] Euphydryas aurinia (Marsh Fritillary) [1065]	<p>The proposed development is located outside the boundary of this SAC and there is no potential for direct effects on the QI habitats 'Alkaline fens' of this SAC.</p> <p>The Grand Canal and the Slate which is fed by the Upper Ballynakill could provide connectivity to this designated site. However, as no works are occurring that will interact with any of these water courses no impacts are predicted.</p> <p>Works occur within areas of existing built environment and areas of amenity grasslands that are of low ecological value and could not support any of the QI species of the SAC.</p> <p style="text-align: center;">No risk of likely significant effects were identified, either alone or in combination with other plans or projects</p>

Site Name Designation Site Code	Distance	Qualifying Interests	Likely Zone of Impact Determination
Ballynafagh Bog SAC 0391	4km	Active Raised Bogs [7110] Degraded raised bogs still capable of natural regeneration [7120] Depressions on peat substrates of the Rhynchosporion [7150]	<p>The proposed development is located outside the boundary of this SAC and there is no potential for direct effect.</p> <p>The potential for indirect effect on the terrestrial QIs can be ruled out due to the terrestrial nature of the habitats, and the intervening distance between the development site and the SAC.</p> <p>The Slate which is fed by the Upper Ballynakill could provide a hydrological pathway to the SAC. However, any potential water quality impacts could not lead to LSE to the conservation objectives of this SAC given the nature of the site Qualifying Interests.</p> <p>No source-pathway-receptor links and no risk of likely significant effects were identified, either alone or in combination with other plans or projects</p>
Mouds bog SAC 2331	6.2km	Active Raised Bogs [7110] Degraded raised bogs still capable of natural regeneration [7120] Depressions on peat substrates of the Rhynchosporion [7150]	<p>The proposed development is located outside the boundary of this SAC and there is no potential for direct effects.</p> <p>The potential for indirect effects on the terrestrial QIs can be ruled out due to the terrestrial nature of the habitats, the intervening distance between the development site and the SAC and the absence of a source-pathway-receptor chain for likely significant effects.</p>

Site Name Designation Site Code	Distance	Qualifying Interests	Likely Zone of Impact Determination
			<p>There are no surface water features present within or adjacent to the development site that could provide a pathway to the SAC or its QI habitats.</p> <p>No source-pathway-receptor links and no risk of likely significant effects were identified, either alone or in combination with other plans or projects</p>
<p>The Long Derries, Edenderry SAC 0925</p>	<p>7km</p>	<p>Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites) [6210]</p>	<p>The proposed development is located outside the boundary of this SAC and there is no potential for direct effects.</p> <p>The potential for indirect effects on the terrestrial QIs can be ruled out due to the terrestrial nature of the habitats, the intervening distance between the development site and the SAC and the absence of a source-pathway-receptor chain for likely significant effects.</p> <p>There are no surface water features present within or adjacent to the development site that could provide a pathway to the SAC or its QI habitats.</p> <p>No source-pathway-receptor links and no risk of likely significant effects were identified, either alone or in combination with other plans or projects</p>
<p>Pollardstown Fen SAC 0396</p>	<p>9.2km</p>	<p>Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davallianae</i> [7210] Petrifying springs with tufa formation (<i>Cratoneurion</i>) [7220]</p>	<p>The proposed development is located outside the boundary of this SAC and there is no potential for direct effects.</p> <p>The potential for indirect effects on the terrestrial QIs can be ruled out due to the terrestrial nature of the habitats, the intervening distance between the</p>

Site Name Designation Site Code	Distance	Qualifying Interests	Likely Zone of Impact Determination
		Alkaline fens [7230] Vertigo geyeri (Geyer's Whorl Snail) [1013] Vertigo angustior (Narrow-mouthed Whorl Snail) [1014] Vertigo moulinsiana (Desmoulin's Whorl Snail) [1016]	development site and the SAC and the absence of a source-pathway-receptor chain for likely significant effects. There are no surface water features present within or adjacent to the development site that could provide a pathway to the SAC or its QI habitats. No source-pathway-receptor links and no risk of likely significant effects were identified, either alone or in combination with other plans or projects

Figure 3: Designated sites map



4.2 Cumulative and In combination Effects

A number of other projects have been considered as part of the screening process.

4.2.1 Plans

A wide range of international legislation, plans and programmes outlined below, cover aspects relevant to the draft Plan, such as nature, climate, water, air and waste.

- Floods Directive
- EU Strategy on Adaptation to Climate Change
- EU Green Deal
- 2020 Climate and Energy Package
- 2030 Climate and Energy Framework
- UN Air Convention (also known as the Convention on Long-range Transboundary Air Pollution)
- Convention on Biological Diversity and associated Strategic Plan for Biodiversity 2011-2020
- Bonn Convention
- Convention on International Trade in Endangered Species of Wild Fauna and Flora

Relevant plans are listed in Table 4 according to National, Regional/Local Projects and Plans. The Plan considered to be of the most relevance in assessing the potential for the impacts on designated sites local to Allenwood is the Kildare County Development Plan 2023 - 2029. The Stage 2 Appropriate Assessment Natura Impact Report by ARUP (2022) stated:

‘This NIR has considered the potential of the Plan to give rise to likely significant effects which could adversely affect any European site, with regard to their qualifying interests, associated conservation status and the overall site integrity. In considering the potential for adverse effects, it has been noted that the Plan is largely a strategic and high-level plan, which will inform the preparation of project level design and assessment. In light of this, and where necessary, a precautionary approach has been adopted by the NIR to ensure that the policies and objectives proposed and supported by the Plan are underpinned by the principles of sustainability of which the protection of European Sites forms part of. Where necessary, the requirement for project level environmental assessment is emphasised in mitigation. As such, the Plan itself, subject to it securing the mitigation detailed in this report, will not adversely affect the integrity of any European Site either alone or in combination with other plans or projects

Table 3: Plans reviewed for cumulative effects

Hierarchy	Plan/Project	Significance of the Plan
	Meath County Development Plans 2021-2027 Offaly County Development Plan 2021-2027 Carlow County Development Plan 2022-2028	Kildare is bordered by several counties with several protected European sites located across county borders. Similar development plans are in existence, or draft format, throughout the

Hierarchy	Plan/Project	Significance of the Plan
Local	<p>Wicklow County Development Plan 2021-2027</p> <p>Dublin County Development Plan 2022-2028</p> <p>Laois County Development Plan 2017-2023</p> <p>Draft South County Dublin Development Plan 2022-2028</p> <p>Draft Fingal County Development Plan 2023-2029</p> <p>Dublin City Development Plan 2022-2028</p> <p>Athy Local Area Plan 2021- 2027</p> <p>Naas Local Area Plan 2021- 2027</p> <p>Local land use plans including Sallins Local Area Plan 2016-2022, Monasterevin Local Area Plan 2016-2022, Kilcock Local Area Plan 2015-2021, Kilcullen LAP 2014-2020, Kildare LAP 2012, Newbridge LAP 2013-2019, Maynooth LAP 2013-2019, Collinstown LAP, Kilcock LAP 2015-2021, Clane Local Area Plan 2017- 2023, Celbridge LAP 2017-2023, Leixlip LAP 2020-2023, Sallins LAP 2009, Naas LAP 2019-2023 Edenderry LAP 2011</p> <p>County Development Plan Settlement Strategy- Villages and Rural Settlements. Plans include for:</p> <p>Villages (17) - Allenwood, Athgarvan, Ballitore, Ballymore Eustace, Caragh, Coil Dubh/Cooleragh, Crookstown, Johnstown, Johnstownbridge, Kildangan, Kilmeague, Moone, Narraghmore, Robertstown, Straffan, Suncroft, Timolin</p> <p>Settlements (20) - Allen, Ardclough, Ballyshannon, Brannockstown, Broadford, Brownstown, Calverstown, Clogharinka, Cutbush, Kilberry, Kilkea, Kilmead, Kilteel,</p>	<p>region. All plans have been or will be subject to AA screening and if necessary Stage 2 AA with no likely significant effects or avoidance of impacts on the integrity meaning in-combination effects are not likely (Kildare CDP 2023 – 2027).</p> <p>All plans have been or will be subject to AA screening and if necessary Stage 2 AA with no likely significant effects or avoidance of impacts on the integrity meaning in combination effects are not likely (Kildare CDP 2023 – 2027)</p> <p>All plans have been or will be subject to AA screening and if necessary Stage 2 AA within no likely significant effects or avoidance of impacts on the integrity meaning in combination effects are not likely (Kildare CDP 2023 – 2027)</p>

Hierarchy	Plan/Project	Significance of the Plan
	Lackagh / Mountrice, Maganey / Levittown, Milltown, Nurney, Rathcoffey, Staplestown, Two Mile House	

4.2.2 Projects

Several other projects have been considered as part of the screening process. A search of the planning websites of Kildare County Council was carried out as part of the desktop study. Most developments in the wider area were associated with the construction of or alteration of residential buildings.

Table 4: Project reviewed for cumulative effects

Planning Application Reference	Description	Potential for In Combination effects
181514	a ten year planning permission to develop a renewable energy development. The proposed renewable energy development will comprise of (a) the construction and operation of 2 areas of solar photovoltaic arrays mounted on metal frames over an area of approximately 200ha, and having a maximum overall height of 3 metres over ground level; (b) Internal solar farm underground cabling; (c) 2 no. temporary construction compounds; (d) recreation and amenity works, including looped walk (upgrade of existing tracks and provision of new tracks, car parking and vehicular access); (e) 1 no. Battery Storage compound; (f) upgrade of existing tracks and provision of new site access roads; (g) site drainage; (h) forestry felling and replanting; (i) permanent signage; and (j) all associated site development and ancillary works. The proposed renewable energy development will have an operational life of 35 years from the date of commissioning. The overall renewable energy project also includes the provision of a 110kV substation with associated electrical plant, welfare facilities, wastewater holding tank, security fencing, upgrade of existing tracks and provision of new site access roads, 110kV overhead line grid connection cabling with associated angle lattice masts and supporting polesets and all ancillary works, which is subject to a separate planning application made directly to An Bord Pleanála in accordance with Section 182A of the Planning and Development Act 2000 (as	<p>The proposed development is 6.3km from the centre of Coill Dubh/Coolearagh.</p> <p>The NIS was carried out by the MKO in 2018 for the proposed development. This concluded the following: on the basis of best scientific knowledge in view of the conservation objectives of the European Sites identified above, that the components of the Proposed Project (Solar Farm, Substation and Grid Connection and associated infrastructure individually or in combination with other plans or projects, will not adversely affect the integrity of any European Site.</p> <p>Therefore no cumulative or in combination impacts can exist.</p>

	<p>amended). An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) has been prepared in relation to the project and accompanies this planning application. Revised by significant further information consisting of; Further Information Response Report; Updated Environmental Impact Assessment Report and Appendices; Updated Natura Impact Statement; Amended Planning Application Drawings, showing; amended access/amenity track (relocated to accommodate Marsh Fritillary habitat), updated amenity signage, clarification of road sectional drawings, additional substation cross section drawing. Updated photomontage booklet</p>	
<p>221203</p>	<p>for a 10-year permission, for the construction and operation of a renewable energy development within a site boundary of c. 114 ha. The proposed development will consist of a development area of circa 71.7 ha including solar on fixed on ground mounted frames with a maximum height of 3 metres, 1 No. battery storage compound, 1 No. customer switchgear container, 1 No. 110kv grid connected single storey substation, 1 No. single storey customer substation and all associated electrical plant, inverter units, electrical transformers, battery units, cooling equipment, underground cabling and ducting, boundary fencing, security entrance gates, CCTV, upgrading of existing access road and new internal access roads and all associated ancillary activities. The proposed development will have a 35-year operational life from the date of commissioning. Revised by significant further information which consists of Provision of quantum of energy export (of up to 80MW) in the proposed development and storage capacity of proposed battery compound (of up to 80MWh). Clarification of energy export (of up to 15MW, no battery storage) of adjacent permitted development 15/1172 (extension of duration under 20/1052); Submission of details of adjacent permitted development 15/1172 (extension of duration under 20/1052); Provision of details of minor works to site entrance, construction traffic warning signage to public roadway, at the proposed site entrance and also within internal haul routes; Clarification of extent of private roadway (haul roads) within the site; Provision of a fire risk assessment of hazards for on or near the solar array</p>	<p>The proposed development is 6.3km from the centre of Coill Dubh/Coolearagh</p> <p>The AA screening report was carried out by EirEco in 2022. This concluded that the proposed development presents no risk of giving rise to any significant or other impacts within any designated European site.</p> <p>Therefore no cumulative or in combination impacts exist</p>

	<p>and battery storage compound; Provision of programme/schedule of works for the proposed development and adjacent permitted development 15/1172 (extension of duration under 20/1052; Provision of amended Archaeological Impact Assessment. Provision of draft Construction Traffic Management Plan; Provision of Independent Road Safety Audit Stage 1/2; Provision of amended preliminary Construction and Environment Management Plan; Provision of Preliminary Public Liaison Engagement Plan</p>	
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5 Article 6(3) Appropriate Assessment Screening Statement and Conclusion

The findings of this Screening Assessment are presented following the European Commission’s Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC (EC, 2001) and Managing Natura 2000 Sites: the provisions of Article 6 of the ‘Habitats’ Directive 92/43/EEC (EC, 2018) as well as the Department of the Environment’s Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (DoEHLG, 2010).

5.1 Summary of Assessment of Possible LSE to European Sites

The zone of Influence and all possible associated effects and impacts from the proposed works upon designated sites are discussed below. A rationale for no LSE is also provided.

5.1.1 Land-take resulting in habitat loss or degradation.

The draft Master Plan area does not overlap with the boundary of any European site. Therefore, there are no European sites at risk of direct habitat loss impacts. All works areas proposed for this Master Plan are found within existing urban areas and are not likely to provide any supporting habitat for any QI of any designated site local to Allenwood.

5.1.2 Changes in water quality and quantity/distribution resulting in habitat loss or degradation.

Changes to surface water quality within the Grand Canal, Upper Ballynakill rivers or the Slate River as a result of the implementation of this Masterplan are extremely unlikely. If any water quality impacts were to occur these are likely to be highly localised. The Grand Canal has connectivity to the Blackwood Feeder, which connects to the Ballynafagh Lake SAC. No works are occurring that will interact with any watercourse.

5.1.3 Noise vibration resulting in disturbance

No construction-related disturbance and displacement impact on fauna species could potentially occur within the vicinity of the draft Master Plan. For mammal species such as otter, disturbance effects would not be expected to extend beyond 150m. No evidence of or suitable habitat for Otter is found within this area.

For birds, disturbance effects would not be expected to extend beyond a distance of c.300m, as noise levels associated with general construction activities would attenuate to close to background levels at that distance. No SPAs are found within 15km of Allenwood. Ballynafagh Lake SAC is likely to support SCI bird species throughout the year. Given a distance of over 2km on disturbance impacts are predicted.

5.1.4 In Combination and Cumulative Effects

The Master Plan area is not considered to form part of any important ex-situ sites for any SCI species of any European site, there is no potential for in-combination effects arising from this Master Plan. In addition, no likely significant effects were identified as a result of this project. Therefore no cumulative effects can exist.

5.2 Findings of Article 6(3) Screening Assessment

Name of project or plan: Town Renewal Masterplan: Allenwood Co. Kildare

Name and location of Natura 2000 Site: The closest SAC is Ballynafagh Lake SAC, which is 2.8km from the Allenwood urban area boundary

Is the project or plan directly connected with or necessary to the management of the site? The project is not directly connected with or necessary to the management of any European site.

Are there other projects or plans that together with the project or plan being assessed could affect the site (provide details)? On the basis that the proposed project will have no impacts on any European site, no cumulative or in combination impacts are predicted.

Overall Conclusions

In our professional opinion and in view of the best scientific knowledge and in view of the conservation objectives of the European sites reviewed in the screening exercise, the proposed development individually/in combination with other plans and projects (either directly or indirectly) are not likely to have any significant effects on nearby designated sites. **Therefore, progression to Stage 2 Appropriate Assessment is not required.**

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2024

Site Specific Flood Risk Assessment Report

ALLENWOOD VILLAGE RENEWAL PLAN HEALTH CHECK AND
URBAN DESIGN ANALYSIS
KILDARE COUNTY COUNCIL



Comhairle Contae Chill Dara
Kildare County Council

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Appendix A:

OPW Flood Maps

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Job Ref.	Author	Reviewed By	Authorised By	Issue Date	Rev. No.
JVRMP					
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JVRMP	CK			05.01.2024	1

SITE SPECIFIC FLOOD RISK ASSESSMENT REPORT

**Allenwood Village Renewal Plan Health Check and Urban Design
Analysis**



Comhairle Contae Chill Dara
Kildare County Council

1.0 INTRODUCTION

Vincent Hannon Architects (VHA) on behalf of Kildare County Council (KCC) have prepared a Village Renewal Plan Health Check and Urban Design Analysis (Village Renewal Plan) for Allenwood in accordance with (UD A3) of paragraph 14.5.8 Town and Village Renewal Policy, Chapter 14 Urban Design, Placemaking and Regeneration of the Kildare County Development Plan (CDP) 2023-2029. The following Site-specific Flood Risk Assessment (SSFRA) has been prepared by Kildare County Council to accompany the Village Renewal Plan for Allenwood.

This SSFRA report provides an assessment of the flood risk for the Urban Design Opportunity Projects (UDOP) as outlined in Allenwood Village renewal Plan Health Check and Urban Design Analysis.

1.1 Scope of This Report

This report outlines the findings of the SSFRA carried out for the proposed Village Renewal Plan, and takes cognisance of the following relevant guidelines and policies:

- Department of the Environment Heritage and Local Government (DEHLG) and the Office of Public Works (OPW) *'The Planning system and Flood Risk Management - Guidelines for Planning Authorities'* November 2009.
- The Planning and Development Act 2000.

The stages involved in the assessment of flood risk are listed in the guidelines as follows:

- Stage 1: Flood Risk Identification
- Stage 2: Initial Flood Risk Assessment
- Stage 3: Detailed Flood Risk Assessment

The OPW and DEHLG's publication also outline a Sequential Approach for determining whether a particular development is appropriate for a specified location in terms of flood risk. The categorisation of the subject site in terms of the OPW and DEHLG's sequential approach is further outlined in Section 4.1 of this report.

1.2 Disclaimer

The SSFRA has been prepared in accordance with the requirements of The Planning System and Flood risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014. It should be noted that the SSFRA is based on the best available data at the time of preparation.

All information in relation to flood risk is provided for general policy guidance only. All landowners and developers are instructed that KCC, and their consultants can accept no responsibility for losses or damages arising due to assessments of the vulnerability to flooding of lands, uses and developments. Furthermore owners, users and developers are advised to take all reasonable measures to assess the vulnerability to flooding of lands in which they have an interest prior to making planning or development decisions.

It should be noted that the OPW flood extent mapping used to define the flood zones for this SFRA are bound by the disclaimer and other terms and conditions set out on the OPW website <https://www.floodinfo.ie/map/floodmaps/>. The website www.floodinfo.ie provides access to published flood mapping developed by the OPW as part of the Catchment Flood Risk Assessment Management (CFRAM) studies and the National Indicative Fluvial Mapping (NIFM) Study along with information about flood risk management in Ireland. The flood maps are 'predictive' flood maps, as they provide predicted flood extent and other information for a flood event that has an estimated probability of occurrence, rather than information on floods that have occurred in the past.

KCC makes no representations, warranties or undertakings about any of the information provided on these maps including, without limitation, their accuracy, their completeness or their quality or fitness for any particular purpose. To the fullest extent permitted by applicable law, KCC nor any of its members, officers, associates, consultants, employees, affiliates, servants, agents or other representatives shall be liable for loss or damage arising out of, or in connection with, the use of, or the inability to use, the information provided on the flood maps including, but not limited to, indirect or consequential loss or damages, loss of data, income, profit, or opportunity, loss of, or damage to, property and claims of third parties, even if KCC has been advised of the possibility of such loss or damages, or such loss or damages were reasonably foreseeable.

