

KILDARE COUNTY COUNCIL



PLANNING DEPARTMENT

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

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

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

Type of Development:	<p>Construction of 73 no. social housing units, estate community building and associated development works.</p> <p>* Kildare County Council launched Part 8 Ref P82021-07 for the development of 73 social housing units and associated works at Fortbarrington Road, Ardrew, Athy, Co. Kildare on 30th November 2021. This Part 8 was subsequently withdrawn and Part 8 Ref P82022-03 for the same development was subsequently launched by Kildare County Council on 1st February 2022. As the development proposed in both Part 8's was the same, following the launch of Part 8 Ref P82022-03 Kildare County Council communicated with each party that made a submission in connection with Part 8 Ref P82021-07 confirming that that submission would also be considered as a submission in connection with Part 8 Ref P82021-07. For that reason, submissions in connection with both Part 8 Ref P82021-07 and Part 8 Ref P82022-03 are recorded in</p>
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	this submissions report and responses are provided to all submissions received in connection with both Part 8's.
Site address	Fortbarrington Road, Ardrew, Athy, Co. Kildare
Development proposed by:	Housing Department (Architectural Services-Housing Capital Delivery)
Display period:	<p>Advertised in the Leinster Leader 1st February 2022.</p> <p>Part 8 site notices were fixed at the site on 1st February 2022.</p> <p>Public display period from 1st February 2022 until 1st March 2022 both dates inclusive)</p> <p>Submissions/observations due by 4pm on 15/03/2022</p>
Submissions/observations	<p>Kildare County Council received 25 submissions in total on both Part 8 Ref P82021-07 and Part 8 Ref P82022-03.</p> <ul style="list-style-type: none"> • 14 submissions were received in connection with Part 8 Ref P82021-07 and 11 submissions were received in connection with Part 8 Ref P82022-03. • 2 submissions were received from Public Representatives • 8 submissions were received from the Internal Departments of Kildare County Council (1 submission from Water Services for both Part 8 proposals) • 4 submissions were received from prescribed bodies (1 submission from the HSE Environmental Health Office for both Part 8 proposals) • 11 submissions were received from members of the public.

1. Site Location & Context

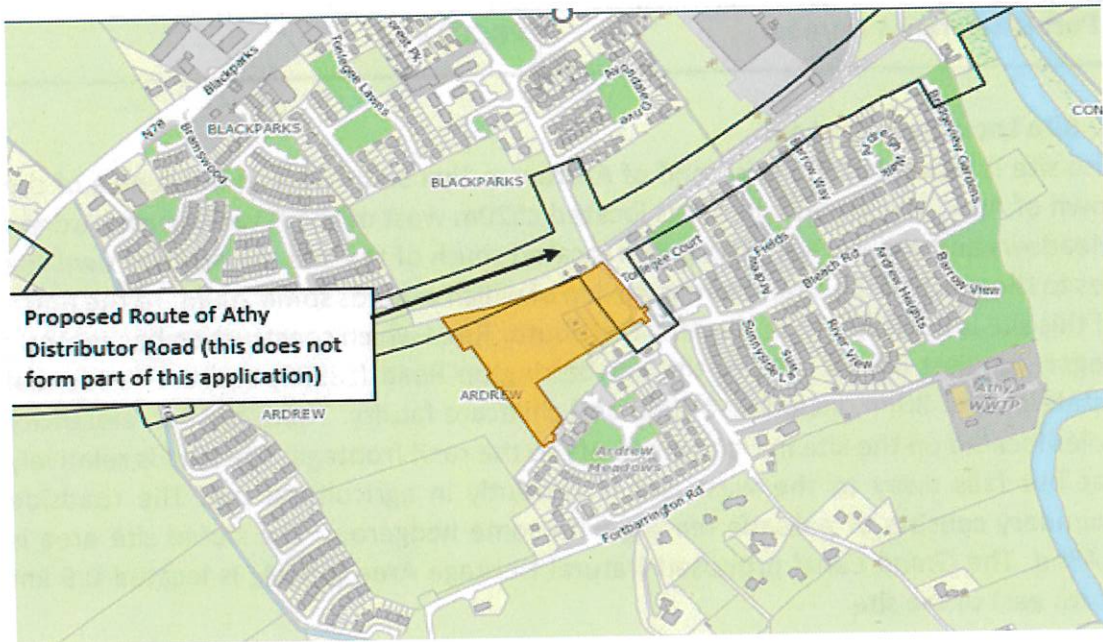
The site is located in the townland of Ardrew, c 1km southwest of the centre of the town of Athy. The greenfield site is located c520m west of the River Barrow. Ardrew Meadows and Ardrew Halting Site are located south of the site. A detached dwelling lies to the north of the site, the rear garden of which extends some 200m. To the north of this site is the location of the Athy Distributor Road which construction has recently begun on. East of the site lies the Fortbarrington Road (L8990) and the residential estate of Dun Brinn, including a shop and childcare facility. There are 3no electricity poles located on the site in close proximity to the road frontage. The land is relatively flat but falls away to the west and is currently in agricultural use. The roadside boundary consists of palisade fencing with some hedgerow. The stated site area is 2.43ha. The Grand Canal proposed Natural Heritage Area (pNHA) is located 0.6 km north east of the site

Fig. 1 Site Location - outlined in red



Fig 2 Site Location (shaded in orange)

Sources for Figs 1-2 Google Maps and GIS)



2. Description of the proposed development

The construction of 73 social housing units to include:

- 4 no 1-bed bungalows
- 24 no. 2-bed 2-storey dwellings
- 20 no. 3-bed, 2-storey dwellings
- 6 no. 4-bed, 2-storey dwellings
- 18 no. 1-bed own doors apartments in 6 no. 3-storey blocks
- 1 no. 2-bed own door apartment

The proposal includes an estate community unit (104.2 sqm), a new access off Fortbarrington Road, on-street car parking (141 spaces), public and private open space, boundary treatments, new pedestrian and cycle connection to south, public lighting, site drainage works, internal road networks and footpath, ESB switchrooms/kiosks, landscaping, play area and all ancillary site services and development works above and below ground.