2.0 SITE LOCATION

The Allenwood Village Renewal Plan proposes three areas for Urban Design Opportunity Projects (UDOP) (Figure 1). Urban Design Opportunity Project One has two options, the difference between them being either the provision of parking or the provision of a cycle lane. Both options are physical infrastructure projects which include traffic calming, village signage, paving upgrades, additional pedestrian/biking infrastructure and possible landscaping areas. UDOP Two recommends the provision of gateway signage, public plaza space, playground facility, pedestrian crossings and parking. Lastly UDOP Three proposes a walking and cycling connection to the Grand Canal from the Village core, traffic calming, gateway signage and parking.

The sites for the Urban Design Opportunity Projects are located close to the village core of Allenwood.

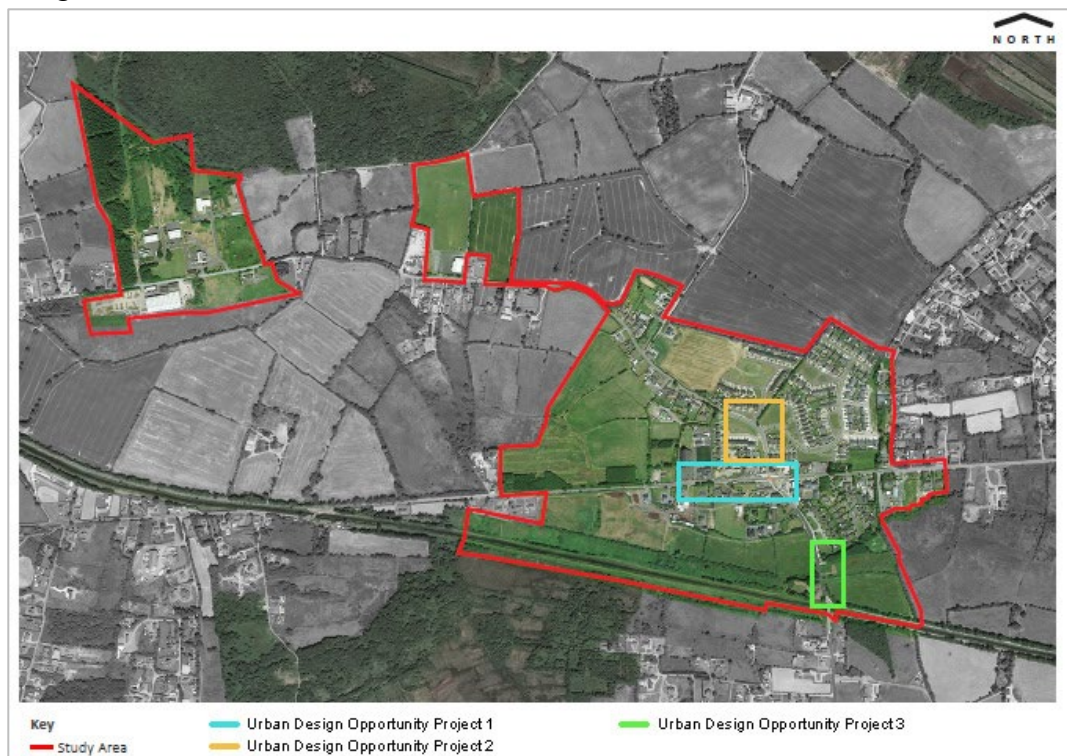


Figure 1 – Location of proposed Urban Design Opportunity Projects
(map data and imagery: Allenwood Village renewal Plan, VHA)

The location of the proposed Urban Design Opportunity Projects shown in Figure 1; the indicative extents of the UODP's, as well as relevant elements surrounding the proposed locations, are shown in more detail in Figure 2.



Figure 2 – Site extents (map data and imagery: KCC GIS)

The southern and eastern areas of Allenwood are also designated as Benefited Lands arising from its proximity to the Drainage Districts carried out by the Commissioners of Public Works under a number of drainage and navigation acts from 1842 to the 1930's. Local Authorities are charged with responsibility to maintain Drainage Districts. The Arterial Drainage Act, 1945 contains a number of provisions for the management of Drainage Districts in part III and Part VIII of the Act. See figure 3 below for extent of Drainage Districts and Benefited Lands.

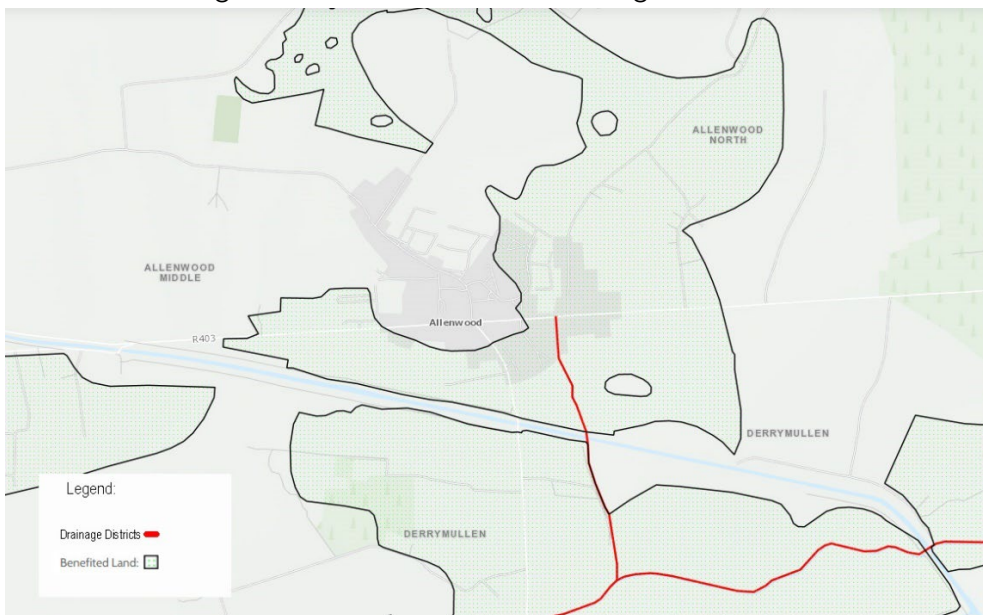


Figure 3 – Drainage Districts (map data and imagery: Floodinfo.ie)

3.0 STAGE 1 – FLOOD RISK IDENTIFICATION

Stage 1 identifies whether there is any flooding or surface water management issues at the subject site locations. It also identifies whether a flood risk assessment is required. This involves review of desk study information available as outlined in the following headings.

Table 1: Summary of possible sources of flood water and Risks at the **U DOP 1. Main Street Public Realm Enhancements, Parking Realignment, possible cycle infrastructure**

Source	Pathway	Receptor	Likelihood	Consequence	Risk
Tidal Note	Overtop Breach	Property	Very Remote	Low	Low
Fluvial Note	Overtop Breach	Property	Remote	Medium	Low
Groundwater	Rising groundwater levels	Property	Possible	Medium	Medium
Pluvial Surface water	Overflow / Blockage	Property	Remote	Medium	Low

Table 2: Summary of possible sources of flood water and Risks at the **UDOP 2. Station Road-Public Plaza, Park, Parking**

Source	Pathway	Receptor	Likelihood	Consequence	Risk
Tidal Note	Overtop Breach	Property	Very remote	Low	Low
Fluvial Note	Overtop Breach	Property	Remote	Medium	Low
Groundwater	Rising groundwater levels	Property	Possible	Medium	Medium
Pluvial Surface water	Overflow / Blockage	Property	Remote	Low	Low

Table 3: Summary of possible sources of flood water and Risks at the **UDOP 3. R415 – Pedestrian and Cycle infrastructure and parking**

Source	Pathway	Receptor	Likelihood	Consequence	Risk
Tidal Note	Overtop Breach	Property	Very remote	Low	Low
Fluvial Note	Overtop Breach	Property	Possible	Medium	High
Groundwater	Rising groundwater levels	Property	Possible	Low	Medium
Pluvial Surface water	Overflow / Blockage	Property	Possible	Low	Low

3.1 Historical Flooding

A review of the OPW Historical Flood Maps online was carried out and indicates that there are two recurring flood events in the proximity of Allenwood (see figure 4) recorded on floodinfo.ie (Past Flood Events). Neither of these events occurred within the bounds of the proposed project areas. They are noted in the 'Minutes of meeting identifying areas subject of flooding – Kildare - -Clane – Area Engineer' dated 03/05/2005.

The minutes state:

"5. Allenwood – Low lying area floods after heavy rain. Road is liable to flooding. No property is affected. Flood Id = 1278" and

"8. Bluetown – Flooding occurs after heavy rain every year. This is due to inadequate drainage and drains being filled in by property owners. Flood Id = 1281."

It is also noted in the Strategic Flood risk Assessment for Kildare County Development Plan 2023-2029 that *'there are some historical surface water problems along the L1020 towards the Allenwood Industrial Park'* This aligns with the minute note number five above and the recurring flood event location in figure 4.



Figure 4 - Location of existing Flood events (Map Source. Floodinfo.ie)

3.2 Coastal Flooding

Coastal flooding occurs when sea levels along the coast or in estuaries exceed neighbouring land levels or overcome coastal defenses where these exist. Allenwood is located inland, and the water bodies are not tidally influenced.

3.3 Fluvial Flooding

Fluvial flooding occurs when rivers and streams break their banks and water flows out onto the adjacent low-lying areas. Allenwood is bound by the Cushahulla stream¹ to the East. The Grand Canal forms the southern boundary to Allenwood although the canal is not considered a fluvial element.

The Cushahulla stream flows in a southerly direction approximately 190m east of the Urban Design Opportunity Project 3 (See Figure 5 for extract Fluvial Flood Extents Map):

- 10% Fluvial AEP or 1 in 10-year return period.
- 0.5% Fluvial AEP or 1 in 200-year return period.
- 0.1% Fluvial AEP or 1 in 1000-year return period.

Therefore, the risk of fluvial flooding is considered high for Project three, and low for projects one and two. The OPW fluvial flood extents map for Allenwood is included in **Appendix A** for further information.

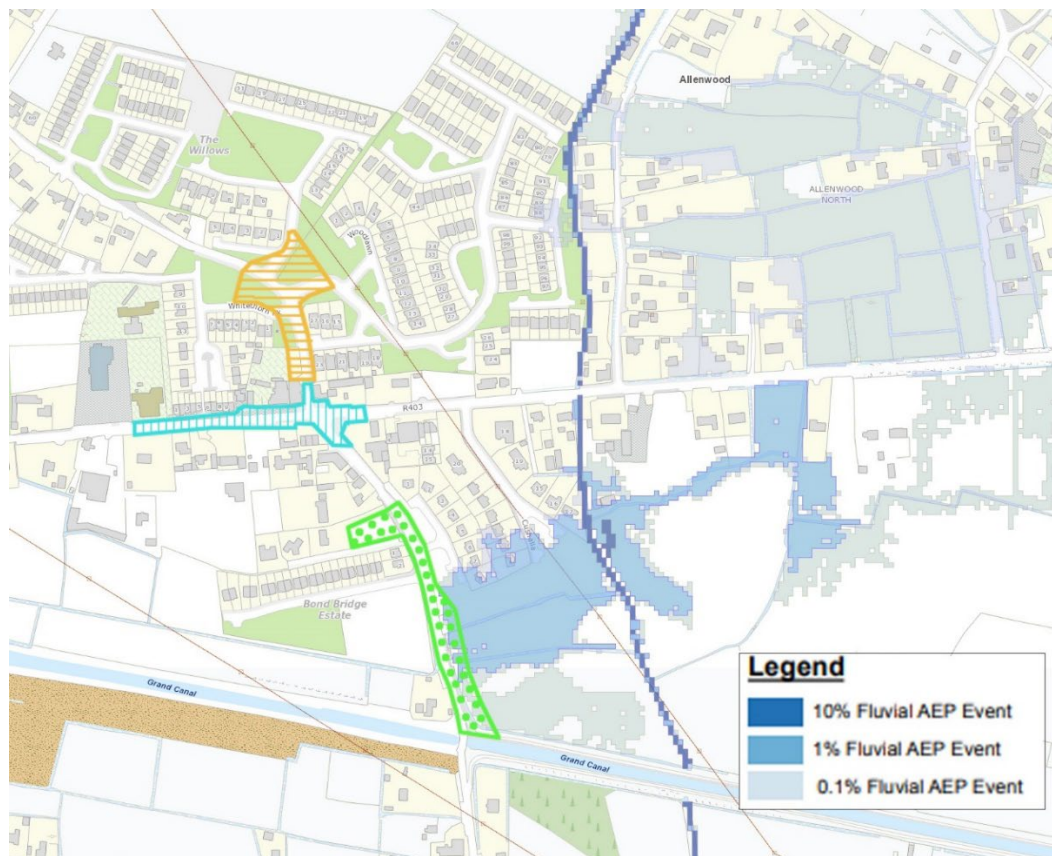


Figure 5 – Allenwood, Fluvial Flood Extents (Source: OPW Eastern CFRAM Study)

¹ [EPA Maps](#)

3.4 Groundwater Flooding

Groundwater flooding occurs when the level of water stored in the ground rises as a result of prolonged rainfall, to meet the ground surface and flows out over.

A review of the groundwater vulnerability data from the Geological Survey Ireland (GSI) website was also carried out and the model indicates moderate to low vulnerability (See Figure 6 for Ground Water Vulnerability Map). The map identifies how susceptible areas are to groundwater contamination by human activities. Measures shall be taken to prevent groundwater pollution.

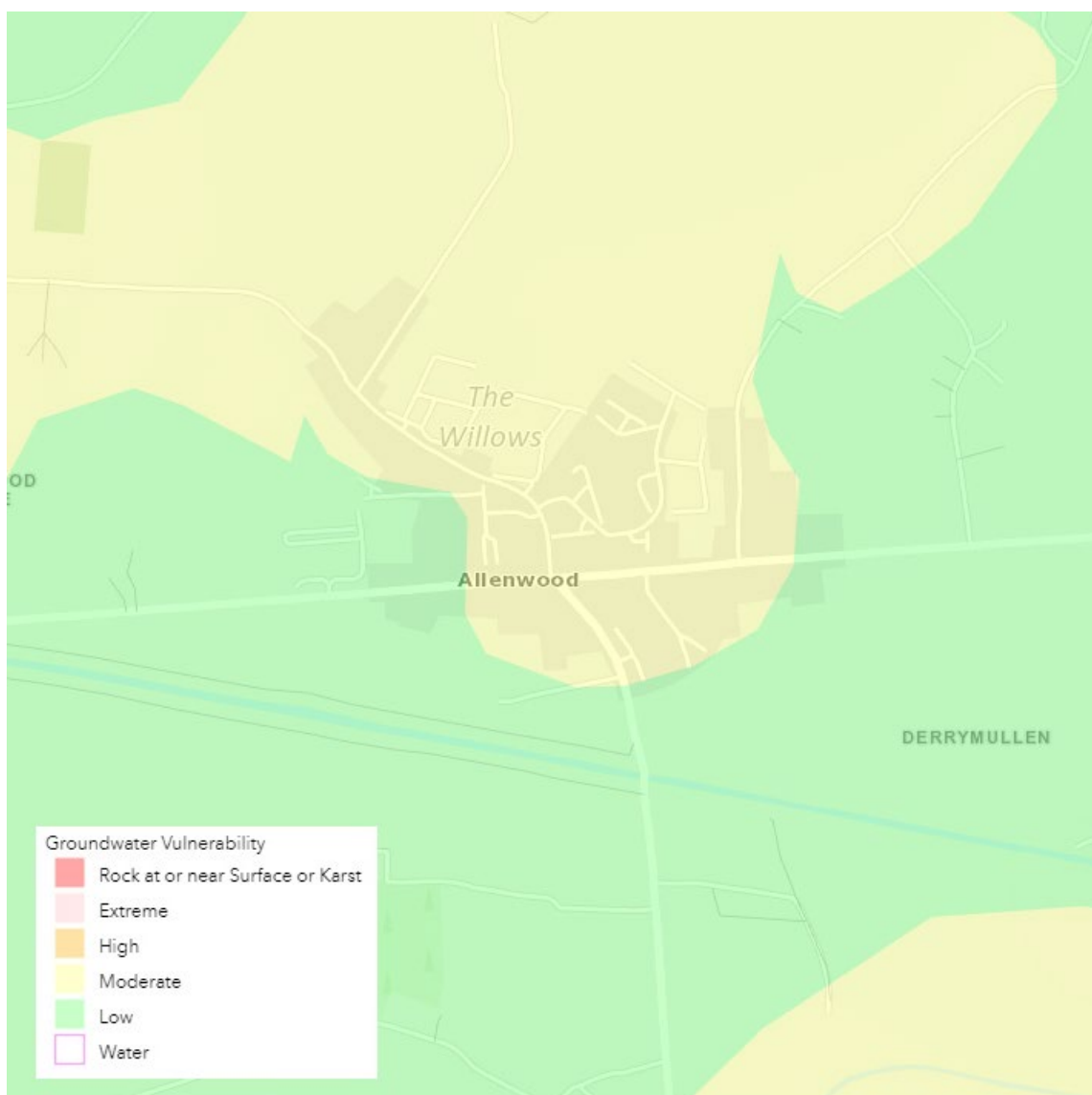


Figure 6 - Groundwater Vulnerability (Source: GSI Data Viewer Map)

3.5 Pluvial Flooding

Pluvial flooding occurs when the amount of rainfall exceeds the capacity of urban surface water drainage systems or the ground to absorb it. Note, these maps are 'predictive' flood maps showing areas predicted to be inundated during a theoretical or 'design' flood event. It is an estimated probability of occurrence, rather than information for actual floods that have occurred in the past, which is presented on 'historic' flood maps, see Section 3.1.

The instances of pluvial flooding in Allenwood are low, (See Figure 7 PRFA Pluvial Map.) In order to mitigate any effect arising from the proposed Projects SuDS measures shall be incorporated at detail design stage to reduce the risk of flooding downstream.

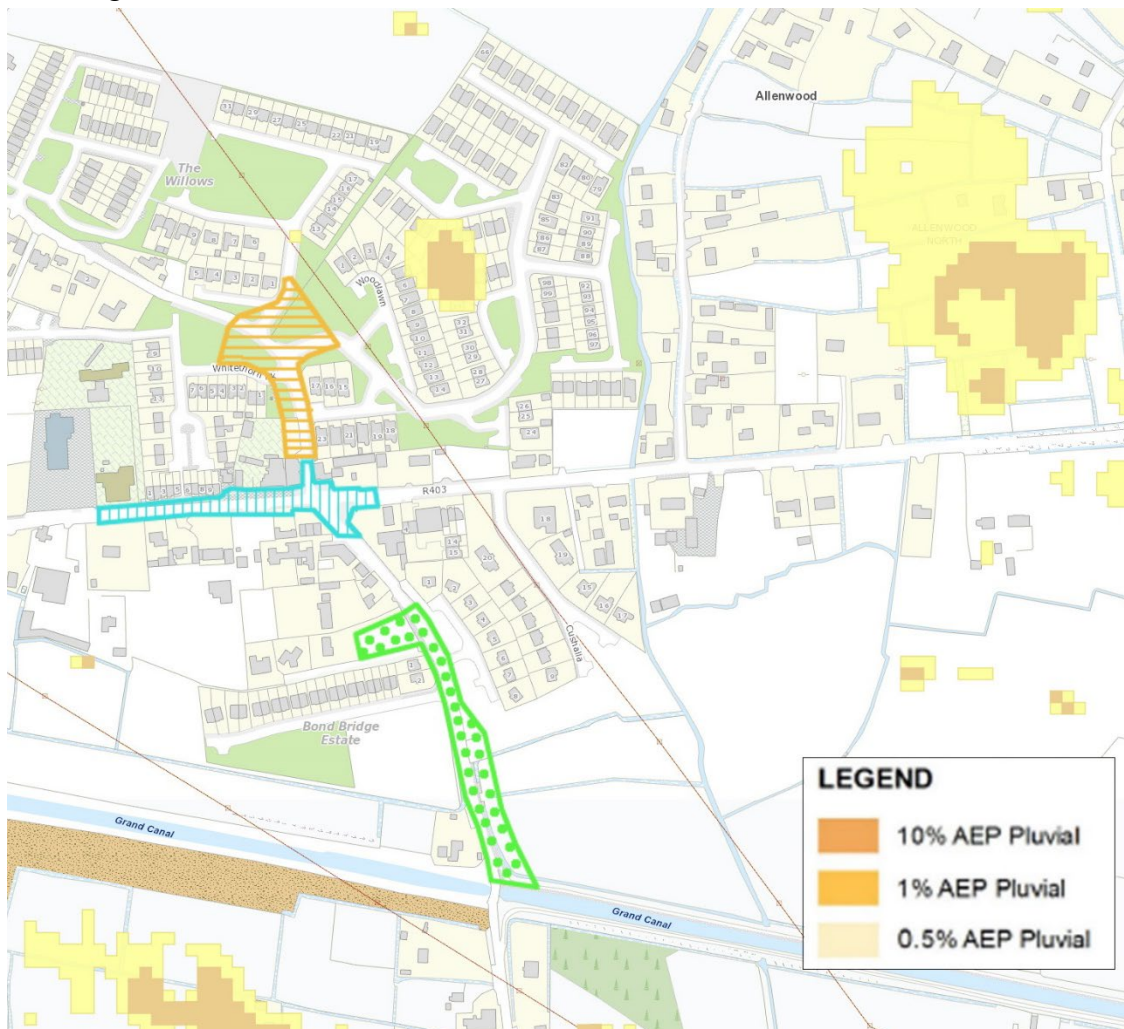


Figure 7 – PRFA Pluvial Map (Source: GIS)

3.6 Climate Change

All new developments are required to take climate change into consideration when assessing the flood risk of a site. When designing for extreme rainfall events an allowance of 20% additional flow should be taken.

The Catchment Flood Risk Assessment and Management (CFRAM) maps indicate that areas in northeast of the town and the town centre show increased flood extents. The increase in flood extents will affect Project area three but they will not encroach on the other proposed Project areas, one and two anymore than the current scenario maps, even during the High-End Future Scenario (HEFS) for climate change, (See Figure 8).

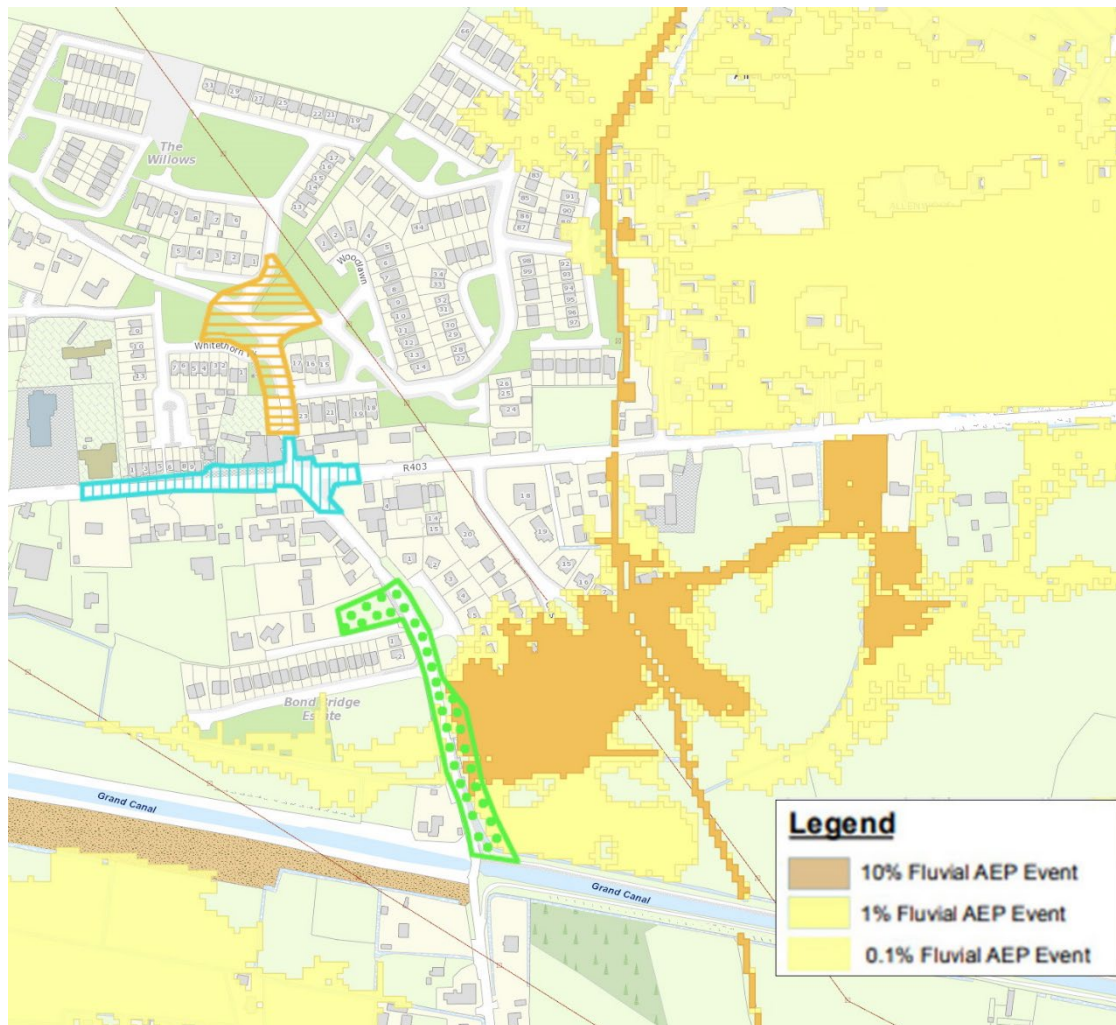


Figure 8 – High-End Future Scenario Climate Map (Source: GIS)

4.0 STAGE 2 – INITIAL FLOOD RISK ASSESSMENT

The purpose of an initial flood risk assessment is to examine flood risk issues highlighted as part of Stage 1 Flood Risk Identification.

Based on available recorded information as outlined in Stage 1, none of the Proposed Project areas have been subject to flooding in recent history, although areas in their hinterland have, see section 3.1.

There is no risk of tidal flooding as Allenwood is located inland, and the stream and canal are not tidally influenced.

The risk of fluvial flooding is considered low for Urban Design Opportunity Projects one and two, due to the areas being located outside the 0.1% AEP fluvial area. The risk is considered high for Project area three (R415) as it lies within the 0.1% AEP fluvial area and the 1% AEP fluvial event area.

The risk of flooding due to ground water ingress is low to medium. Appropriate SUDs design at detail design stage will mitigate this risk.

The risk of pluvial flooding is considered low in all areas.

4.1 Sequential Approach

The sequential approach used in this assessment follows the guidelines from The Planning System and Flood Risk Management Guidelines for Planning Authorities, 2009, see Figure 9 for a graphical representation.

As outlined in the OPW and DEHLG publication, new developments are divided into three categories which are as follows:

- Highly Vulnerable Development (i.e. power stations, residential)
- Less Vulnerable Development (i.e. retail, leisure)
- Water-compatible Development (i.e. car parking, recreational space)

The Urban Design Opportunity Project numbers one and three fall into the Water-compatible Development, (Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms). Opportunity Project two falls into Water-compatible Development but has the potential to fall into the Less Vulnerable Development category under the land use "*Buildings used for: retail, leisure, warehousing, commercial, industrial and non-residential*

*institutions*². For the purpose of this report, it will be assumed it falls into the Less Vulnerable Development category.

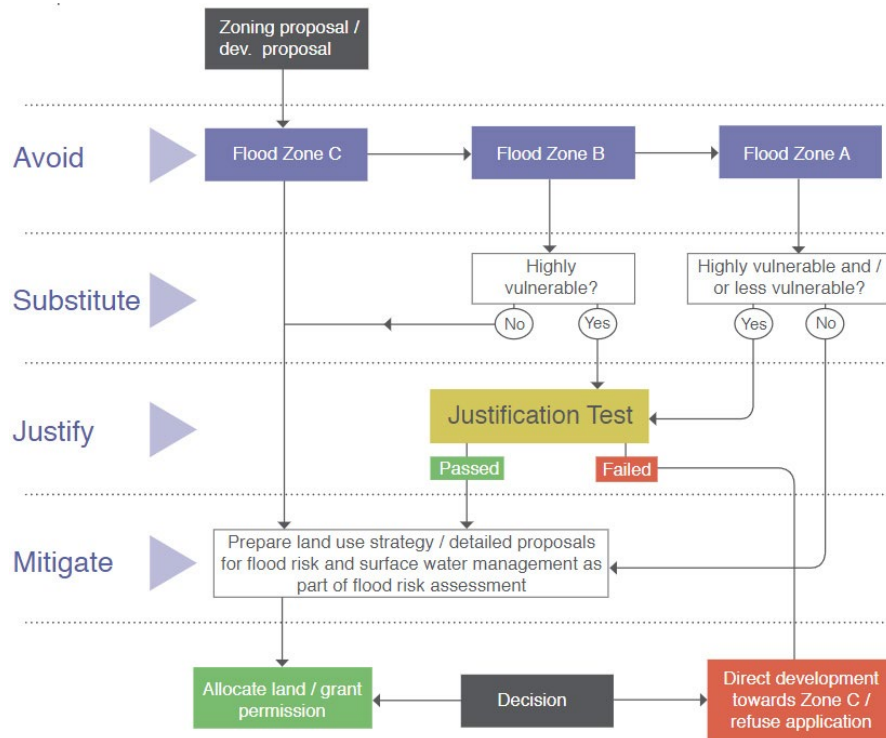


Figure 9 Sequential Approach

(Source: Guidelines for Planning Authorities, 2009)

Geographical areas are similarly divided into three categories, based on their risk of river and tidal flooding. The three categories are as follows:

- Flood Zone A – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding).
- Flood Zone B – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding).
- Flood Zone C – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding i.e. all areas which are not within zone A or B).

Based on the flood risk identification in Stage 1, The Opportunity Projects, one

² The Planning System and Flood Risk Management Guidelines for Planning Authorities, 2009

and two, fall in Flood Zone C. Opportunity project one falls into the category of Water-compatible Development and Opportunity project two falls into the category of less Vulnerable Development. Hence, these projects are deemed 'Appropriate' in accordance with the guidelines of the OPW's publication.

Table 4 Matrix of vulnerability versus flood zone for **Project 1** (Source: Guidelines for Planning Authorities, 2009)

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water compatible development	Appropriate	Appropriate	Appropriate

Table 5 Matrix of vulnerability versus flood zone for **Project 2** (Source: Guidelines for Planning Authorities, 2009)

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water compatible development	Appropriate	Appropriate	Appropriate

The Opportunity Project three falls in Flood Zone A but also falls into the category of Water-compatible Development. Therefore, this project is also deemed 'Appropriate'.

Table 6 Matrix of vulnerability versus flood zone for **Project 3** (Source: Guidelines for Planning Authorities, 2009)

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water compatible development	Appropriate	Appropriate	Appropriate

Therefore, no 'Justification Test' and / or Stage 3 Detailed Flood Risk Assessment is required. The sequential approach shown in Figure 9 recommends mitigation measures for residual risks.

5.0 RESIDUAL FLOOD RISK MANAGEMENT

Based on the initial flood risk assessment the Urban Design Opportunity Projects are 'Appropriate' for their proposed location and therefore minimal flood risk management is required. The proposed elements to be constructed are not degraded by possible flood events and will be constructed in accordance with specified materials resilient to inundation.

Consideration should also be given to drainage and SuDS measures at design stage in addition to an appropriate maintenance plan to manage residual risk occurring as a result of the implementation of these projects.

With all projects that require planning permission, appropriate surface water management will be required to be designed and submitted at planning stage to mitigate any residual flood risk that may arise through the development of these areas.

Also, under the OPW's Flood Risk Management Plan – River Basin (14) Barrow from 2018 Section 5.6. Allenwood is deemed to have a low level of flood risk and the existing Drainage District is maintained by the local Authority.

6.0 CONCLUSION

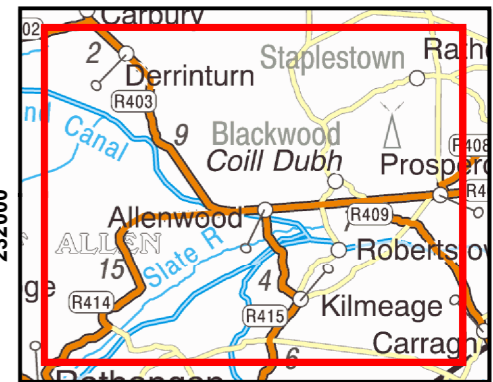
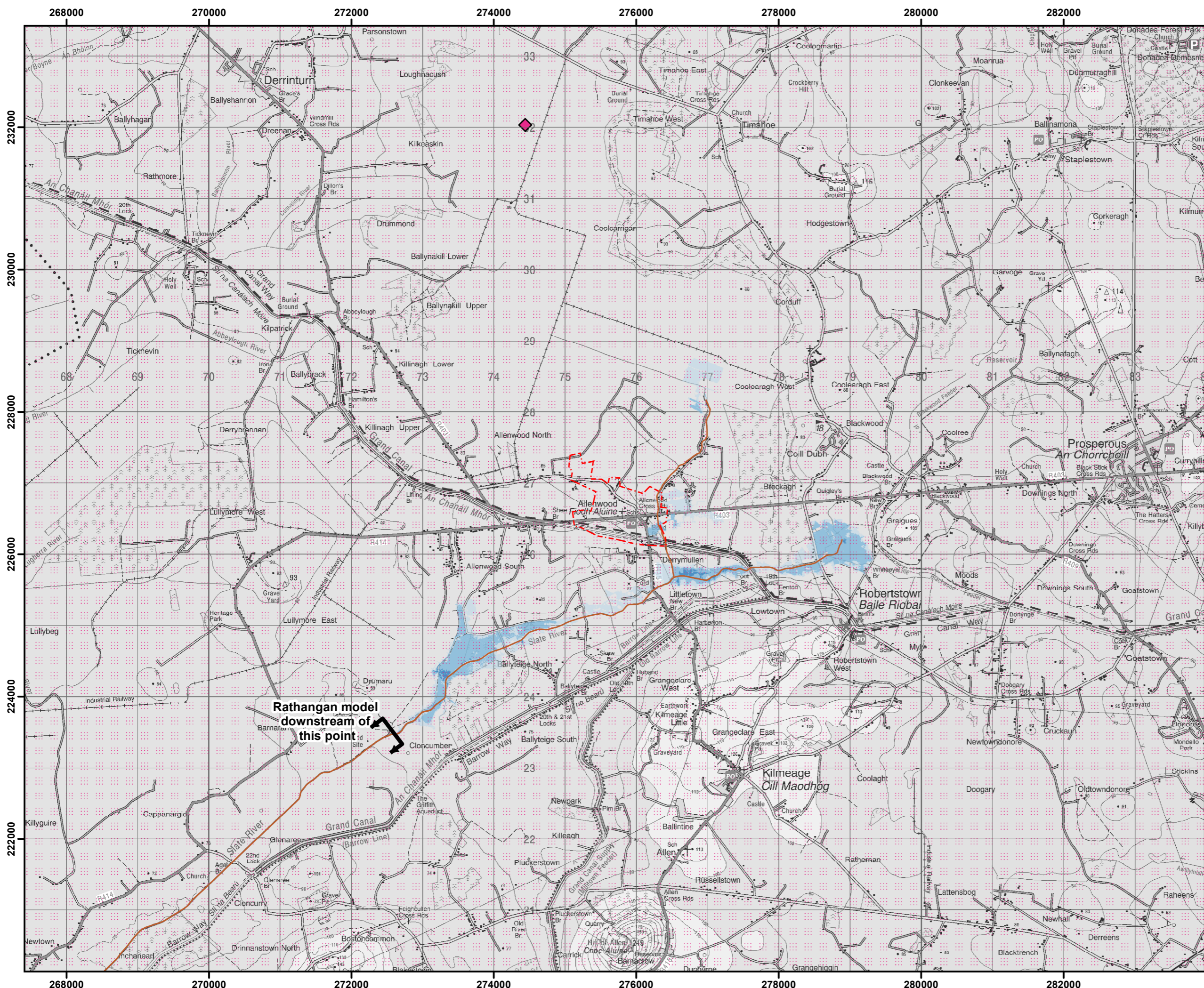
This report outlines the findings of the SSFRA carried out for the Allenwood Village Renewal Plan Health Check and Urban Design Analysis. This SSFRA was carried out in accordance with the DEHLG guidelines for Planning 2009 and The Planning and Development Act 2000.

Based on the flood risk identification in Stage 1, the urban design opportunity projects put forward in the Allenwood Village Renewal Plan Health Check and Urban Design Analysis are deemed 'Appropriate' in accordance with The Planning System and Flood risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014.

The Opportunity Projects as outlined in the Allenwood Village Renewal Plan Health Check and Urban Design Analysis will require Part 8 planning permission. Under this process additional flood risk assessments will be prepared as appropriate.

Appendix A

OPW Flood Maps

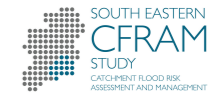


IMPORTANT USER NOTE:
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- Legend**
- 10% Fluvial AEP Event
 - 1% Fluvial AEP Event
 - 0.1% Fluvial AEP Event
 - IED Sites
 - Designated for Drinking Water Abstraction
 - Designated for Drinking Water Abstraction
 - Recreational Waters
 - SAC Water Dependent
 - SAC Water Dependent
 - SAC Water Dependent
 - SPA Water Dependent
 - SPA Water Dependent
 - Modelled River Centreline
 - AFA Extent

FINAL

REV: 01	NOTE: Amendment to Label	DATE: 02/12/16
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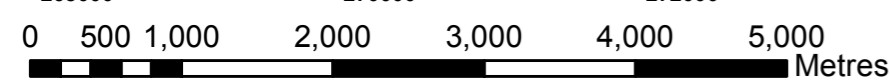


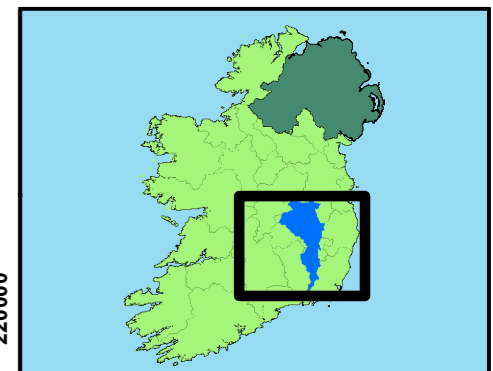
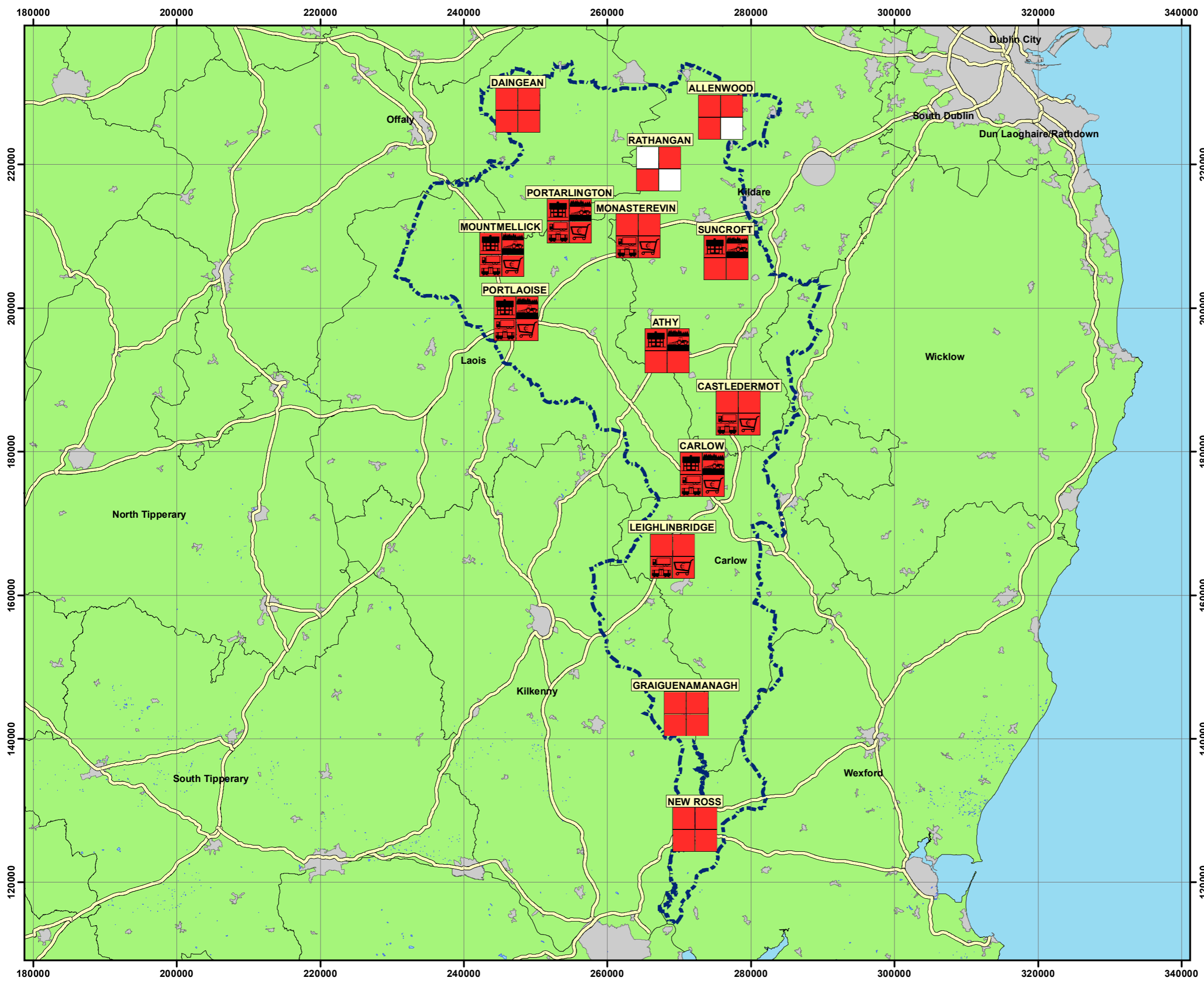
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Map:
Allenwood Risk to Environment Map
Map Type: GENERAL RISK - ENVIRONMENT
Source: FLUVIAL
Map Area: HPW
Scenario: CURRENT
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Checked By: M.W. Date: 2 December 2016
Approved By: S.P. Date: 2 December 2016
Drawing No.: O14ALL_RVFCDF0_01
Map Series: Page 1 of 1
Drawing Scale: 1:50,000 @ A3