3. Supporting Documents

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

- *Kildare County Council Part 8 Application Form*
- *Screening Report for Appropriate Assessment*
- *Environmental Impact Assessment Determination*
- *Planning Report*
- *Architectural Design Statement*
- *Ecological Impact Assessment*
- *Report on the Submissions Received*
- *Traffic and Transport Assessment*

- *Archaeological Impact Assessment & Archaeological Assessment Report*
- *Stage 1, Stage 2 Road Safety Audit*

4. Referrals and Consultations

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

The following submissions have been received.

Internal KCC Departments/Sections

Fire services: No objections subject to conditions

Water Services Department: Modifications recommended

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

Environment Section: No objections subject to conditions; modifications recommended

Parks Department: No objections subject to conditions

Strategic Projects and Public Realm: Modifications recommended

Prescribed Bodies:

EHO: Concerns regarding capacity of the existing educational facilities in Athy, modifications recommended.

EHO (Healthy Ireland): (1) Concerns regarding schools' capacity. (2) Welcome the community unit. (3) Connectivity and sustainable transport option linking to the town need to be provided, strengthened, improved. (4) Recommend the impact of the access route (to the adjacent sports training lands) on the safety of the proposed amenity areas within the site should be specifically addressed.

National Roads Design Office: Development as proposed will not have significant impacts on the operation of the National Road Network

Department of Housing, Local Government and Heritage (Development Applications Unit): No objections subject to conditions

Transport Infrastructure Ireland: No observations

Elected Representatives Submissions/Observations

Submission from Cllr. Brian Dooley and Seán Ó Feargháil TD

Public submissions

- Sr Dolores Grady
- Ms Sharon Davis
- Andrew Residents (Dolores Grady, Secretary)
- Concepta Foley
- Carla & Kieran Kenny
- Margaret Whelan
- Carol Carton
- Sabrina Brennan
- Thomas Carton
- Emmet McDonagh
- Residents of 69,70,71 Andrew Meadows

5. Policy Context

Kildare County Development Plan 2017 – 2023

Chapter 4-Housing

Chapter 6- Movement and Transport

Chapter 13- Natural Heritage & Green Infrastructure

Chapter 14- Landscape, Recreation & Amenity

Section 14.4 Landscape Character Assessment

Chapter 15- Urban Design Guidelines

Chapter 17-Development Management Standards

Athy Local Area Plan 2021-2027

Chapter 4 Homes and Communities

Policy HC1 - Residential Development: Capacity and Delivery

HC1 It is the policy of the Council to ensure that sufficient zoned land continues to be available at appropriate locations to satisfy the Core Strategy growth allocation for Athy and that each household has access to good quality housing that is appropriate to its circumstances.

It is an objective of the Council to:

HCO1.1 Support new residential development and infill development that occurs in tandem

with the delivery of supporting physical and social infrastructure.

Policy HC2 - Residential Density, Mix and Design

HC2 It is the policy of the Council to ensure that all new residential development provides for a sustainable mix of housing types, sizes and tenures and that new development complements the existing residential mix.

It is an objective of the Council to:

HCO2.1 Ensure that a good mix of housing types and sizes is provided in all new residential areas including the Ardrew Key Development Area (KDA) and appropriate infill/brownfield locations to meet the needs of the population of Athy, including housing designed for older people and people with disabilities

Policy HC3 – Social Infrastructure

HC3 It is the policy of the Council to facilitate and secure the provision of social infrastructure to support existing and new communities within the Plan area, in a manner which provides flexibility to respond to varied and changing community needs

Policy HC4 – Community Facilities

HC4 It is the policy of the Council to facilitate and support a broad range of community, cultural and recreational facilities to serve the needs of the residents of Athy.

HCO4.1 Support and facilitate the provision of both indoor and outdoor multi-functional community facilities to meet the needs of the population of Athy.

Chapter 7 Movement and Transport

MTO1.6 Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same.

MTO2.1 Apply the parking standards in the Kildare County Development Plan and relevant Section 28 Guidelines in considering applications for planning permission in Athy.

MTO2.2 Support and facilitate the implementation of the preferred car parking management measures, as identified in the Athy Area Based Transport Assessment.

MTO2.3 To make provisions for the use of electric vehicles through a significant increase in the provision of clearly and exclusively designated electric car charging points on public and private land in partnership with ESB and other relevant stakeholders and landowners.

MTO4.6 Ensure that development proposals within Athy Town Centre are subject to a Transport Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines (2014). Transport Impact Assessments will also be required in the following cases:

- (a) Development on all lands zoned C: New Residential and;
- (b) All other lands for which significant development is proposed within the Local Area Plan boundary.