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RISK MAP: TYPES OF ECONOMIC ACTIVITY

LEGEND

- NEW ROSS Name of Community
- County Boundary
- UoM Boundary
- Settlements
- Water Bodies
- National Roads

Economic Activity

- Property
- Infrastructure
- Rural Land Use
- Economic

Risk

- Activity At Risk
- Activity Not At Risk

FINAL

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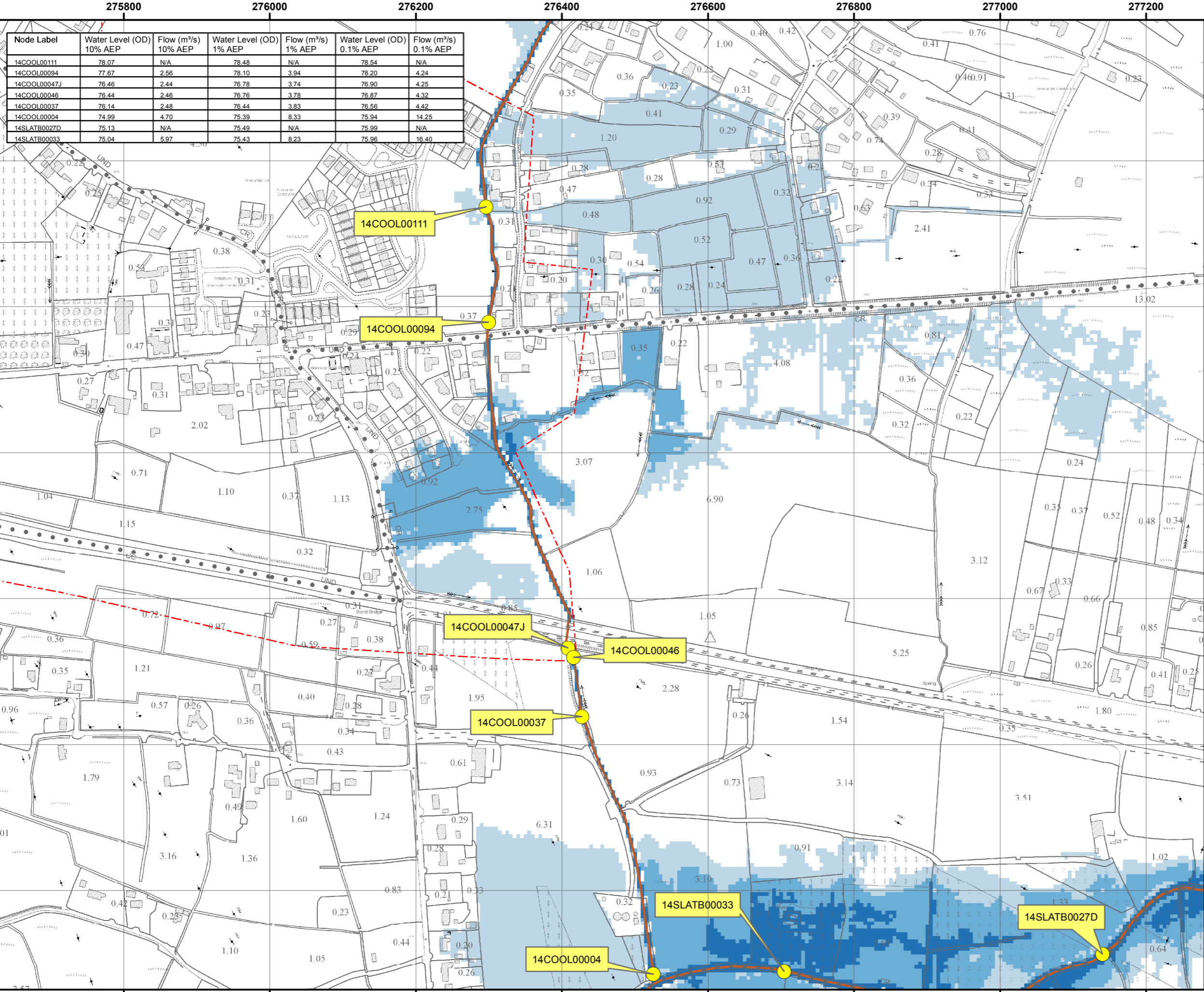
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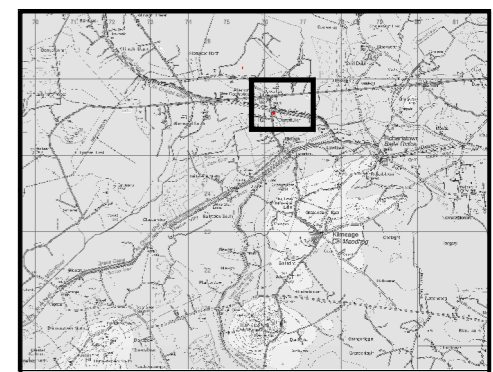
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Map:
UoM 14 Type of Economic Activity At Risk Map
Map Type: SPECIFIC RISK - TYPE OF ECONOMIC ACTIVITY
Source: FLUVIAL
Map Area: HPW
Scenario: CURRENT
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Checked By: R.B. Date: 25 July 2016
Approved By: G.G. Date: 25 July 2016
Drawing No.:
O14_RTFC001_F0
Map Series: Page 1 of 1
Drawing Scale: 1:490,000 @ A3





Node Label	Water Level (OD) 10% AEP	Flow (m³/s) 10% AEP	Water Level (OD) 1% AEP	Flow (m³/s) 1% AEP	Water Level (OD) 0.1% AEP	Flow (m³/s) 0.1% AEP
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14COOL00094	77.67	2.56	78.10	3.94	78.20	4.24
14COOL00047J	76.46	2.44	76.78	3.74	76.90	4.25
14COOL00046	76.44	2.46	76.76	3.78	76.87	4.32
14COOL00037	76.14	2.48	76.44	3.83	76.56	4.42
14COOL00004	74.99	4.70	75.39	8.33	75.94	14.25
14SLATB0027D	75.13	N/A	75.49	N/A	75.99	N/A
14SLATB00033	75.04	5.97	75.43	8.23	75.96	16.40



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- Legend**
- 10% Fluvial AEP Event
 - 1% Fluvial AEP Event
 - 0.1% Fluvial AEP Event
 - Modelled River Centreline
 - AFA Extents
 - Node Point
 - Node Label

FINAL

REV:	NOTE:	DATE:
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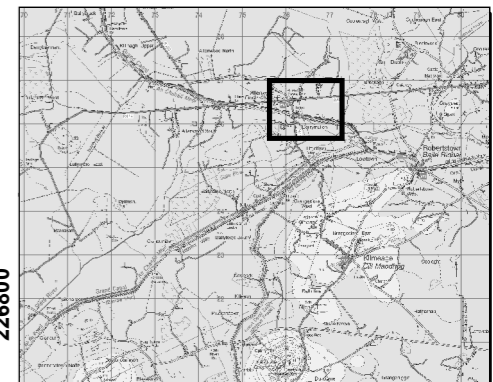
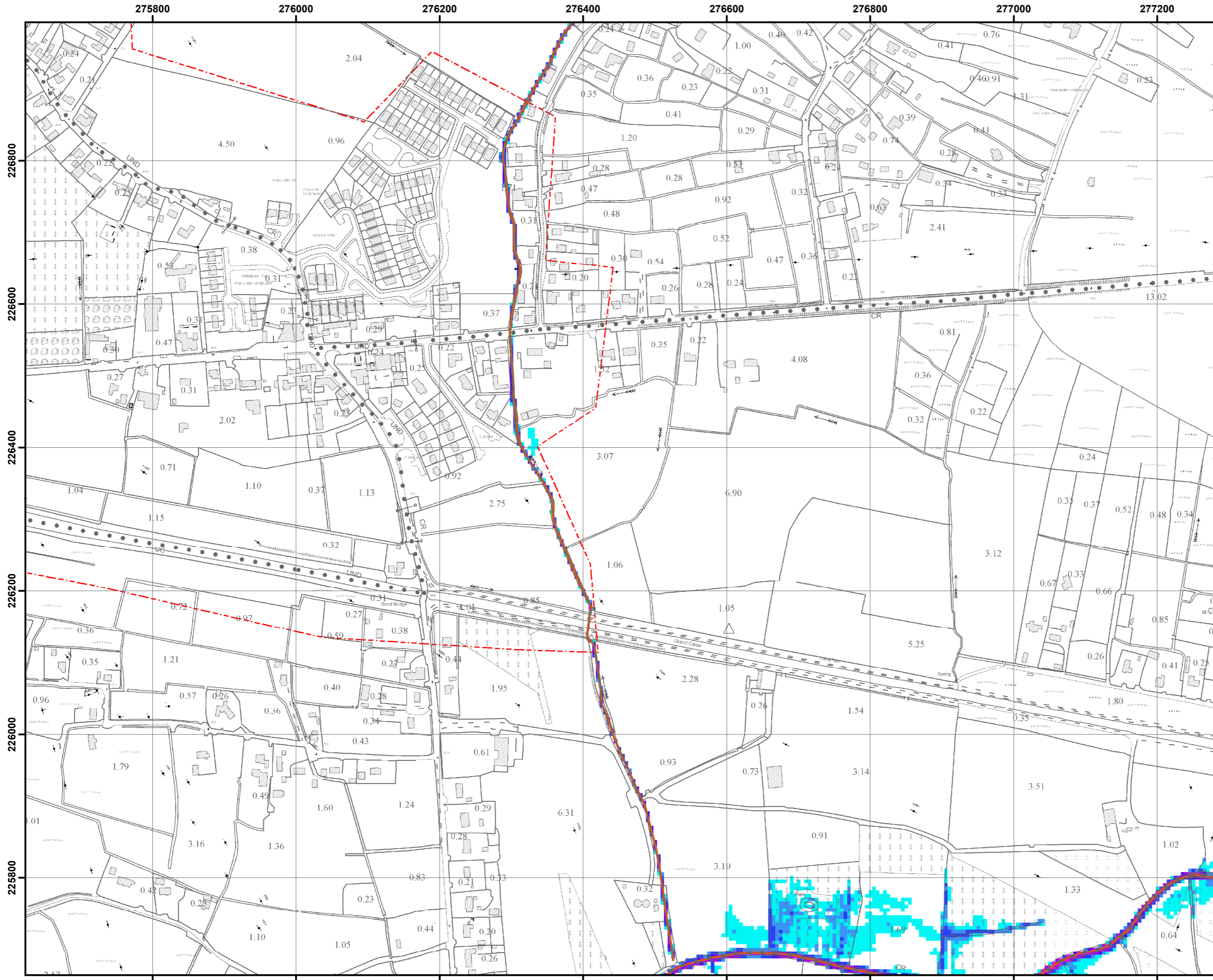


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Map:	
Allenwood Fluvial Flood Extents	
Map Type: EXTENT	
Source: FLUVIAL	
Map Area: HPW	
Scenario: CURRENT	
Drawn By : C.C.	Date : 18 July 2016
Checked By : M.W.	Date : 18 July 2016
Approved By : S.P.	Date : 18 July 2016
Drawing No. :	
O14ALL_EXFCD_F0_02	
Map Series : Page 2 of 3	
Drawing Scale : 1:5,000 @A3	



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Legend

10% Fluvial AEP Flood Depth

- 0 - 0.25m
- 0.25 - 0.5m
- 0.5 - 1m
- 1.0 - 1.5m
- 1.5 - 2m
- >2m

Modelled River Centreline

AFA Extents

FINAL

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Map:

Allenwood Fluvial Flood Depths

Map Type: DEPTH

Source: FLUVIAL

Map Area: HPW

Scenario: CURRENT

Drawn By: C.McG. **Date:** 18 July 2016

Checked By: M.W. **Date:** 18 July 2016

Approved By: S.P. **Date:** 18 July 2016

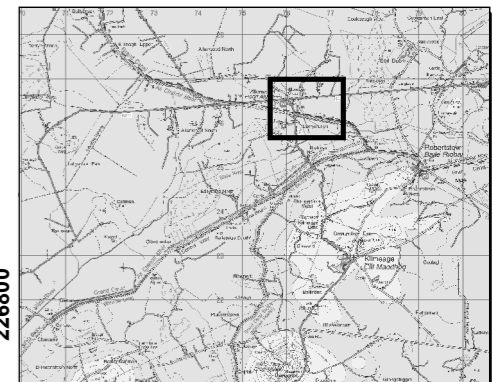
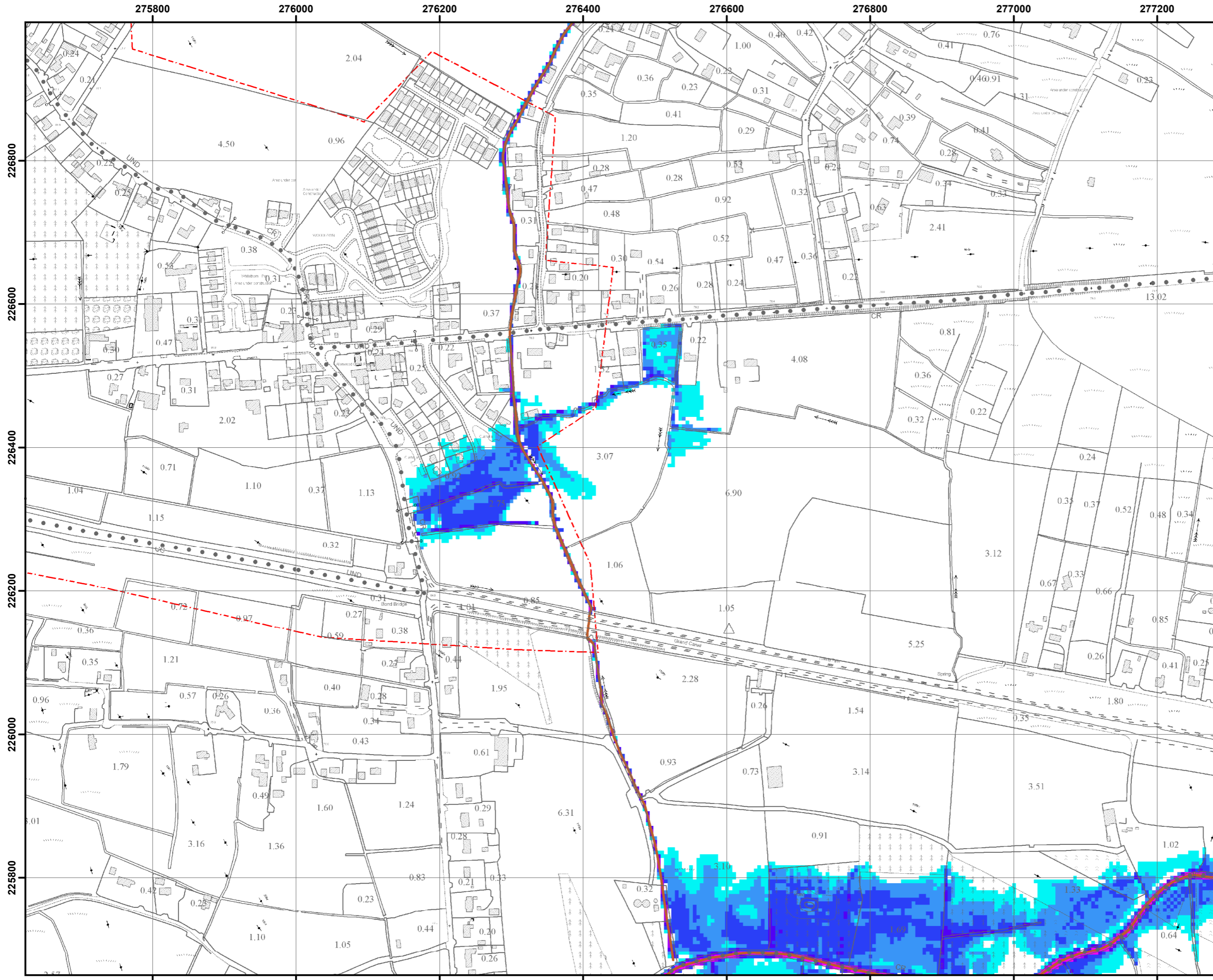
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Drawing Scale: 1:5,000 @A3





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Legend

1% Fluvial AEP Flood Depth

- 0 - 0.25m
- 0.25 - 0.5m
- 0.5 - 1m
- 1.0 - 1.5m
- 1.5 - 2m
- >2m

— Modelled River Centreline

- - - AFA Extents

FINAL

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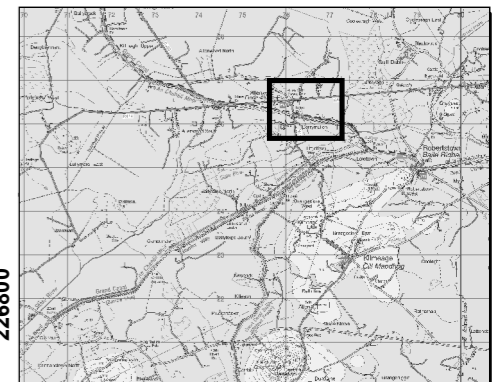
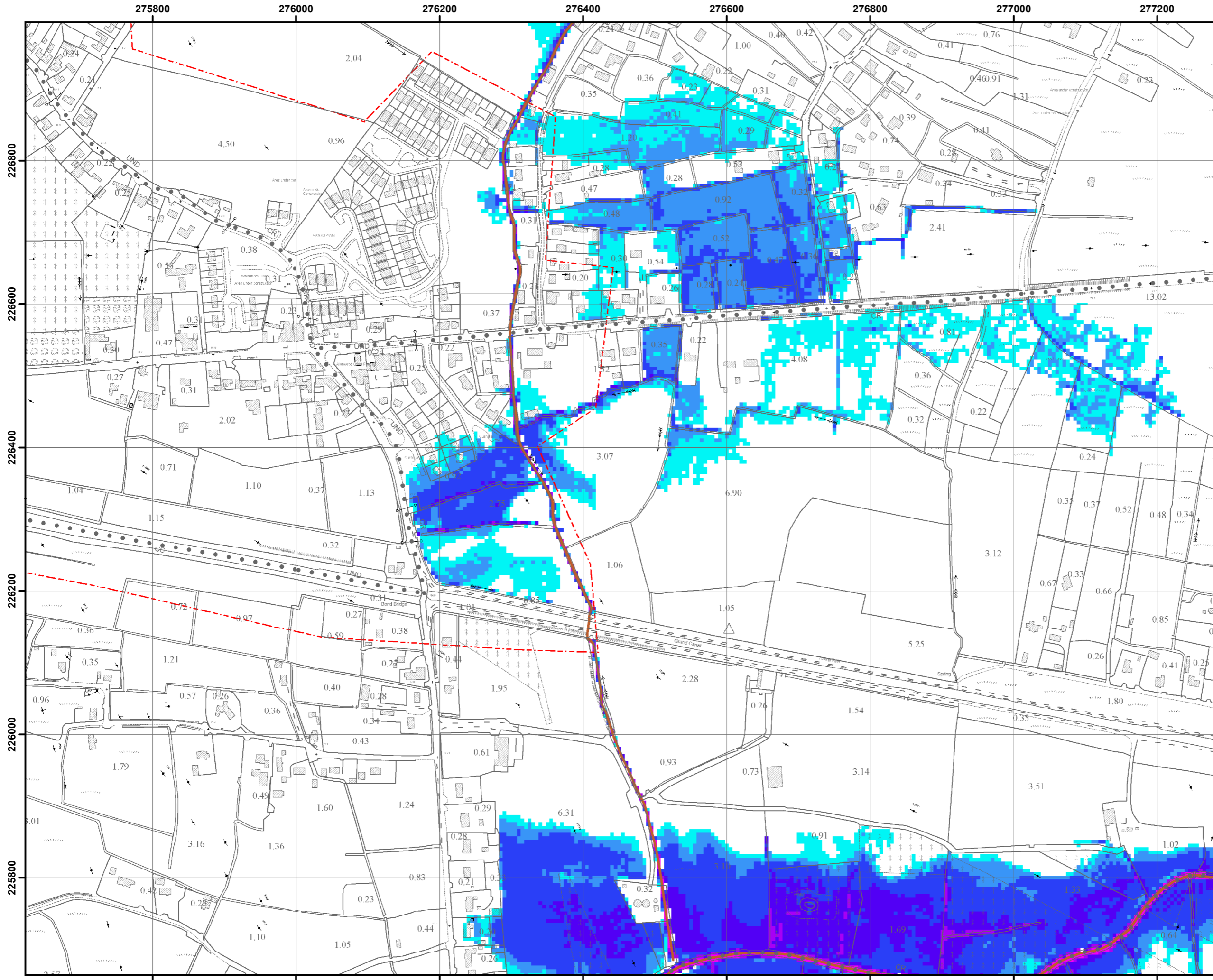
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Map:	
Allenwood Fluvial Flood Depths	
Map Type:	DEPTH
Source:	FLUVIAL
Map Area:	HPW
Scenario:	CURRENT
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Checked By:	M.W. Date: 18 July 2016
Approved By:	S.P. Date: 18 July 2016
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IMPORTANT USER NOTE:
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- Legend**
- 0.1% Fluvial AEP Flood Depth**
- 0 - 0.25m
 - 0.25 - 0.5m
 - 0.5 - 1m
 - 1.0 - 1.5m
 - 1.5 - 2m
 - >2m
- Modelled River Centreline
 - AFA Extents

FINAL

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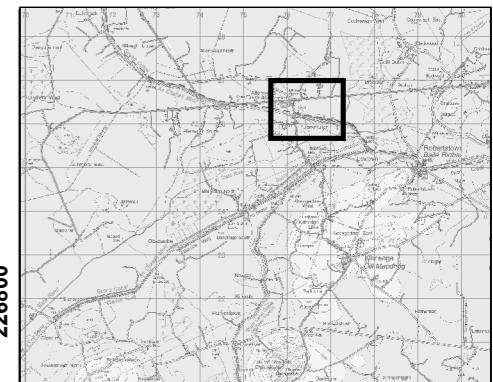
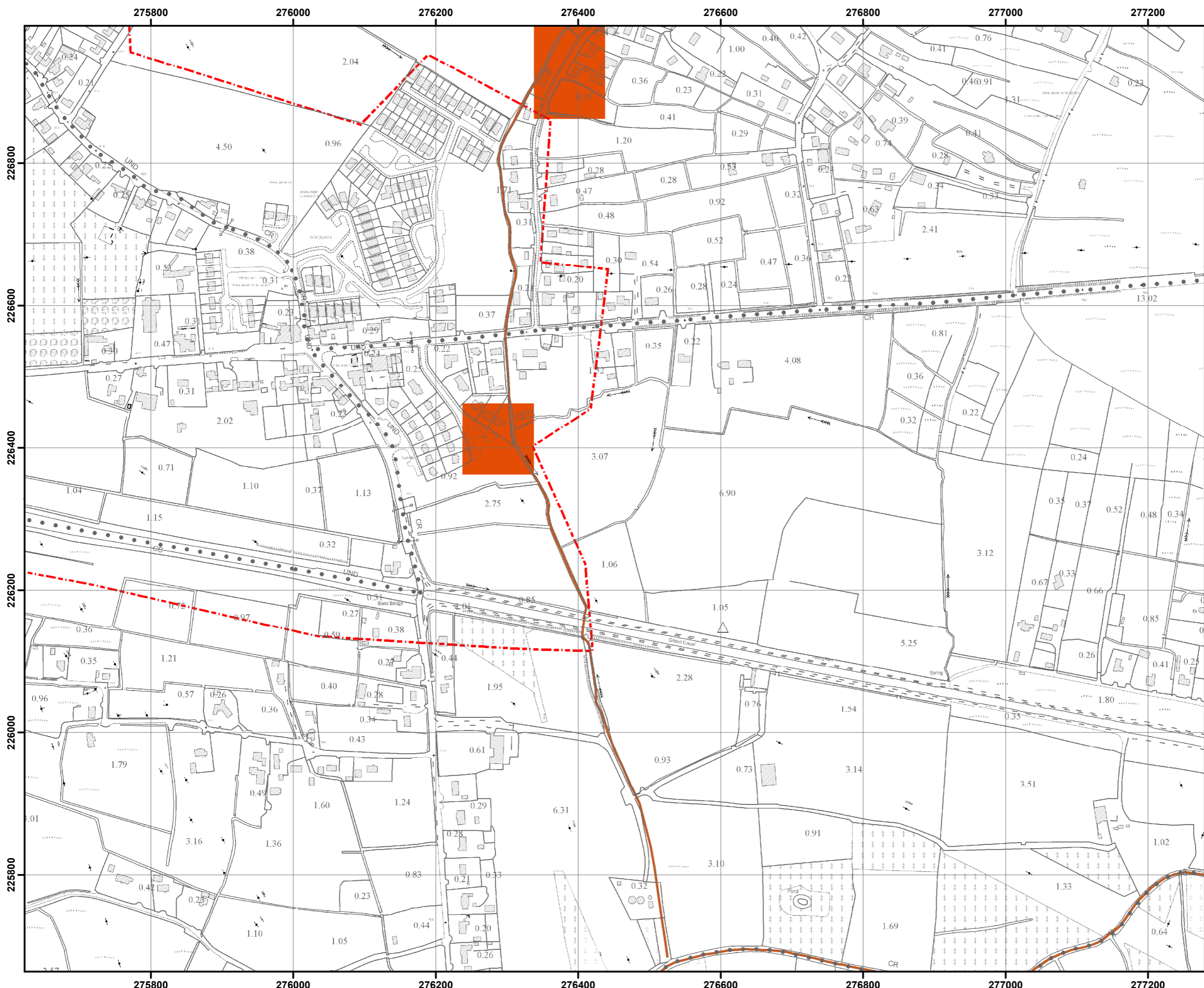
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Map:	
Allenwood Fluvial Flood Depths	
Map Type: DEPTH	
Source: FLUVIAL	
Map Area: HPW	
Scenario: CURRENT	
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Drawing Scale: 1:5,000 @A3	





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Legend

- AFA Extents
- Modelled River Centreline

**No. of Inhabitants at Risk/Ha
10% Fluvial AEP Event**

- 1 - 5
- 5 - 20
- 20 - 40
- >40

FINAL

REV:	NOTE:	DATE:
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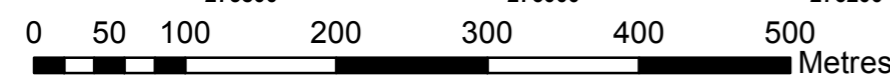
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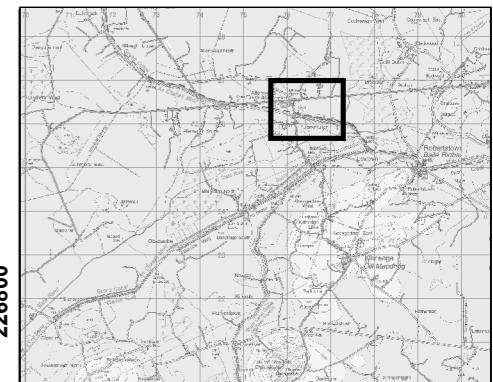
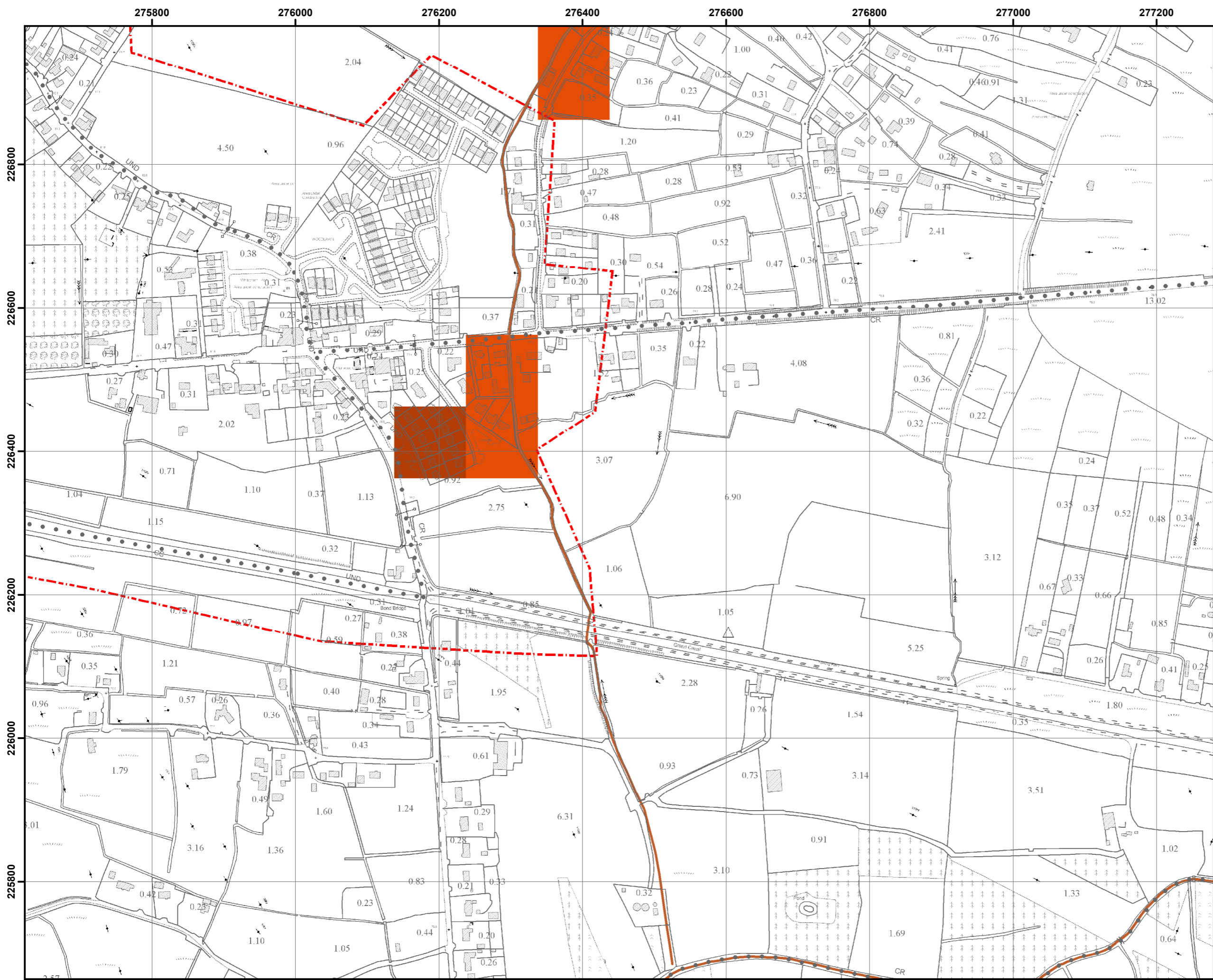
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Map:	
Allenwood No. of Inhabitants at Risk Map	
Map Type: SPECIFIC RISK - NO. INHABITANTS	
Source: FLUVIAL	
Map Area: HPW	
Scenario: CURRENT	
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Checked By : M.W.	Date : 18 July 2016
Approved By : S.P.	Date : 18 July 2016
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Drawing Scale : 1:5,000 @ A3	





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Legend

- AFA Extents
- Modelled River Centreline

**No. of Inhabitants at Risk/Ha
1% Fluvial AEP Event**

- 1 - 5
- 5 - 20
- 20 - 40
- >40

FINAL

REV:	NOTE:	DATE:



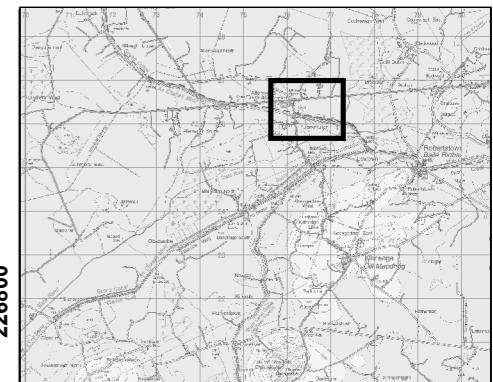
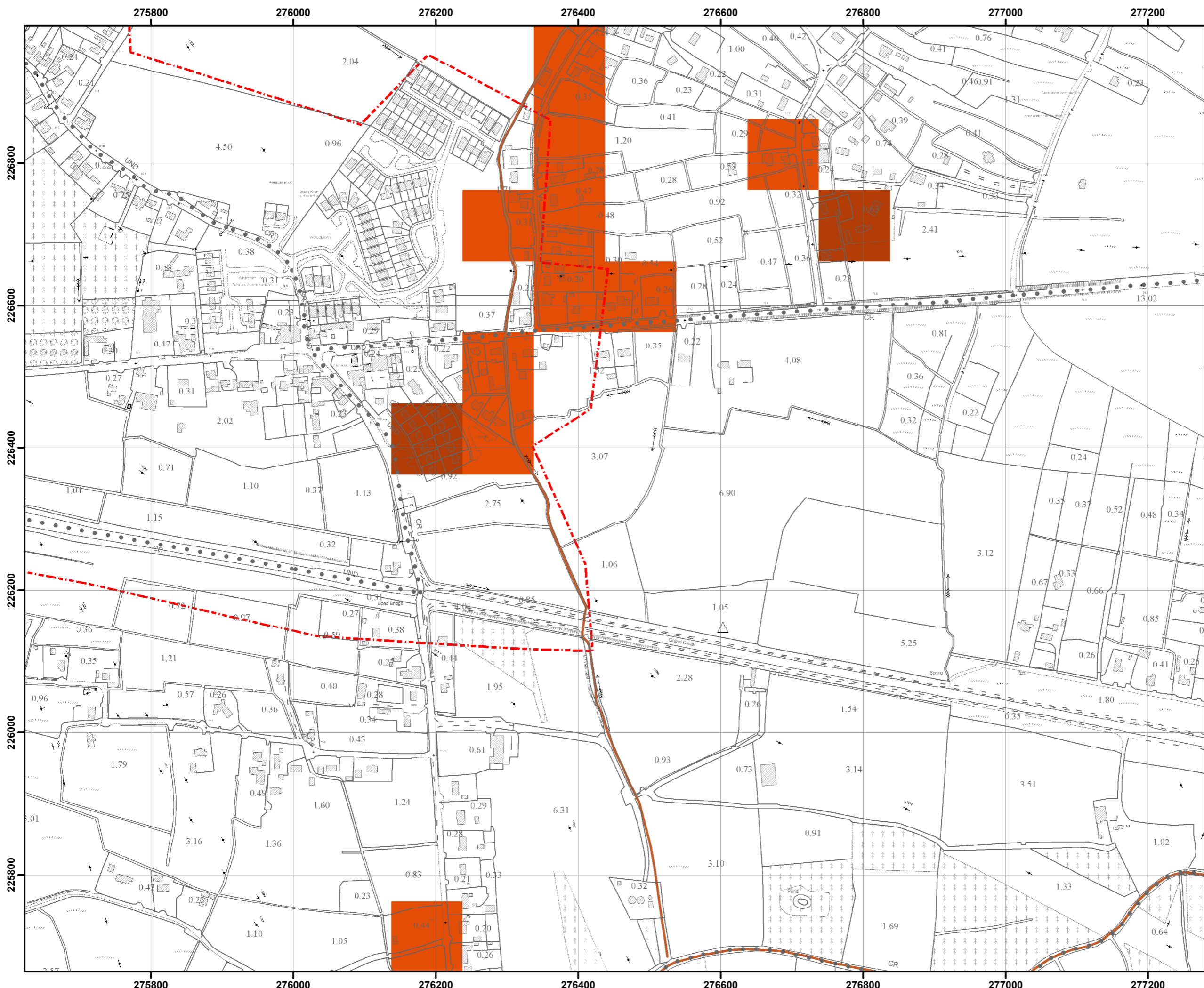
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Map:
Allenwood No. of Inhabitants at Risk Map
Map Type: SPECIFIC RISK - NO. INHABITANTS
Source: FLUVIAL
Map Area: HPW
Scenario: CURRENT
Drawn By : C.McG. Date : 18 July 2016
Checked By : M.W. Date : 18 July 2016
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Map Series : Page 2 of 3
Drawing Scale : 1:5,000 @ A3





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Legend

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**No. of Inhabitants at Risk/Ha
 0.1% Fluvial AEP Event**

- 1 - 5
- 5 - 20
- 20 - 40
- >40

FINAL

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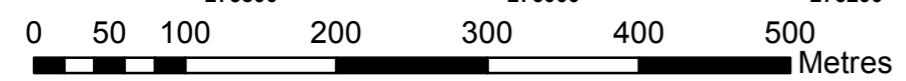


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Allenwood No. of Inhabitants at Risk Map	
Map Type: SPECIFIC RISK - NO. INHABITANTS	
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Scenario: CURRENT	
Drawn By : C.McG.	Date : 18 July 2016
Checked By : M.W.	Date : 18 July 2016
Approved By : S.P.	Date : 18 July 2016
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Map Series : Page 2 of 3	
Drawing Scale : 1:5,000 @ A3	



Rowan



Strategic Environmental Assessment Screening Report, Allenwood Town Renewal Master Plan September 2023

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Report Sign Off Page

CLIENT REF:	KIL003-1		
DEVELOPMENT ADDRESS	ALLENWOOD, CO. KILDARE		
REVISION	DATE	ORIGNATOR	REVIEWER
FOR REVIEW	27/09/2023	SC	JM
FOR ISSUE			

NOTES

Reference Documents SEA Statement, Kildare County Council Development Plan 2023-2029

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1.0 Introduction and Background

This Strategic Environmental Assessment Screening Report has been prepared by Rowan on behalf of Kildare County Council. It provides information on and assesses the Town Renewal Master Plan Urban Design Analyses / Health checks for Allenwood and is prepared with due regard for the updated EPA (2023) guidelines ‘SEA of Local Authority Land-Use Plans -EPA Recommendations and Resources’ and in accordance with the SEA requirements as presented in the Kildare County Development Plan 2023-2029 (KCDP).