Chapter 9 Natural Heritage, Green Infrastructure and Strategic Open Space

Chapter 10 Infrastructure and Environmental Services

Chapter 11 Implementation

Section 11.2 Ardrew Key Development Area

The Ardrew Key Development Area (KDA) is considered to constitute a strategic site within the town. Whilst, a portion of the lands, has the capacity to accommodate some residential development, the majority (circa 5 ha) of the KDA will be set aside for the development of a future sports training hub.

The design brief (Table 11.1) and urban design framework (Figure 11.1) illustrates an overarching design concept for the lands which has been based on an appraisal of area and its surrounding contextual environment. It is intended to set out the broad parameters for the development of the site and is designed to assist all parties involved in the planning process including the Council, design teams and residents. While the principal access points, pedestrian connections and key building frontages should generally be regarded as fixed requirements, a degree of flexibility will apply. This takes into consideration any design or on-site issues which may arise. Key building frontages and the layout of the urban blocks may also be varied where it is demonstrated that there is a strong urban design rationale and that passive supervision of public spaces will not be compromised (see Table 11.1, below).

Table 11.1: Ardrew Key Development Area Design Brief Vision

To develop the lands for infill residential development and facilitate the creation of a 'sports training hub' which will incorporate various passive and active recreational facilities, whilst also providing a much needed training space for clubs in western part of the town.

Connectivity/ Movement

Vehicular access to the KDA will be via a single point of entry from Fortbarrington Road which borders the east of the site. The main vehicular route through the lands will also provide access to a car parking area which will service the 'sports training hub'. The KDA should provide for a high quality permeable form, which integrates with surrounding residential areas, allowing ease of access to what will be an important recreational and amenity space. It is crucial that options for potential connections to future development sites surrounding the KDA are not closed-off.

All roads and streets in the KDA should be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).

Built Form

Whilst only covering a portion of the site, the built form should provide for a legible development which has regard to the residential amenity of the existing neighbourhood. The built form should provide for a strong level of passive supervision both around dedicated open spaces areas and along the interface with the sports training hub lands. This site will generally accommodate a density in the order of 30 units per hectare. It is noted that the urban design framework for the KDA incorporates the proposed extension to the halting site to the southeast. As provided for by the provisions of the Local Area Plan regarding special needs housing (see Section 4.4), the extended halting site will be accommodating a reduced level of density.

Landscape and Spaces

Provide for a minimum of 15% quality open space within the residential lands. Retain as far as possible, the existing green infrastructure (i.e. trees and hedgerows and mature vegetation) in the KDA, as outlined in Map 4: Green Infrastructure Map. An indicative layout of the training hub is provided which is intended to show the possible sports facilities that could be accommodated on the site.

Relevant Government Policy

- Project Ireland 2040 – National Planning Framework (NPF)
- Regional Spatial and Economic Strategy 2019-2031 (RSES) for the Eastern and Midland Regional Area
- Urban Development and Building Heights-Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018, Department of Housing, Local Government and Heritage
- Flood Management Guidelines, 'The Planning System and Flood Risk Management, Guidelines for Planning Authorities November 2009'
- Quality Housing for Sustainable Communities, 2007 Department of the Environment, Heritage and Local Government
- Sustainable Residential Development In Urban Areas - Guidelines for Planning Authorities, Department of Environment, Heritage and Local Government (December 2008).
- Urban Design Manual; A Best Practice Guide, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2008)
- Design Manual for Urban Roads and Streets Department of the Environment, Community and Local Government and Department of Transport, Tourism and Sport (2018)
- The Planning System and Flood Risk Management - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government & OPW, (2009)

Built / Natural Heritage

Built Heritage	AY 197 Tonlegee House, located c275m south of site
Archaeological Heritage	KD035-031----Enclosure-located c415m east of site KD035-049----Burial-located c470m north east of site
Natural Heritage	c510m from the River Barrow and River Nore SAC The Grand Canal proposed Natural Heritage Area (pNHA) is located 600m north east of the site
Landscape Character	Southern Lowlands: Areas with the capacity to generally accommodate a wide range of uses without significant adverse effects on the appearance or character of the area.

6. Assessment

Zoning and Compliance with Council Policy

The subject site is currently zoned 'New Residential' in Athy Local Area Plan 2021-2027, the zoning objective of which is "to provide for new residential development". The provision of residential units on these lands is therefore considered to be compatible with the zoning objective for the site. Community buildings are 'Open for Consideration' on lands zoned 'New Residential'. This is considered an acceptable use on the subject site.

The justification and benefit of the proposed development has been set out in the Part 8 Housing Report by the Architectural Services Department and the Architectural Design Statement by Seán Harrington Architects. Kildare County Council agrees with the rationale put forward. The site design approach is influenced by the Ardrew Key Development Area Urban Design Framework set out in the Athy Local Area Plan 2021-2027.

It is noted that the dwelling provision would be 73 units, just under the requirement of 75 units which would require the provision of a childcare facility. It is however noted that of the 73 units, 22 of them are one bedroom units which, when assessing the potential childcare (and school place requirements) are unlikely to result in increased demand for childcare places (or school places). The provision of a community building is acknowledged and considered appropriate on these lands. It is envisaged that such a structure would be a multi-purpose community centre providing a range of activities for the local community and activities for all ages.