This requirement falls under the overarching policy and planning framework for the social, economic and cultural development of Ireland, Project Ireland 2040. Both the 20 year National Planning Framework (NPF) and a the National Development Plan (NDP) are included in Project Ireland 2040.

Kildare County Council, in association with community organisations, appointed an urban designer led consultant team to prepare a Health Check / Urban Design Analysis and a Town Renewal Master Plan for Robertstown, (hereafter referred to as ‘the Master Plan’).

The purpose of the plan is to guide the development of Allenwood into the future as part of an initiative to deliver a new vision for the village. This includes pedestrian focused public spaces and liveable, accessible, inclusive and age friendly public spaces. It is envisaged that the Master Plan will form part of the Development Plan policy for this settlement and will significantly shape the physical and social environment of the village in accordance with the Village Plan policies and objectives.

SEA screening is defined in the relevant guidance documents¹ as *“the process for deciding whether a particular plan, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA.”*

The project opportunities will be assessed in accordance with the Kildare County Council Development Plan Policy and the Environmental Protection Agency (EPA) Screening Guidelines. The proposed project sits within several of the National Strategic Outcomes contained in the National Planning Framework as follows;

NSO1 Compact Growth – A number of designated villages and settlements in Kildare County, of which Allenwood is included, have been allocated a 4% and 1.5% of the overall population growth of the country up to 2029. These designated villages will continue to develop as local centres for services with growth levels to cater for sustainable growth minimising pressure on services and the environment. Future growth must be sustainable growth that will benefit the village while also creating an attractive place in which people can live and work. The land use zoning objectives within the KCDP include the protection and provision of open spaces and amenity and recreation areas.

NSO7 Enhanced Amenity and Heritage – it is intended the future development of Allenwood will include enhanced public area development in the village centre building on the network of paths and walks for pedestrian and cyclist priority and providing better pedestrian links along the Grand Canal (pNHA Site No 002104).

Kildare County Council conducted a Strategic Environmental Assessment of County Development Plan 2023-2029. This assessment included the proposed update to the Allenwood Town Plan and their objectives for the period. Neither the SEA or the NIS identified potential significant impacts requiring additional measures.

The Town Master Plan must also be assessed to determine if there is a risk of significant environmental effects. It must first be screened for the need to undertake Strategic Environmental Assessment (SEA). Screening is the process for deciding whether a particular Plan or Programme, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and thus would warrant SEA. The purpose of this report is to evaluate the requirement for SEA of the proposed Project.

In doing so, the Council must decide whether the Master Plan would or would not be likely to have significant effects on the environment and in doing so must take account of the relevant criteria set out in the SEA Directive as transposed into Irish Legislation in the Planning and Development (Strategic Environmental Assessment) Regulations 2004 S.I. No. 436 of 2004 as amended by the Planning and Development (Strategic Environmental Assessment) Regulations 2011 S.I. No. 201 of 2011.

It should be noted that the Kildare CDP 2023-2029 (as varied), the NPF and RSES were all subject to full Strategic Environmental Assessment. The appropriate environmental authorities were consulted throughout the SEA process and therefore the objectives and changes arising from these plans and strategies sitting above the Master Plan in the planning hierarchy have all been subjected to a thorough and robust level of assessment.

The Council, in consultation with the statutory authorities, must make a determination as to whether an SEA is required, taking account of the relevant criteria set out in Schedule 2A of the Planning and Development Regulations 2001 (as amended) and any submissions or observations received from the prescribed environmental authorities.

1.1 Legislative Context

The European Union Strategic Environmental Assessment (SEA) Directive (2001/42/EC) requires an environmental assessment be carried out for all plans or programmes that are prepared in one of 11 specified sectors as follows;

- Agriculture
- Forestry
- Fisheries
- Energy
- Industry
- Transport
- Waste Management
- Water Management
- Telecommunications
- Tourism •
- Town and Country Planning
- Land Use

In Ireland this Directive has been transposed into legislation under two separate regulations **S.I. No. 435 of 2004 (European Communities) (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 to 2011**. These regulations set out the following:

Schedule 1: Criteria for determining whether a Plan or Programme (or Modification thereto) is likely to have significant effects on the Environment and therefore require an SEA.

Schedule 2: Information to be contained in an Environmental Report

Articles 9-17 of those Regulations set out the requirement to complete an Environmental Report, scoping, timing, consultation, transboundary effects and monitoring associated with completing same.

S.I. No. 436 of 2004 (European Communities) (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 to 2011. These Regulations specifically relate to the requirement to carry out SEA for Development Plans, Local Area Plans and Regional Planning Guidelines.

This report is the screening statement for the Strategic Environmental Assessment (SEA) of the Allenwood Town Renewal Master Plan. Article 3(4) of Directive 2001/42/EC requires that *“Member States shall determine whether plans and programmes other than those referred to in paragraph 2, which set the framework for future development consent of projects, are likely to have significant environmental effects”*. This process for deciding whether a particular plan, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and therefore, would require SEA is known as ‘Screening’.

The criteria for determining (or Screening) whether a particular plan *is likely to have significant environmental effects* are set out in Annex II of the SEA Directive. These criteria are reproduced in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, and again in Schedule 2A of the Planning and Development Regulations 2001, as amended.

2.0 Planning Hierarchy and Purpose of the Master Plan

The National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040. On the 16th of February 2018, the Government published the National Planning Framework (NPF), which, together with the National Development Plan (NDP), form 'Project Ireland 2040' – the Government's vision for how to develop the country over the coming decades. It is a framework to guide public and private investment, to create and promote opportunities for our people, and to protect and enhance our environment – from our villages to our cities, and everything around and in between. The purpose of the National Planning Framework is to enable all parts of Ireland, whether rural or urban, to successfully accommodate growth and change, by facilitating a shift towards Ireland's regions and cities other than Dublin, while also recognising Dublin's ongoing key role.

The NPF was supported by the publication of the Implementation Roadmap for the National Planning Framework ('Roadmap') which was published on the 3rd of July 2018. This document advised that the NPF is of direct relevance to the preparation of Regional Spatial and Economic Strategies and County Development Plans.

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region

The RSES is a strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives. At this strategic level it provides a framework for investment to better manage spatial planning and economic development to sustainably grow the Region to 2031 and beyond.

The RSES sets out a vision for the Eastern and Midland Region to create a sustainable and competitive Region that supports the health and wellbeing of people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all. Its key principals are;

- Healthy placemaking
- Climate Action
- Economic Opportunity.

Kildare County Council Development Plan 2023-2029

The vision and goals for village environs and amenities are set out in Chapter 13 Landscape Recreation Amenity of the KDP where the Grand and Royal Canal Corridors are noted as areas of High Amenity. Section 13.6 states the objective for Recreation and Amenities as

“Recreation and amenity areas within the county include natural, recreational and sporting amenities as well as social and community infrastructure. These facilities provide many cultural, social, economic and environmental benefits and provide a positive contribution towards quality of life. The provision of a range of amenities which can cater for the demands of an increasing population, and which will be accessible for all sectors and age groups of the population is a central element in the delivery of sustainable communities.”

Whilst Section 13.6.4 Greenways, Blueways, Peatways, trails and Peatland Railways also states

“Cycling and walking as a means of recreational activity have increased in popularity over the past number of years. The Council acknowledges that provision for cyclists and walkers should be prioritised as resources permit and where appropriate.”

Of relevance are the following objectives from Chapter 13 of the KDCP

LR 054 Ensure any proposed walking or cycling route does not significantly impact the following;

- *Natural Heritage Areas(NHAs).*
- *Scenic Views and prospects.*

LR 075 All developments that would be visible from the canal network shall be required to submit a visual assessment of the proposal relative to the canal in order to determine any negative impacts on the visual amenity and environmental quality of the canal.

LR 077 Encourage the planting of pollinator friendly trees and plants, where appropriate, to improve pollinator populations within state and publicly owned land public parks and public open spaces in towns and villages, including as part of mixed use and residential developments in accordance with the All Ireland Pollinator Plan 2015-2020.

The KCDP identified Designated Villages and Settlements, which are further assessed in Volume 2 of the Plan. The KCDP Objectives for Allenwood Village are;

- Promote as tourist destination, having regard to its location and the proposed Grand Canal Greenway
- Develop an amenity area along Grand Canal waterways
- Introduce consistent village branding and public realm improvements at the village entry points
- Improve village identity
- Strengthen social and community infrastructure
- Support development of a playground
- Promote ‘peat-ways’ traversing the Bog of Allen.

Kildare Open Space Strategy (2021)

The proposed Master Plan would also fall under the objectives set out in Section 13.7.1 Open Space where the zoning of land for “open space” is highlighted as an important element of land use planning. The vision for future open space requirements for villages, as outlined in the document Kildare Open Space Strategy (2021), is;

“To advance a network of accessible, inclusive and safe open spaces in order to sustain the recreational, environmental, health and wellbeing needs of the community for current and future generations.”

The Open Space and Outdoor Recreation Strategy is provided in Appendix 3 of the KCDP. The key strategic goals of relevance to this proposed Master Plan include;

- To create a vision for open space and outdoor recreation provision in County Kildare
- To assess the play and recreation needs of a growing population across all age groups
- To optimise natural resources and green infrastructure, with a focus on biodiversity and climate action
- To guide the future provision of open spaces throughout County Kildare, by informing policies and objectives in the Kildare County Development Plan and Local Area Plans.

Kildare County Development Plan: Written Statement and Villages and Rural Settlements

V2 3.20.1 Village Centre It is an objective of the Council to;

V AL1 Ensure new development complements and enhances the village scape and uses quality building materials.

V AL2 Enhance the appearance of the village centre by including tree planting to enhance biodiversity

V2 3.7.2 Economic Development

V AL3 It is an objective of the Council to facilitate the expansion of existing local services and businesses where appropriate, particularly at Allenwood Enterprise Park, and to facilitate the provision of further local employment opportunities.

V2 3.7.3 Regeneration

V AL4 It is an objective of the Council to support the objectives and priority projects of the forthcoming Allenwood Village Renewal Plan.

V2 3.7.4 Tourist Development. It is an objective of the Council to;

- V AL5 Promote Allenwood as a tourist destination having regard to its location along the proposed Grand Canal Greenway.
- V AL6 Introduce consistent village branding and public realm improvements at the village entry points in the form of high-quality signage, tourism information, public art and consistent village type lighting standards which would strengthen Allenwood's identity as a tourist destination.

V2 3.7.5 Social and Community Infrastructure. It is an objective of the Council to;

- V AL7 Support the creation of an attractive hub of waterside activity and an attractive amenity area for use by the general public along the Grand Canal waterways within the village boundaries.
- V AL8 Facilitate the expansion of amenity sites and recreational / sports facilities in Allenwood subject to compliance with the relevant planning criteria.
- V AL9 Support the development of a playground facility in the village.

V2 3.7.6 Movement and Transport. It is an objective of the Council to;

- V AL10 Realign the Allenwood crossroads junction.
- V AL11 Investigate the feasibility of providing traffic signals at the Allenwood crossroads junction.
- V AL12 Provide a continuous footpath and cycleway of a suitably high standard that links the Grand Canal to the village centre.
- V AL13 Realign and improve Station Road.
- V AL14 Provide a continuous footpath and cycleway of a suitably high standard that links Allenwood G.A.A club with the village centre.
- V AL15 Support proposals for a continuous footpath and cycleway of a suitably high standard that links Shee Bridge to the west with the village centre.
- V AL16 Provide a footpath and cycleway of a suitably high standard that links the village centre with Bluetown to the east.

Kildare County Development Plan: Written Statement and Villages and Rural Settlements

Volume 2 Part 2 of the Kildare County Development Plan 2023-2029 presents the development plan and objectives for designated villages within the county. Volume 2 Part 2 (Table 3.3) of the Kildare County Development Plan 2023-2029 identifies Allenwood land use proposal for 4 new residential hectares and 0 hectares of service sites – defined as *specifically makes provision to provide serviced sites with appropriate infrastructure to attract people to build their own homes and live in villages. It is envisaged that the provision of serviced sites to create ‘build your own home’ opportunities within the existing footprint of villages will provide an alternative to one-off housing in the countryside. New serviced sites should be developed in accordance with a comprehensive plan detailing the layout of services, roads, pedestrian and cycle routes and the landscaping of open space.*

The relevant objectives to the proposed Master Plan include;

- Land use zoning Objective F, Open Space and Amenity, To protect and provide for open space, amenity and recreation provision.
- V AL 2 Enhance the appearance of the village centre by including tree planting to enhance biodiversity.
- V AL 7 Support the creation of an attractive hub of waterside activity and an attractive amenity area for use by the general public along the Grand Canal waterways within the village boundaries.

3.0 Allenwood Town Renewal Master Plan

In accordance

The Master Plan looks at a vision for a future Allenwood focusing on three study areas. The objective will be to deliver a new vision for the towns with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for these towns and to create fully accessible, inclusive and age-friendly public spaces. It does not serve a statutory function in terms of zoning. The key focus of the Master Plan is to provide the Spatial Framework within which the Village can be reinvigorated. It will provide a schematic view and layout for the project opportunities in the village.

Opportunity 1a: Addition of 2 raised tables at the school and crossroads respectively, with proposed trees added along the R403 and improved facilities such as open space and outdoor seating in the pedestrian realm.

Opportunity 1b: As above with the inclusion of a cycle lane from the school to the cross roads, crossing the R403 and then proceeding down the R415.



Figure 3-1: Proposed R403 Junction

Opportunity 2: Gateway identified at the area of unused opens space beside the ESB station to include addition of a raised table at bend in station road, areas either side to be converted to proposed retail and community, addition of trees throughout the existing green space and proposed retail and community area, proposed transition areal along station road .



Figure 3-2: Proposed Station Rd Enhancement

Opportunity 3: Gateway identified are area beside Grand Canal towards Bond Bridge to include proposed reallocation parking on west side of R415, pedestrian realm and cycle track

along the east side of the road in the existing amenity zoning extending into the pathway along the eastern bank of the Grand Canal.

SECTION DD

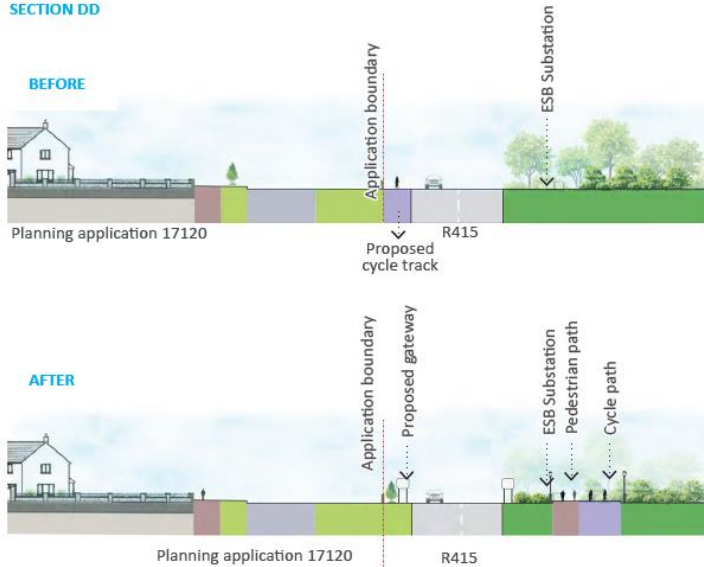


Figure 3-3: Proposed Station Rd Enhancement.

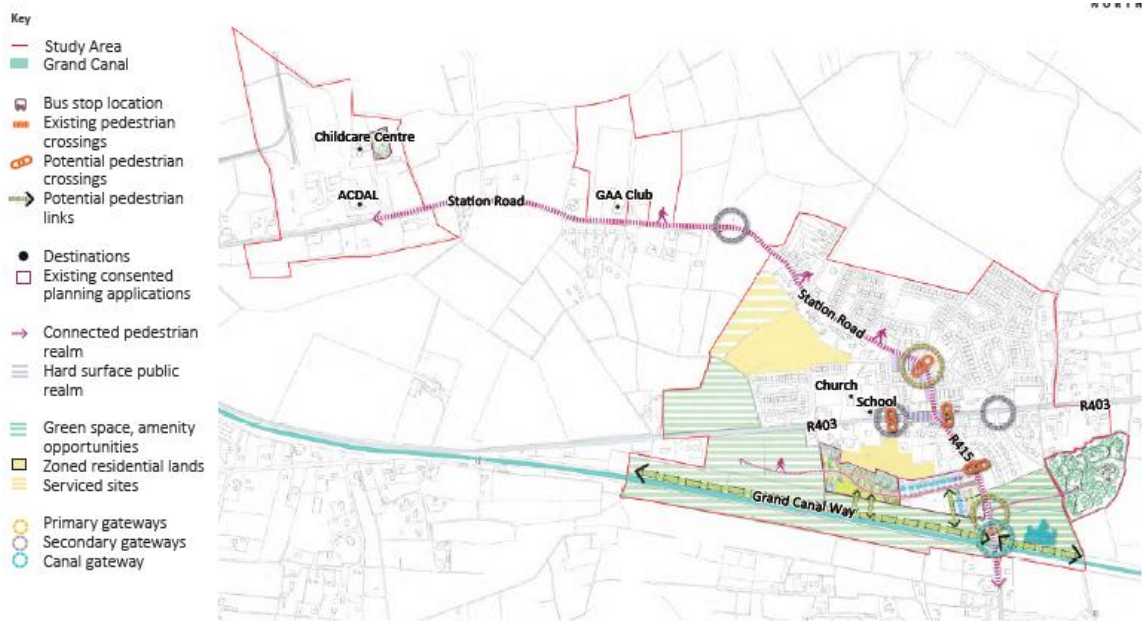


Figure 3-4 Framework of the Vision : A Future Allenwood

4.0 Draft Master Plan and Screening Requirement for SEA

The Master Plan is a non-statutory land use plan and is being screened for the requirement for SEA in accordance with the requirements of:

- Directive 2001/42/EC (SEA Directive) and particularly Articles 3(3), 3(4) & 3(5) relate to 'Screening' for the requirement for SEA.
- S.I. No. 435 of 2004 European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended by S.I. No. 200 of 2011 - European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011.
- Schedule 2A of the Planning and Development Regulations 2001, as amended, which sets out the "Criteria for determining whether a plan or programme is likely to have significant effects on the environment".

This Report constitutes a Screening of the proposed Master Plan for the requirement for SEA in accordance with the above legislation.

4.1 Appropriate Assessment (AA) and relationship to Screening for SEA

The EU Habitats Directive (92/43/EEC) requires an 'Appropriate Assessment' (AA) to be carried out where a plan or project is likely to have a significant impact on a European site. European sites include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

The first step in the process is to establish whether AA is required for the particular plan or project. This first step is referred to as Screening for the requirement for AA and the purpose is to determine, on the basis of a preliminary assessment and objective criteria, whether a plan or project, alone and in combination with other plans or projects, could have significant effects on a European site in view of the site's conservation objectives.

The AA Screening that has been undertaken for this site by ID Environmental Consultants and is provided for review in conjunction with this SEA Screening. The AA Screening Report presented the following findings and overall conclusion for Allenwood;

- The closest SAC is Mounds Bog SAC, which is 2.8km from the Allenwood urban area boundary, see Figure 3-1 below.
- The project is not directly connected with or necessary to the management of any European site.
- On the basis that the proposed project will have no impacts on any European site, no cumulative or in combination impacts are predicted.
- In the professional opinion of the ecological consultants and Kildare CC (and in view of the best scientific knowledge and in view of the conservation objectives of the European sites reviewed in the screening exercise, the proposed development individually/in combination with other plans and projects (either directly or indirectly) are not likely to have any significant effects on nearby designated sites. **Therefore, progression to Stage 2 Appropriate Assessment is not required.**

As set out in Department Circular Letter SEA 1/08 & NPWS 1/084 (15th February 2008), Screening for AA is of relevance to screening for SEA in that *"where following screening, it is found that the draft plan or amendment may have an impact on the conservation status of a*

Natura 2000 site or that such an impact cannot be ruled out, adopting the precautionary approach:

- an AA of the plan must be carried out, and
- in any case where a SEA would not otherwise be required, it must also be carried out.”

Hence, where the plan requires AA screening to be carried out it shall also require a SEA screening.

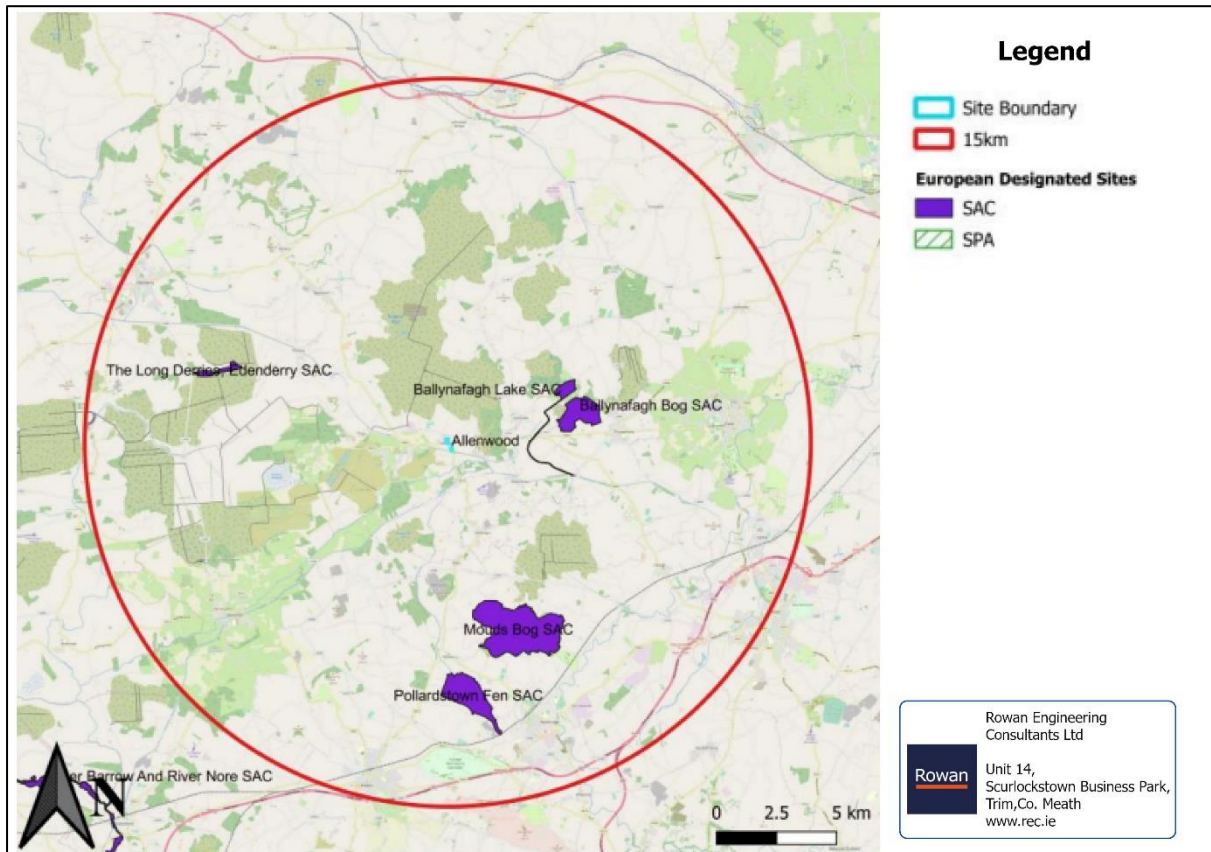


Figure 4-1 Proximity of European Designated Sites to Allenwood.

5.0 Screening for the Requirement for Strategic Environmental Assessment (SEA)

The following section and table below present's the SEA screening assessment of the Draft Master Plan against the criteria provided in Schedule 2a of SEA Regulations (S.I. 436 of 2004) as amended by the Planning and Development (SEA) (Amendment) Regulations 2011 (S.I. No. 201 of 2011), which details the criteria for determining whether a plan or programme is likely to have significant effects on the environment.

The Screening assessment should be read in conjunction with the Town Renewal Master Plans together with the Screening for Appropriate Assessment.

Table 5-1 SEA screening against Schedule 2 a criteria

Criteria for determining whether the Draft Master Plan is likely to have significant effects on the environment
1. The characteristics of the Town Renewals Master Plan having regard to;
i) <i>The degree to which the Town Renewal Master Plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocation resources,</i>
<p>The land use zoning objectives and activities for Allenwood are set out in the KCDP under Chapter 13 and Volume 2 Part 2 Villages and Rural Settlements, with further objectives in Appendix 3 Kildare Open Spaces Strategy as presented in the section above.</p> <p>The preparation of the Town Renewal Master Plan clearly aligns with these objectives and strategic goals. The opportunity for redevelopment of the existing Village towards a mixed-use approach with enhanced open spaces, more trees, improved pedestrian access and cycleways in the main village crossroads and approach roads.</p> <p>The proposal is clearly highlighted within the KCDP. While the proposed Master Plan includes for a schematic indication of potential future access routes around the Village and along the Grand Canal.</p> <p>The KCDP was subject to both SEA and AA, any changes to the use or zoning of these lands would need to form part of a Variation to the KCDP, however the Master Plan does not provide for any change of zoning at this juncture.</p> <p>Therefore, the Master Plan outlines potential future arrangements for Allenwood which is consistent with the established land use zoning objectives for these lands. The KCDP as varied sets out the proposed Vision and objectives for the development of the County over a six-year period. The Development Plan aims to plan for and support the sustainable long-term development of Kildare; provide for the future wellbeing of the residents across the County. All planning proposals are assessed against the objectives of the Development Plan and all plans must be consistent with the KCDP.</p> <p>The Core Strategy which defines the settlement hierarchy; and identifies the delivery of sustainable, compact settlements supported by a commensurate level of physical, social and green infrastructure to mitigate against climate change and enhance the quality of life for residents. together with the associated zoning will not be altered as a result of the Master Plan.</p> <p>While the Master Plan does set out a guide to the spatial framework for future development in terms of the Village the future development of Allenwood does not provide for the re-zoning or de-zoning of lands and will not specify locational requirements. The KCDP sets out clearly the spatial framework for development locations and land use in the County with any future planning application assessed against its requirements and not the requirements of the Master Plan.</p>

(ii) the degree to which the Draft Master Plan influences other plans, including those in a hierarchy,

The Master Plan will be a non-statutory plan that responds directly to a specific objectives of the KCDP;

- Land use zoning Objective F, Open Space and Amenity, To protect and provide for open space, amenity and recreation provision.
- V AL 2 Enhance the appearance of the village centre by including tree planting to enhance biodiversity.
- V AL 4 It is an objective of the Council to support the objectives and priority projects of the forthcoming Allenwood Village Renewal Plan.
- V AL 7 Support the creation of an attractive hub of waterside activity and an attractive amenity area for use by the general public along the Grand Canal waterways within the village boundaries.

The primary purpose of the Master Plan is to provide further detail and clarity regarding the intentions of the Planning Authority to give effect to the objectives for the lands. The Master Plan will have no influence on other plans either above or below in a hierarchy.

(iii) the relevance of the Draft Master Plan in the integration of environmental considerations in particular with a view to promoting sustainable development,

The Master Plan outlines potential future arrangements for Village in a manner which is entirely consistent with the land use zoning objectives for the lands as established in the KCDP. The KCDP was subject to a full SEA and AA.

As the Master Plan will not lead to the alteration of existing protective objectives within the KCDP it will be subject to the high-level protective objectives with which it must comply together with the SEA Strategic Environmental Objectives associated with the KCDP. Of relevance are the following objectives which promote sustainable development across the 2 of the 3 pillars of sustainability – economic, social and environmental and are relevant to the Town Renewal Master Plan

- Protect and enhance human health and wellbeing
- To promote sustainable development that matches existing and new infrastructure with the proposed population growth for the county.

(iv) Environmental Problems relevant to the Draft Master Plan

The Master Plan will be a non-statutory plan which outlines potential development arrangements for Allenwood in a manner which is entirely consistent with the land use zoning objectives for the lands as established in the KCDP.

The SEA Environmental Report of the KCDP provides considerable detail on environmental issues relevant to the County.

The environmental report conducted as part of the SEA process on the entire content of the KCDP and discussed various issues of concern in the plan area. In summary, the SEA stated that the overarching aims and objectives for the rural settlements of County Kildare are likely to result in overall positive and neutral environmental effects as they largely support and mirror the objectives of volume one and the Core Strategy of the KCDP and the principles of sustainable development.

As discussed, the Master Plan will not give rise to any rezoning of lands and must ensure consistency with the KCDP which sets out the framework for development and land use. Therefore, any future development associated with the KCDP will be subject to the following council policies;

BI P1 1 Integrate in the development management process the protection and enhancement of biodiversity and landscape features by applying the mitigation hierarchy to potential adverse impacts on important ecological features (whether designated or not), i.e. avoiding impacts where possible, minimising adverse impacts, and if significant effects are unavoidable by including

mitigation and/or compensation measures, as appropriate. Opportunities for biodiversity net gain are encouraged.

BI P2 Seek to contribute to maintaining or restoring the conservation status of all sites designated for nature conservation or proposed for designation in accordance with European and national legislation and agreements. These include Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Natural Heritage Areas (NHAs), Ramsar Sites and Statutory Nature Reserves.

(v) the relevance of the Town Renewal Master Plan in the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection).

The Master Plan will be a non-statutory plan which outlines potential development arrangements for Allenwood Village in a manner which is entirely consistent with the land use zoning objectives for the lands as established in the KCDP. Therefore, the Master Plan includes for the implementation of European environmental legislation as already set out in the KCDP, or where otherwise required or updated since the adoption of the KCDP.

The EU has a wide range of environmental legislation, dealing with such issues as tackling climate change, sustainable development, waste management, air pollution, water protection, nature and biodiversity, soil protection and noise pollution. Directives relating to the environment are specifically mentioned in the KCDP with which the content of the Master Plan has been developed in compliance with which are;

- EU Habitats Directive (92/43/EEC),
- EU Birds Directive (2009/147/EC),
- EU Water Framework Directive (2006/60/EC),
- EU Groundwater Directive 92006/118/EC),
- European Communities (Water Policy) Regulations 2014 S.I. 350 of 2014
- Wildlife Act 1976, as amended, and
- Flora Protection Order 1999
- EU Waste Framework Directive (2008/98/EC)

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

(i) the probability, duration, frequency and reversibility of the effects,

Typical effects in keeping with the development of village areas into a fully accessible, inclusive and age friendly public spaces will be in line with the zoning as outlined in the KCDP. The Master Plan provides a vision to create a future Allenwood which will put the pedestrian and cyclist in the heart of the design solution.

It will demonstrate how Allenwood can create a village with liveable streets and pedestrian focused public spaces enhancing its location traversing the Grand Canal, which aligns with the principles of sustainable development and compact growth.

It is considered that the characteristics of the effects of the Master Plan will be minimal and will largely be positive and would not be likely to result in significant environmental effects.

(ii) the cumulative nature of the effects,

No cumulative effects are identified for the Master Plan. There are no specific development proposals arising from the Master Plan and no changes to the Core Strategy which could potentially lead to cumulative effects with the current County Development Plan.

(iii) the transboundary nature of the effects

In terms of negative transboundary environmental effects/impacts it is considered that with proper regard and consistency with the environmental protection objectives contained in the Development

Plan and the completion of appropriate environmental assessments and planning process for any proposed developments no negative transboundary environmental effects are predicted.
<i>(iv) the risks to human health or the environment e.g. due to accidents)</i>
The KCDP contains protective objectives for human health and the environment. No risks to human health or to the environment occurred due to the preparation of the Master Plan.
<i>(v) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).</i>
The KCDP contains objectives to facilitate population and economic growth, Volume 2 Part 2 specifically mentions Allenwood as a designated village for expected population growth. The purpose of the Master Plan is to set out the strategy within which the Village can become more pedestrian and cycle orientated, creating a fully accessible and age friendly enhanced public realms from the area at old ESB Station through the village to the existing amenity zoning along the Grand Canal. Therefore, the Master Plan is not envisaged to lead to any negative effects and will not go beyond or over and above the effects arising from the Vision and Objectives of the KCDP.
<i>(vi) the value and vulnerability of the area likely to be affected due to:</i>
<p>a) special natural characteristics or cultural heritage The KCDP contains protective objectives with respect to the special natural characteristics or cultural heritage of the area. The Grand Canal is a proposed National Heritage Area (pNHA), this forms part of the proposed greenway that will extend from the Dublin Border to the Offaly border. The areas of protected view from both the Shee Bridge have been mitigated for within the proposed design by adding the pedestrian and cycle path behind the existing vegetation on the north east side of the Canal.</p> <p>The nearest European Site is the Ballynafagh Bog SAC, 2.8km east north east of Allenwood for which the Master Plan does not identify any spatial elements or connectivity.</p> <p>The Master Plan will not alter, remove or change these protective objectives which will ensure the continued protection of these sites and features.</p>
<p>b) exceeded environmental quality standards or limit values As the Master Plan and any works arising from it must be consistent and compliant with the KCDP including specific provisions regarding environmental quality standards such as those contained in the Water Framework Directive and other environmental standards it is not anticipated that any environmental quality standards will be exceeded.</p>
<p>c) intensive land -use The Master Plan does not represent a change in landuse or potentially permitted activities or any intensification of land-use within Allenwood village.</p>
<p>d) the effects on areas or landscapes which have a recognised national, European Union or international protection status. The KCDP recognises the importance of sites with National and European designations and sets out clear objectives for their protection as already outlined within this assessment.</p> <p>The Master Plan is designed to ensure that it is compatible and complementary with the relevant objectives of the existing KCDP the higher level NPF together with the RSES. It does not identify specific areas for development which have a recognised national, European Union or international protection status. Therefore, effects on areas or landscapes are not envisaged.</p>

6.0 Statutory Consultation

6.1 Consultation with Environmental Authorities

In accordance with Article 9(5) of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, Kildare County Council have provided notice to the specified environmental authorities (below) that implementation of the proposed Master Plan would not be likely to have significant effects on the environment and sought submissions or observations prior to finalising the Screening for the requirement for SEA.

The preliminary Screening for SEA was issued to the following specified environmental authorities:

- (a) the Environmental Protection Agency (EPA);
- (b) the Minister for Agriculture, Food and Marine;
- (c) the Minister for Housing, Local Government and Heritage;
- (d) Development Applications unit of the Department of Housing, Local government and Heritage;
- (e) The Minister for Environment, Climate and Communications

7.0 Recommendations on requirement for SEA

Following detailed review and assessment it is considered that the Town Renewal Master Plan for Allenwood will not result in significant adverse environmental effects and therefore, does not require further assessment of the likely effect on the environment of the preparation of the Master Plan through SEA.

This assessment is derived from consideration of the following factors:

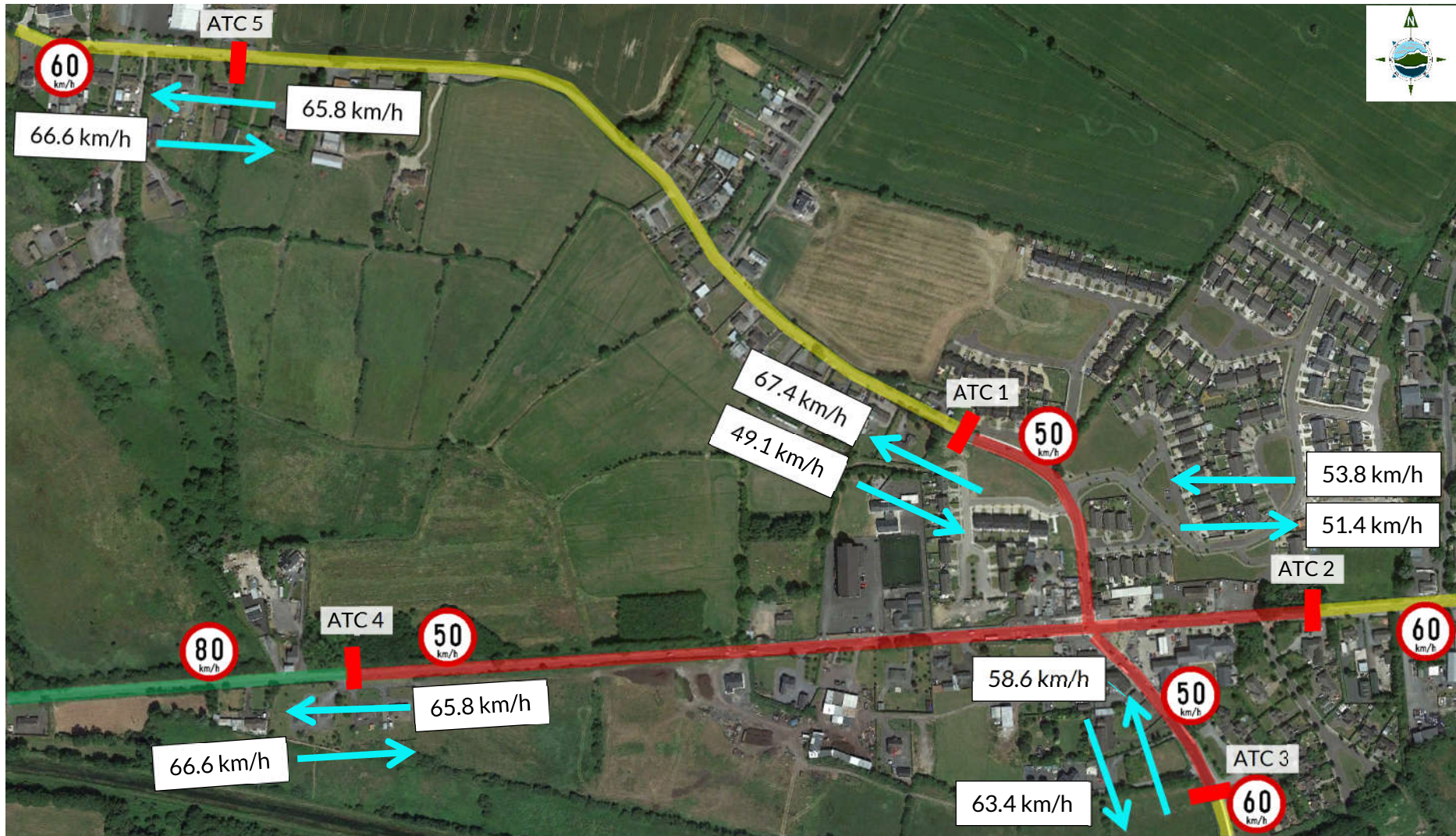
- The Town Renewal Master Plan is a non-statutory plan, which sits below the Kildare County Development Plan 2023-2029 and the Allenwood Village Plan in the planning hierarchy;
- The lands are already zoned for the mixed use, residential and open space use in the Kildare County Development Plan 2023-2029 which was subject to full SEA;
- The existing protective objectives and policies of the Kildare County Development Plan 2023-2029 still apply;
- The Town Renewal Master Plan does not require AA;
- The minimal nature of any likely adverse environmental effects arising from the Town Renewal Master Plan; and ;
- Review of the proposed amendments for the potential for significant effects to arise.

The conclusion of the Screening is that Strategic Environmental Assessment is not required.