Design, Layout & Visual Impact

The site has a stated area of 2.43 ha. As stated, the site design approach has been influenced by the Ardrew Key Development Area Urban Design Framework in the Athy Local Area Plan 2021-2027. The Planning Report submitted as part of the application indicates a proposed net density is 32.1uph based on a net developable area of 2.27 ha (excluding works to Fortbarrington Road). The LAP indicates that the landbank of

which the site falls part would provide for a density in the order of 30 units to the hectare with 15% of quality open space.

In terms of layout, a terrace of housing is arranged along the southern site boundary, backing on to the existing Andrew Halting site expansion area. This terrace continues along the western boundary of the Halting site expansion area, delivering a terrace that overlooks the cycle and pedestrian link towards Andrew Meadows. The pedestrian link complies with the objective MTO1.6 to “Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority’s Permeability Best Practice Guide (2015), or any updated version of same” as set out in the Athy LAP 2021-2027.



Site Layout Plan

The main public open space is located centrally within the development, flanked to east and west by two perimeter blocks of housing. A further public open space is located at the north west corner of the site, overlooked by housing to the south. The Architectural Design Statement indicates the variance between the proposed site layout and the Andrew KDA Urban Design Framework is in keeping with the statement in the LAP that “key building frontages and the layout of the urban blocks may also be

varied where it is demonstrated that there is a strong urban design rationale and that passive supervision of public spaces will not be compromised." In this case, the Design Statement indicates the rationale is in order to achieve a minimum density of 30uph, and to maximise own-door housing, the central open space has been contained by housing blocks on three sides. A central access road will serve both the proposed development and the future sports pitches to the west. An improved streetscape along the eastern boundary, adjacent to the Forbarrington Road should be provided. In addition, the elevation addressing Fortbarrington Road of Unit 43 could be improved to provide a more active frontage along this streetscape

The heights of the proposed units (single storey, 2 and 3 storeys) are considered acceptable, with the dominant form being 2-storey, and would not significantly impact the visual or residential amenities of the surrounding areas. In terms of finishes and materials, the Design Statement refers to "a primary palette of materials consisting of buff coloured brick and off-white painted render, that will sit comfortably within the immediate context. Dwellings feature brick to the ground floor frontage for robustness, with render to first floor and generally to side and rear walls. The ground floor brick language continues at the ends of terraces to form the 3-storey apartment triplex 'bookends'." It is considered the balconies should be revised and balustrades should be glazed and not steel or metal.

A minimum of 12% of new residential units must be suitable for persons with a disability. Athy has also been identified as an 'Age Friendly Town'. In this regard, the majority of units presented as suitable for persons with a disability must also be suitable for elderly residents. The Design Statement identifies these "being of 1B2P typology. The exception is the inclusion of a single 4B7P dwelling for particular needs. In total, 11no. (15%) of units have been identified as being suitable for persons with a disability, with the Universal Design principles and standards incorporated in the design of such units. Both the 3B5P and 4B7P dwellings have been arranged to ensure that the living room to the front could be utilised as a bedroom, with the possibility of a shower room adjacent", this is in accordance with Lifetime Home's best practice.

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

The Parks Department has no objections subject to all final boundary, SuDs, open space and play proposals being agreed with the Parks section prior to the commencement of development.

All private open space should comply with the standards set out in the Kildare County Development Plan 2017-2023. Revisions should be considered to the private open space provided to Unit 47 to enable greater usability. Additional landscaping and street trees should be considered to soften the streetscape, which in areas is dominated by car parking.

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

Access and Traffic Management

A central access road will serve both the proposed development and the future sports pitches to the west. The application was accompanied by a Traffic and Transport Assessment and a Stage 1+2 Road Safety Audit. The Roads, Transportation and Public Safety Department has no objection to the proposed development subject to a consulting engineer being appointed by Kildare County Council to carry out the final detailed design of the works, to prepare tender documents and drawings. In addition, detailed design for the proposed works should be submitted to the Planning Authority for approval. A Stage 3 Road Safety Audit will be required and recommendations from this should be incorporated into the detailed design. A Construction Management Plan will also be required including details of any temporary access to the construction site, proposed haul routes to the site and wheel wash facilities. The permeability link for pedestrians and cyclists to the south should have public lighting and be designed for passive surveillance. The design and construction of signalised works and crossings should be approved by the KCC Sustainable Transport and Traffic Management Section. The Athy Distributor Road is currently under construction and there should be liaison with the Athy Distributor Road Project Team in relation to the construction of this development prior to construction works commencing on site, as per the Roads, Transportation and Public Safety report.

It is noted that reference was made to a Mobility Management Plan; however, one was not provided as part of the application and is referred to in the EHO's report as being unavailable. It is noted from the response to the EHO report that the Roads, Transportation and Public Safety Department agreed that a Mobility Management Plan was not required for the proposed development of this site.

Water and Wastewater

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

A report was not received from Irish Water at the time of assessment; however, it is noted that a pre-connection enquiry was submitted, and feedback received (the details of which are included in the Drainage and Watermain Design Report).

Appropriate Assessment

An Appropriate Assessment Screening was carried by NM Ecology Ltd - Consultant Ecologists, in compliance with the requirements of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC. The Appropriate Assessment Screening report concluded that there is no requirement for an Appropriate Assessment.

Conclusion

Having regard to:

- The provisions of the Kildare County Development Plan 2017 – 2023 and the Athy Local Area Plan 2021-2027,

- Kildare County Council internal departmental reports
- Prescribed Bodies reports
- The AA Screening report
- The location of the proposed development
- The nature and extent of the proposed development;
- The recommendations set out below.

It is considered that the proposal would be in accordance with the provisions of the Kildare County Development Plan 2017 –2023 and would therefore be in accordance with the proper planning and sustainable development of the area.

Recommendation

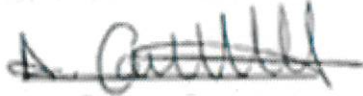
It is recommended to the Mayor and Members of the Athy Municipal District that the proposed development be proceeded with, subject to the modifications set out below.

Modifications

1. The proposed development shall be carried out in accordance with the plans and particulars placed on public display on 1st February 2022, except where altered or amended by the following modifications.
2. The proposed community building shall be constructed prior to the occupation of dwellings, and shall be used for community purposes only, including (but not limited to) childcare uses, e.g. parent/toddler groups, afterschool care/activity, breakfast/homework clubs.
3. (i) Utility boxes for mid terraced units shall be designed such that they are screened from public view.
 (ii) Revised balcony types shall be agreed with the Planning Authority prior to commencement of any development.
 (iii) All dwelling units shall be provided with the minimum storage requirements set out in the Quality Housing for Sustainable Communities, 2007 Department of the Environment, Heritage and Local Government and all apartment units shall be provided with the minimum storage requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018, Department of Housing, Local Government and Heritage.
 (iv) Private open space area for Unit 47 shall be revised to enable greater usability.
 (v) Revisions to Unit 43 are required to provide a more active frontage along this streetscape
 (vi) The proposed development shall ensure the provision of secure bin storage for each unit to accommodate 3 bin types per unit.
4. (i) All mitigation measures as set out in the Ecological Impact Assessment shall be fully adhered to.

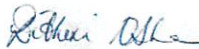
- (ii) The proposed development shall include provision of nesting boxes for birds as detailed in the Ecological Impact Assessment.
5. The proposed development shall not impair existing land or road drainage.
 6. The public open space areas and pedestrian link to the existing development to the south shall be constructed prior to the occupation of the dwellings.
 7. The naming of the scheme shall reflect the local cultural/natural heritage of the area.
 8. Final details regarding the requirements of the Council's Environment Department and Kildare County Fire Service, as identified in their submissions and responded to by the Housing Department in its report on submissions, (included as Appendix 2 of this Report), shall be agreed prior to commencement of development.
 9. The modifications as detailed in the water Services Department report and responded to by the Housing Department in its report on submissions, (included as Appendix 2 of this Report), shall be agreed prior to commencement of development.
 10. Final details regarding the requirements of the Department of Housing Local Government and Heritage, Development Applications Unit as identified in their submissions and responded to by the Housing Department in its report on submissions, (included as Appendix 2 of this Report), shall be agreed prior to commencement of development.
 11. Final details regarding the details of design, traffic management implementation, roads, footpaths, turning area etc, public lighting, car and cycle parking, permeability link for pedestrians and cyclists to the south, the signalised works and crossings etc as raised by the Transportation Department in their Reports and responded to by the Housing Department in its report on submissions and included as Appendix 2 of this Report shall be agreed prior to commencement of development.
 12. Final details regarding landscaping, tree/hedgerow retention, tree protection, tree pit details, proposed outdoor furniture, playing surfaces, play areas and boundary treatments etc as raised by the Parks Department in its report and responded to by the Housing Department in its report on submissions and included as Appendix 2 of this Report shall be agreed prior to commencement of development.
 13. A Construction Management Plan should be submitted before the works commence.

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



Danielle Cantwell
Executive Planner

04/05/2022



Bébhinn O'Shea
Senior Executive Planner
04/05/2022

E.R./DOS.
5/05/22

Anthony Laverty
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5/5/2022

**APPENDIX 1
APPROPRIATE ASSESSMENT SCREENING REPORT**



**APPROPRIATE ASSESSMENT SCREENING REPORT
AND
CONCLUSION STATEMENT**

(A) Project Details	
Planning File Ref	Part 8 Ref: P8 2022-03
Applicant name	Housing Department (Architectural Services-Housing Capital Delivery), Kildare County Council
Development Location	Arduw, Athy, Co. Kildare
Site size	2.43ha
Application accompanied by an EIS (Yes/NO)	No
Distance from Natura 2000 site in km	c510m from the River Barrow and River Nore SAC
Description of the project/proposed development 73 social housing units and a community building of c.104sqm	

(B) Identification of Natura 2000 sites which may be impacted by the proposed development		
		Yes/No
		If answer is yes, identify list name of Natura 2000 site likely to be impacted.
1	<p>Impacts on sites designated for freshwater habitats or species.</p> <p>Sites to consider: River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh lake</p>	<p><i>Is the development within a Special Area of Conservation whose qualifying interests include freshwater habitats and/or species, or in the catchment (upstream or downstream) of same?</i></p> <p style="text-align: center;">If Yes go to section 1 in table C</p> <p style="text-align: center;">No</p>

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

Conclusion:

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

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

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

(C) Identification of Potential Impacts on Habitats and Birds.		
1	Impacts on designated rivers, streams, lakes and fresh water dependant habitats and species. <i>Answer the following if the answer to question 1 in table B was YES</i> <i>Does the development involve any of the following:</i>	
1.1	Works within the boundary of a Special Area of Conservation excluding small extensions/alterations to existing buildings.	N
1.2	Discharge to surface water or groundwater within 5km of SAC.	N
1.3	Abstraction from surface water or groundwater within 5km of SAC.	N
1.4	Removal of topsoil within 500m of watercourses	N