END

Appendix A: SEA Response to Submissions received from Statutory Environmental Authorities

1.1 ALLENWOOD: SUMMARY ATC SPEED SURVEY RESULTS – 85%ILE SPEED (KM/H)¹



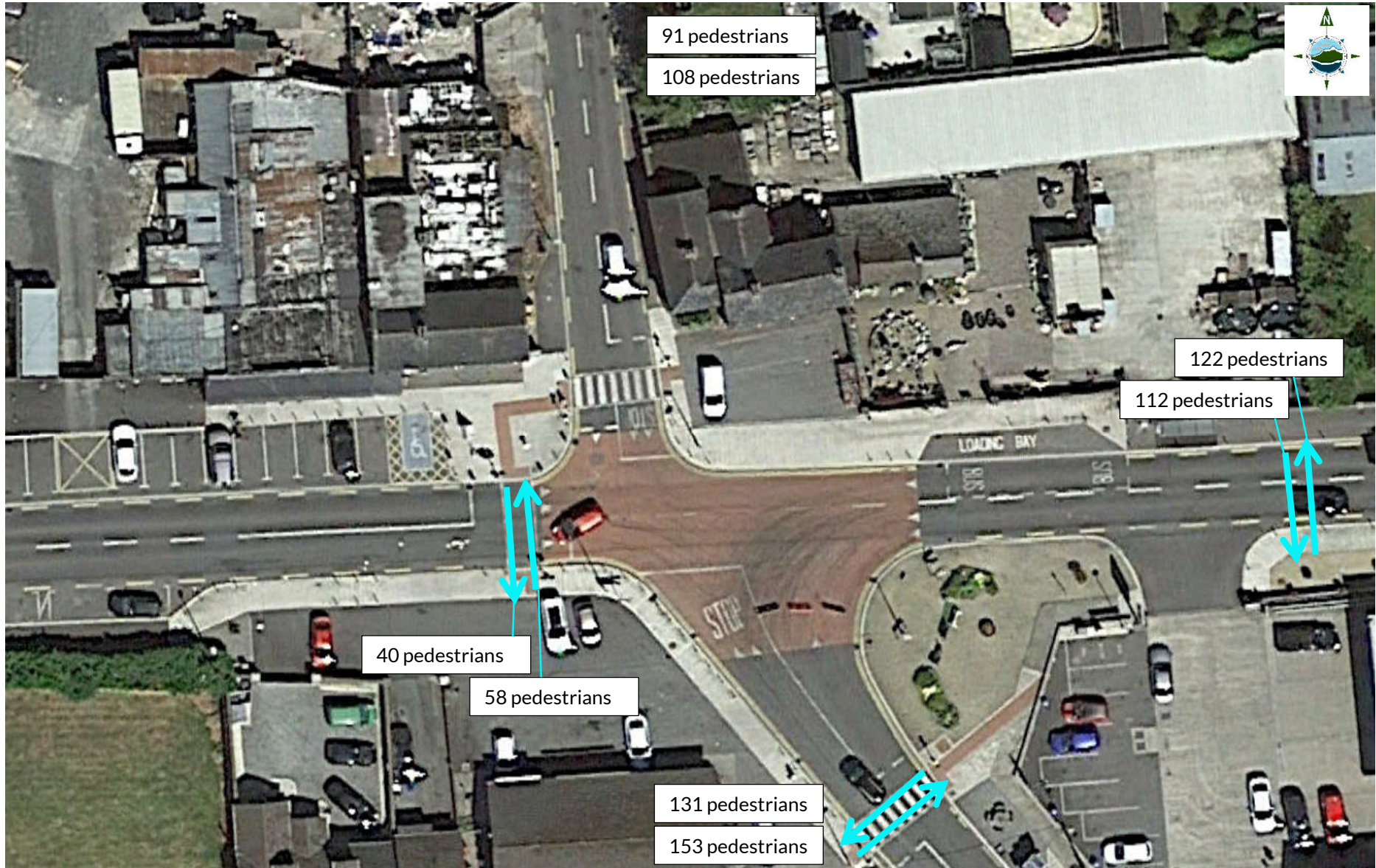
¹ ATC Traffic and Speed surveys were captured from Thursday 24th November 2022 and Wednesday 30th November 2022. The full ATC survey results are presented in Appendix 1.

1.2 ALLENWOOD: SUMMARY JUNCTION TURNING COUNT SURVEY RESULTS – AM/PM/12H²



² JTC surveys were recorded on Wednesday 30th November 2022. The full ATC survey results are presented in Appendix 2.

1.3 ALLENWOOD: SUMMARY PEDESTRIAN COUNT SURVEY RESULTS – 12HOURS PEDESTRIAN VOLUMES³



³ Pedestrian Count surveys were recorded on Wednesday 30th November 2022. The full survey results are presented in Appendix 3.



Comhairle Contae Chill Dara
Kildare County Council

Kildare County Council

Health Check & Urban Design Analysis And Town Renewal Masterplans For Four Villages In County Kildare

DMURS Street Design Audit

TOBIN
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hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040



HEALTH CHECK & URBAN DESIGN ANALYSIS AND TOWN RENEWAL MASTERPLANS FOR FOUR VILLAGES IN COUNTY KILDARE

DMURS Street Design Audit

Document Control Sheet	
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Client:	Kildare County Council
Client Address:	Head Office Áras Chill Dara Devoy Park Naas Co. Kildare W91 X77F
Project Number	11536

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Revision	Description	Author:	Date	Reviewed By:	Date	Authorised by:	Date
D01	Issue	GI	23/03/23	MR	28/03/22	PC	28/03/22
A	Issue	MR	05/07/23	MR	05/07/23	PC	05/07/23

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1.0 INTRODUCTION

1.1 DESCRIPTION OF THE SCHEME

1.1.1 Background

TOBIN Consulting Engineers have been commissioned by Kildare County Council to provide design consultancy services for the Health Check / Urban Design Analysis and Town Renewal Masterplans for Allenwood, Kilmeague, Robertstown and Coill Dubh/ Coolearagh villages. The key objectives of the Allenwood, Kilmeague, Robertstown and Coill Dubh/ Coolearagh Town Renewal Masterplans will be to deliver a new vision for the towns with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for these towns and to create fully accessible, inclusive and age-friendly public spaces.

This DMURS Quality Audit report aims to assess the scheme from the perspective of the Design Manual for Urban Roads and Streets on aspects of safety, accessibility and streetscape. This project includes the review and recommendation of provision of walking and cycling facilities within Allenwood village.

1.1.2 Site Location

Allenwood village is located approximately 16 kilometres to the north of Kildare town, in County Kildare. Allenwood is a compact village, the main street is the centre of the village, providing a signalling crossing. The remaining of the village has poor pedestrian connectivity. As can be seen in Figure 1-1.



Figure 1-1 Site Location (from © Google)

Allenwood village comprises a few restaurants, local shops, bus stop, Scoil Mhuire National School and Catholic church to the west of the main junction. To the east, a bus stop, Allenwood's petrol station and local shops. In addition to housing estates around the village.

This project envisages to link all areas of the by introducing better walking facilities, pedestrian focused street space by introducing traffic calming, pedestrian crossings and continues footpaths at main locations and therefore create a better and safer walkable village.

2.0 QUALITY AUDIT

Quality Audit is a defined process, independent of, but involving, the design team that, through planning, design, construction and management stages of a project provides a check that high quality places are delivered and maintained by all relevant parties, for the benefit of all end users. Quality Audit is a process, applied to urban roads, traffic management or development schemes, which systematically reviews projects using a series of discrete but linked evaluations and ensures that the broad objectives of place, functionality, maintenance and safety are achieved.

Quality Audit was introduced in the publication Design Manual for Urban Roads and Streets following concerns that in the design of new streets provisions made for motor vehicles frequently led to a poorly-designed public realm. In an urban area there is a high level of competing demand from different classes of road users. A well-balanced street will have minimal visual clutter and obstacles; it will use durable materials and most importantly, will encourage a degree of negotiation between road users as they make their way through it.

Quality Audit involves various assessments of the impacts of a street scheme in terms of road safety, visual quality and the use of streets by the community. Access for disabled people, pedestrians, cyclists and drivers of motor vehicles is considered.

In the context of a Quality Audit, road safety assessment is considered to be an appropriate method of examining road safety issues as it incorporates both the hazard identification techniques used in road safety audit and formal risk assessment techniques. This allows the opportunity at an early stage for road safety issues to be considered in a more dynamic way within the design process, and to ensure that safety issues are considered as part of the design rather than after design work is completed.

The Quality Audit Team reports findings with suggestions for future action. It should be noted that, in a Quality Audit, it is not the intention that suggestions would be binding on the design team; they are offered for detailed consideration in the design process.

DMURS states that Quality Audits should consist of the following parts:

- DMURS Street Design Audit
- Individual Design Audits
- Quality Audit Report

This report comprises the design response of DMURS Street Design Audit form.

3.0 METHODOLOGY

The Design Audit Team for the Quality Audit was as follows:

- Maria Rooney Chartered Engineer MIEI
- Gabriela Iha Design Engineer MIEI

Road safety, non-motorised users, visual quality, access for disabled and functionality were considered in the Quality Audit. This exercise focused on issues such as:

- the design rationale as it related to vehicle, cycle and pedestrian movements;
- pedestrian desire lines both to and through the site;
- access requirements for all modes of transport;
- access requirements for disabled people and other vulnerable users;
- any road safety concerns associated with the scheme;
- the visual appearance of the scheme as it is experienced by those entering it and moving around within the street, including how this affects road user behavior; and
- any other issues considered relevant to each constituent element of the Quality Audit process.

A desktop review in combination with a site visit, which has been carried out by the design team to enable to prepare the Street Design Audit (Section 4). The Street Design Audit is in the format provided as a template on the DMURS website (<https://www.dmurs.ie/supplementary-material>).

This project is still in the concept stage, as such no design was prepared for the Masterplan and no designer was yet assigned for this project. This Audit report reviews the concept ideas raised to improve the walkability within the Four Villages.

Design Manual for Urban Roads and Streets

Street Design Audit

Prepared in respect of: *[Allenwood Village Masterplan]*

Prepared by: *[TOBIN Consulting Engineers]*



Date: *[29/03/2023]*

Connectivity		
Key Issues	Key DMURS Reference.	Design Response
Strategic routes/major desire lines been identified and are clearly incorporated into the design.	3.1 – Integrated Street Network 3.2.1 – Movement Function 3.3.1 – Street layouts 3.3.4 - Wayfinding	<p>The Masterplan Design is creating a pedestrian orientated village, providing a continuous walkway to main attractive areas, mainly the national school, church, and village centre.</p> <p>The proposed design includes proposed footpath to join existing footpaths along R415, R403 (west of main junction), and L1020 Station Road and crossing points. The proposed footpaths shall connect existing footpaths, and new crossing points at key points allow wayfinding easier and safer for vulnerable road users around village centre.</p>
Multiple points of access are provided to the site/place, in particular for sustainable modes.	3.3.1 – Street Layouts 3.3.3 – Retrofitting ¹	<p>The proposed masterplan design focus on the provision of continuous footpaths around Allenwood village, including traffic calming measures. Existing access points shall be considered in the preliminary design stage to accommodate the proposed new sections of footpath and traffic calming measures.</p> <p>This project retrofits an existing urban street with new footpath provisions which will improve connectivity to the national school, church and village grounds. New access points, continuation of footpath facilities, and provision of a crossing point at the village centre to increase permeability.</p>

¹ When connecting with existing communities a detailed analysis and extensive community consultation should be carried out to identify the optimal location for connections (refer also to the NTA Permeability in Existing Urban Areas: Best Practice Guide).

Connectivity		
Key Issues	Key DMURS Reference.	Design Response
Accessibility throughout the site is maximised for pedestrians and cyclists, ensuring route choice.	<p>3.3.1 – Street Layouts</p> <p>3.3.2 – Block Sizes</p> <p>3.4.1 – Vehicle Permeability</p>	<p>The design increases permeability and legibility by providing new crossing points, traffic calming measures and continuous pedestrian footpaths around Allenwood to make wayfinding easier and safer for vulnerable road users.</p> <p>The masterplan design is also taking into account that for the current speed limit of 50km/h within Allenwood village, the ATC Speed survey recorded the 85th %ile speeds higher than the speed limit towards the village. The design includes traffic calming measure to ensure low operational speeds, therefore a safer environment for vulnerable road users.</p> <p>Given the layout constraints and lack of pedestrian crossing points and continuous footpath around the village, the goal to provide continuous footpaths, offline cyclist provision has not been provided on the scheme. Cyclists will continue to use the road carriageway.</p>
Through movements by private vehicles on local streets are discouraged by an appropriate level of traffic calming measures.	<p>3.2.1 – Movement Function</p> <p>3.2.3 – Place Context</p> <p>3.4.1 – Vehicle Permeability</p>	<p>Currently, the 85th %ile speeds recorded at the village are higher than the speed limit of 50km/h. For this reason, the masterplan design includes provision of traffic calming measures in the vicinity of village centre.</p> <p>The masterplan design comprises Allenwood village and focus on providing connectivity and accessibility for the vulnerable road users, while the design and landscaping promotes the importance of the place.</p>

Self Regulating Street Environment		
Key Issues	Key DMURS Reference.	Design Response
A suitable range of design speeds have been applied with regard to context and function.	<p>3.2.1 – Movement Function.</p> <p>3.2.2 – Place Context.</p> <p>4.1.1 – A Balanced Approach to Speed²</p>	<p>85th %ile Operational Speeds at Allenwood village have been monitored at higher than speed limit of 50km/h towards the village. Traffic calming measures intends to reduce the 85th %ile speeds below the speed limit.</p> <p>Given the presence of the National School and Church, the geometric design parameters and traffic calming measures included in the design aim to lower operational speeds to 50km/h in an area where pedestrians and cyclists are present in larger numbers.</p>
The street environment will facilitate the creation of a traffic calmed environment via the use of ‘softer’ or passive measures. ³	<p>4.2.1 – Building Height and Street Width</p> <p>4.2.2 – Street Trees</p> <p>4.2.3 – Active Street Edges</p> <p>4.2.4 – Signage and Line Marking</p> <p>4.2.7 – Planting</p>	<p>Introduction of a defined carriageway width and kerbing, a raised table along Allenwood village centre, speed ramp before and after the signalised crossing, school warning signs, multi coloured sign sleeves & pencil bollards will ensure that traffic is adequately calmed within and surrounding the study area. And shall be considered during preliminary stage.</p> <p>Controlled access points with low radii will ensure vehicles entering or leaving the carriageway can only do so at low speed to again generate a softer traffic calmed environment. Urban planting will provide a height element and moderate sense of enclosure to aid visual calming measures</p>

² Refer also to the National Speed Limit Guidelines

³ In retrofit situations a detailed analysis should be carried out to establish what measures exist, what their likely effectiveness is and level of intervention required to achieve the designed design speed.

Self Regulating Street Environment		
Key Issues	Key DMURS Reference.	Design Response
	4.4.2 - Carriageway Surfaces 4.4.9 - On-Street Parking Advice Note 1 - Transitions and Gateways	<p>while the shared surface will be paved and not a flexible or rigid pavement design to raise awareness of the priority to pedestrians and cyclists in the area while also providing an active street edge along with the designated bus facility.</p> <p>Extensive road markings are proposed throughout the scheme to help narrow active carriageway widths, discourage illegal parking manoeuvres and vehicle speeds.</p>
<p>A suitable range of design standards/measures have been applied that are consistent with the applied design speeds.</p>	4.4.1 - Carriageway Widths 4.4.4 - Forward Visibility 4.4.5 - Visibility Splays 4.4.6 - Alignment and curvature 4.4.7 - Horizontal and Vertical Deflections Advice Note 1 - Transitions and Gateways	<p>Design standards as outlined in DMURS shall be adopted to improve the existing carriageway widths, road geometry, forward and junction visibilities and horizontal and vertical deflections throughout the scheme.</p>

Pedestrian and Cycling Environment		
Key Issues	Key DMURS Reference.	Design Response
The built environment contributes to the creation of a safe and comfortable pedestrian environment.	<p>4.2.1 – Building Height and Street Width</p> <p>4.2.3 – Active Street Edges</p> <p>4.2.5 – Street Furniture</p> <p>4.4.9 - On-Street parking</p>	<p>Key focus has been given to provide a fully accessible village within the design, with comfortable pedestrian facilities throughout the village for the Bus stop, Church, and National School.</p> <p>Given constraints on cross sectional width and focus on providing pedestrian facilities on both sides of the road, no offline cycle facility is being provided. Lower operational speeds and traffic calming will encourage and provide safety to cyclists using the carriageway.</p> <p>Buildings are typically set back from the carriageway in private plots with accesses off the street while planting, street furniture and active street edges will take cognisance of pedestrians, cyclists and motorised users within the shared areas and adjacent pedestrian area.</p>
Junctions been designed to ensure the needs of pedestrians and cyclists are prioritised ⁴ .	<p>4.3.2 - Pedestrian Crossings</p> <p>4.3.3 – Corner Radii</p> <p>4.4.3 - Junction Design</p> <p>4.4.7 - Horizontal and Vertical Deflections</p>	<p>During preliminary design stage, the provision of continuous footpath, traffic calming measures, road markings and type of material at lighting shall be reviewed to be in compliance with DMURS.</p>

⁴ Refer also to the National Cycle Manual (2011)

Pedestrian and Cycling Environment		
Key Issues	Key DMURS Reference.	Design Response
Footpaths are continuous and wide enough to cater for the anticipated number of pedestrian movements.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.5 – Street Furniture 4.3.1 - Footways, Verges and Strips 4.3.2 - Pedestrian Crossings	Continuous footpaths and pedestrian crossing points are part of the masterplan design. Further design details shall be proposed during preliminary design stage.
The particular needs of visually and mobility impaired users been identified and incorporated in the design.	4.2.5 - Street Furniture 4.3.1 - Footways, Verges and Strips 4.3.2 - Pedestrian Crossings 4.3.4 - Pedestrianised and Shared Surfaces	The use of tactile paving, kerbing, pedestrian crossings and height changes between areas in the proposed design to consider needs of visually and mobility impaired users shall all be considered during preliminary design stage.

Pedestrian and Cycling Environment		
Key Issues	Key DMURS Reference.	Design Response
Cycling facilities will cater for cyclists of all ages and abilities. ⁵	<p>3.2.1 – Movement Function.</p> <p>3.2.3 – Place Context.</p> <p>4.3.5 - Cycle facilities.</p>	<p>Given width constraints and the focus on prioritising pedestrian facilities, space is not available within the study area to provide an offline cycle facility. Cyclists will share the carriageway with motorised road users. The masterplan design includes traffic calming measures raised table and speed ramp within the scheme extents to reduce operational speeds and improve safety for cyclists.</p> <p>The designer notes that no cycle facilities exist on the Allenwood village and that provision of offline or cycle lane facilities would be intermittent and should be considered as part of a larger cycle network upgrade.</p>

⁵ Refer also to the National Cycle Manual (2011)

Visual Quality		
Key Issues	Key Considerations and DMURS Ref:	Design Response
The landscape plan responds to the street hierarchy and the value of the place.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.2 – Street Trees 4.2.7 – Planting Advice Note 1 – Transitions and Gateways	TOBIN Consulting Engineers shall liaise with the Conservation Department of Kildare County Council and Archaeology sections to ensure that the landscape plan is in keeping with the Planning specifications of the area. This includes consultation with adjacent impacted landowners to ensure thorough design and thought is given to landscaping plans. The Design will include Street Trees and Planting to enhance the Urban Realm aesthetics
Street furniture is orderly placed.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.5 - Street Furniture. 4.3.1 Footways, Verges and Strips	Street Furniture will be placed cognisant of pedestrian desire lines, footpath widths and likely use of the various zones within the scheme extents
The use of signage and line marking has been minimised.	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.4 - Signage and Line Marking.	Signage and line markings shall be considered for masterplan design next phase. The presence of a creche, National School, Church and Designated Bus Stop shall be considered to provide appropriate levels of signage and delineation as part of the design process.

Visual Quality		
Key Issues	Key Considerations and DMURS Ref:	Design Response
Materials and finishes used throughout the scheme have been selected from a limited palette and respond to the value of the place?	3.2.1 – Movement Function. 3.2.3 – Place Context. 4.2.6 – Materials and Finishes 4.2.8 – Historic Contexts. 4.3.2 – Pedestrian Crossings 4.4.2 – Carriageway Surfaces Advice Note 2 – Materials and Specifications	<p>Materials and finishes will be chosen at detailed design stage in consultation with Kildare County Council and following close consideration of the historic context of the area.</p> <p>Full consideration will be given to construction guidance as outlined in DMURS Advice Note 2 – Materials and Specifications to ensure that appropriate surface and sub surface materials and construction are implemented</p> <p>TOBIN shall engage with Kildare County Council Architectural and Conservation departments along with planners to ensure a design in keeping with the area and in keeping with the long-term development and planning strategy for Allenwood village.</p>

Additional Comments

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Personnel Information

	Name	Date	Signature
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Principle Designers	Not Applicable	-	

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