1.5	Infilling or raising of ground levels within 100m of watercourses	N
1.6	Construction of drainage ditches within 1km of SAC.	N
1.7	Installation of waste water treatment systems; percolation areas; septic tanks within 500 m of watercourses	N
1.8	Construction within a floodplain or within an area liable to flood	N
1.9	Crossing or culverting of rivers or streams within 5km of SAC	N
1.10	Storage of chemicals, hydrocarbons or organic wastes within 1km of a watercourse	N
1.11	Development of a large scale which involves the production of an EIS	N
1.12	Development of quarries/mines	N
1.13	Development of windfarms	N
1.14	Development of pumped hydro electric stations	N
1.15	Construction of roads or other infrastructure on peat habitats within 1km rivers, streams, lakes and fresh water dependant habitats	N
2	<p>Impacts on designated wetlands - bogs, fens, marshes and heath.</p> <p><i>Answer the following if the answer to question 2 in table B was YES</i></p> <p><i>Does the development involve any of the following:</i></p>	
2.1	Works within the boundary of a Special Area of Conservation excluding small extensions/alterations to existing buildings.	N
2.2	Construction of roads or other infrastructure on peat habitats within 1km of bog, marsh, fen or heath habitat within a Natura 2000 site	N
2.3	Development of a large scale within 1km of bog, marsh, fen or heath habitat within a Natura 2000 site which involves the production of an EIS	N
3	<p>Impacts on other designated terrestrial habitats (woodland, grasslands)</p> <p><i>Please answer the following if the answer to question 3 in table B YES</i></p>	

	<i>Does the development involve any of the following:</i>	
3.1	Works within the boundary of a Special Area of Conservation.	N
3.2	Development within 200m of Natura 2000 site with woodland, grassland or coastal habitats.	N
3.3	Development of a large scale within 1km of Natura 2000 site with woodland, grassland or coastal habitats which involves the production of an EIS.	N
4	Impacts on birds in SPAs Answer the following if the answer to question 4 in table B was YES <i>Does the development involve any of the following:</i>	
4.1	Works within the boundary of a Special Protection Area excluding small extensions/alterations to existing buildings.	
4.2	Erection of wind turbines within 5km of an SPA.	NA
4.3	Proposed discharges directly to SPA	NA
4.4	Development of cycleways or walking routes within 100m of SPA	NA

Conclusion:

If the answer to all of the above is **No**, significant impacts on habitats within Natura 2000 sites can be ruled out. No further assessment is required in relation to habitats.

If the answer is **Yes**, you will require further information, which should be provided in the form of a Natura Impact Statement which should address the particular issues of concern as identified through the above.

Consideration of potential impacts on protected species within SACs

Many of our Special Areas of Conservation are designated for species as well as for habitats. These are listed below, alongside the sites for which they are designated. Included is a short list of the types of activities which could have an impact on these species. Please tick if you are concerned that the proposed development could have an impact on these species.

Species	Relevant Sites	Activities which could have impacts on species	Possible Impacts Identified Yes/No
Otter	River Barrow and Nore,	Activities that interferes with river banks.	N

Species	Relevant Sites	Activities which could have impacts on species	Possible Impacts Identified Yes/No
	Pollardstown Fen		
Atlantic Salmon	River Barrow and Nore, Rye Water /Carton Valley	Activities that interfere with water quality, levels or the river bed;	N
River Lamprey	River Barrow and Nore	Activities that interfere with water quality, levels or the river bed;	N
Brook Lamprey	River Barrow and Nore, Pollardstown Fen	Activities that interfere with water quality, levels or the river bed;	N
White-clawed Crayfish	River Barrow and Nore, Rye Water /Carton Valley	Activities that interfere with water quality or the river bed;	N
Freshwater Pearl Mussel	River Barrow and Nore	Activities that interfere with water quality, levels or the river bed ;	N
Whorled Snail	River Barrow and Nore, Rye Water /Carton Valley, Pollardstown Fen, Ballynafagh Lake	Activities that result in loss of fen, marsh or wet grassland habitat within or close to the SAC.	N
Marsh Fritillary	Ballynafagh Lake	Activities that result in loss of heath/grassland habitat within or close to the SAC.	N

Conclusion:

If the answer to all of the above is **No**, significant impacts on species can be ruled out.

If the answer to any of the above is **Yes**, then further information is likely to be required in relation to potential for impact on that particular species.

(G) SCREENING CONCLUSION STATEMENT		
<i>Selected relevant category for project assessed by ticking box.</i>		
1	AA is not required because the project is directly connected with/necessary to the conservation management of the site	
2	No potential significant affects/AA is not required	x
3	Significant effects are certain, likely or uncertain. Seek a Natura Impact Statement Reject proposal. (Reject if potentially damaging/inappropriate)	
Justify why it falls into relevant category above (based on information in above tables)		
Having regard to the proximity of the nearest SAC site, and the scale nature and extent of the proposal, it is not considered a potential exists for significant effects on the Natura 2000 network.		
Name:	Danielle Cantwell	
Position	Executive Planner	
Date	04/05/2022	

APPENDIX 2

**SUBMISSIONS REPORT
PREPARED BY HOUSING SECTION**

PART 8 –Fortbarrington Road, Ardrew, Athy
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Appendix A

Kildare County Council launched Part 8 Ref P82021-07 for the development of 73 social housing units and associated works at Fortbarrington Road, Ardrew, Athy, Co. Kildare on 30th November 2021. This Part 8 was subsequently withdrawn and Part 8 Ref P82022-03 for the same development was subsequently launched by Kildare County Council on 1st February 2022. As the development proposed in both Part 8's was the same, following the launch of Part 8 Ref P82022-03 Kildare County Council communicated with each party that made a submission in connection with Part 8 Ref P82021-07 confirming that that submission would also be considered as a submission in connection with Part 8 Ref P82021-07. For that reason submissions in connection with both Part 8 Ref P82021-07 and Part 8 Ref P82022-03 are recorded in this submissions report and responses are provided to all submissions received in connection with both Part 8's.

Kildare County Council received 25 submissions in total on both Part 8 Ref P82021-07 and Part 8 Ref P82022-03. 14 submissions were received in connection with Part 8 Ref P82021-07 and 11 submissions were received in connection with Part 8 Ref P82022-03.

2 submissions were received from Public Representatives

8 submissions were received from the Internal Departments of Kildare County Council (1 submission from Water Services for both Part 8 proposals)

4 submissions were received from prescribed bodies (1 submission from the HSE Environmental Health Office for both Part 8 proposals)

11 submissions were received from members of the public.

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Internal Department, Prescribed Bodies and Public Representatives Submissions

Submission Received From	Date received	Submission	Housing Department Comments
Submissions Received in Connection with Part 8 Ref P82021-07			
Public Representatives 1. Councillor Brian Dooley	18/01/2022	<p>I wish to make a submission regarding the PPP social housing bundle 3, resident development at Fortbarrington Road, Athy.</p> <p>1. Having spoken to several residents in Ardrew Meadows, they would not be supporting having a pedestrian entrance/accessibility to the new development. At the moment there is planning signage at this point.</p>	<p>1. The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being 'an urban form that has an extended footprint which lacks legibility and connectivity'. It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is 'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus</p>

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		<p>2. In the Ardrew Meadows development there are two storey apartment units that blend in very well with the house units, ascectically I would question having three storey units in this development.</p>	<p><i>providing for a realistic and convenient alternative to the car for short journeys within the town'.</i></p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to <i>'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'.</i></p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows. The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p> <p>2. There are 6no. blocks of 3-storey apartments proposed in this development with 1no. 1-bed apartment at each floor of each block. These structures are located at the corners of the urban blocks and form a strong built form to terminate the terraces of 2 and 3-bed, 2-storey dwellings.</p> <p>The apartment blocks provide much needed 1-bed, own door accommodation. At 3 storeys these structures are not tall structures, and an element of 3-storey development is required in</p>
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<p>order to meet the minimum density for this site of 30 units per hectare.</p> <p>3. The area identified for expansion of the adjacent Ardrew Halting Site will be subject to detailed design and a separate Part 8 process.</p>	<p>3. There is a piece of ground for future development between Ardrew Meadows, this new development and the halting site. Can there be a guarantee that this ground will not be used for animals, makeshift animal shelters, anti-social behavior and dumping. In order to do this CCTV installation would be required to monitor the area.</p>	
<p>1. All proposed public open spaces are overlooked by dwellings. The area to the rear of the ESB substation will be enclosed and will not be accessible.</p> <p>2. Secure bin storage has been provided for 3 bin types for all dwellings and apartments. Bin storage is provided within the semi-private open space to the front of terraced units.</p> <p>3. All foul sewage and soiled water will discharge to the public foul sewer system.</p>	<p>The following observations have been made by the Environment Section:</p> <p>1. There are concerns over “un-used public spaces” in terms of possible fly-tipping. Ensure that the design of the layout of the estate ensures there’s no hidden spaces that can be easily used for dumping and fly-tipping. Example of such are to the rear of proposed ESB sub-stations.</p> <p>2. There are also concerns over the density of houses and the provision of secure bin storage for each unit. Detailed design proposals of domestic waste storage facilities for all terraced units should accommodate 3 bin types in accordance with the 2018 Kildare County Council Waste Presentation Byelaws to be provided for approval prior to occupancy of first unit.</p> <p>Should these issues be adequately addressed, the following conditions would apply:</p> <p>3. All foul sewage and soiled water shall discharge to the public foul sewer system.</p> <p>Reason: In the interest of public health, to avoid</p>	
<p>Kildare County Council Internal Sections</p> <p>2. Environment Section</p> <p>19/01/2022</p>		

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	<p>pollution, and to ensure proper development.</p> <p>4. Only clean, uncontaminated surface water shall discharge to the surface water system.</p> <p>Reason: In the interest of public health, to avoid pollution, and to ensure proper development.</p> <p>5. All surface water from the carpark areas shall pass through adequately sized and sited petrol/oil interceptor(s) before being discharged to the surface water system.</p> <p>Reason: In the interest of public health, to avoid pollution, and to ensure proper development.</p>	<p>4. Only clean, uncontaminated surface water will discharge to the surface water system.</p> <p>5. All surface water from the carpark areas shall pass through adequately sized and sited petrol/oil interceptor(s) before being discharged to the surface water system.</p>
<p>6. Noise Control</p> <p>The following noise limits shall apply to construction activities:</p> <p>70 dB(A) (LAeq 1 hour) between 0800 hours and 1800 hours Monday to Friday inclusive (excluding bank holidays) and between 0800 hours and 1300 hours on Saturdays when measured at any noise sensitive location in the vicinity of the site. Sound levels shall not exceed 45 dB(A) (LAeq 1 hour) at any other time.</p> <p>Reason: In the interest of public health and the use of best practice guidelines in order to avoid pollution</p>	<p>6. The noise control limits set out by the Environment Section will be applied to construction activities.</p>	<p>7. "Best Practicable Means" will be used to prevent/minimise noise and dust emissions during the construction phase of the development, through the provision and proper maintenance, use and operation of all machinery, all to the satisfaction of the Planning Authority.</p>
<p>7. Applicant shall use "Best Practicable Means" to prevent/minimise noise and dust emissions during the construction phase of the development, through the provision and proper maintenance, use and operation of all machinery, all to the satisfaction of the Planning Authority.</p> <p>Reason: In the interest of public health, and the use of best practice guidelines in order to avoid nuisance.</p>		

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	<p>8. Prior to the commencement of development, a formal Project Waste Management Plan for Construction and Demolition shall be submitted for agreement prior to Commencement Notice stage. This plan shall, inter alia, include the information recommended in sections 3.2, 3.3 and 3.4 of the document titled "Best practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects" published by the Department of the Environment, Heritage and Local Government (July 2006)".</p> <p>The plan shall also contain at a minimum:</p> <ol style="list-style-type: none"> i. the waste types, including their List of Waste (LoW) Classification Codes and corresponding descriptions, ii. volumes of each waste type expected to arise during construction and demolition, iii. how those waste types are intended to be stored prior to their collection and iv. the name of the authorised waste contractors intended to be used for the collection of each waste type, their waste collection permit numbers and the names and permit numbers of authorised waste sites intended to be used in the conjunction with the development. v. soil and stone by-products in the context of article 27 of the European Communities (Waste Directive) Regulations 2011 <p>Reason: In the interest of best practice guidelines for the management and reduction of construction and demolition waste in order to avoid pollution.</p>	<p>8. A formal Project Waste Management Plan for Construction and Demolition will be submitted to the Planning Authority for agreement prior to Commencement Notice stage. This plan will include the information recommended in sections 3.2, 3.3 and 3.4 of the document titled "Best practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects" published by the Department of the Environment, Heritage and Local Government (July 2006)".</p>
	<p>9. Prior to Commencement Notice Stage, a Construction Phase Surface Water Management Plan in accordance with IFI Publication 2016 "Guidelines on Protection of Fisheries During Construction Works in</p>	<p>9. Prior to Commencement Notice Stage, a Construction Phase Surface Water Management Plan in accordance with IFI Publication 2016 "Guidelines on Protection of Fisheries During Construction Works</p>

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		<p>and Adjacent to Waters”, shall be submitted for consent.</p> <p>The Plan shall address the management of any surface water run-off from the site, to prevent any polluting matter, suspended solids and silt, being discharged to any receiving water.</p> <p>The Plan shall, inter alia, include:</p> <p>(a) Site Layout Plan identifying any potential surface water and/or groundwater receptors</p> <p>(b) the location and design of any proposed mitigation measures</p> <p>(c) proposals for a surface water and/or groundwater monitoring programme, as appropriate</p> <p>Reason: In the interest of public health, to avoid pollution, and to ensure proper development.</p>	<p>in and Adjacent to Waters”, will be submitted for the approval of the Planning Authority.</p>
<p>3. Kildare County Fire Service</p>	<p>10/12/2021</p>	<p>Kildare Fire Service has no objection to this planning application subject to the following conditions.</p> <ol style="list-style-type: none"> 1) The Applicant shall obtain a Fire Safety Certificates in accordance with the requirements of the Building Control Act. 2) Where access roadways are provided with the site of a building, turning facilities for fire appliances, in accordance with the requirements of Table 5.1 should be provided in any dead-end access route that is more than 20m long. 3) Where photovoltaic (PV) panel installations are provided on buildings, provision should be made for the isolation of the panel array externally in accordance with I.S. 10101.2020. 	<p>No objection by Kildare Fire Services to the proposed development is noted. The 9no. conditions will be included in the Works Requirement for the construction of the proposed development.</p>

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	<p>4) All dwellings should have a fire alarm system in accordance with the most recent version of IS 3218</p> <p>5) A minimum of 1,100 litres/min of water is to be available in the mains at 2 bar pressure for fire fighting.</p> <p>6) All mains are to be equipped with fire hydrants to the relevant British Standard and no building is to be further than 46 metres from any hydrant measured along a hose route.</p> <p>7) Hydrants are to be in boxes to BS 750 and the top of any hydrant is to be no more than 200 mm below cover level.</p> <p>8) All hydrants are to be marked in accordance with BS 3251 (All covers shall be painted yellow with road marking paint and with a unique identification number on the underside)</p> <p>9) No hydrant is to be placed in a roadway. If placed in a grassed area it should have a 200 mm concrete surround, level with the ground. Hydrants should preferably be in the centre of footpaths, away from gateways.</p>	
<p>4. Water Services Section</p>	<p>14/01/2022</p> <p>WSD recommend the following modifications to the submitted Part 8 documentation be included in the Chief Executive's report:</p> <p>1) Surface Water Drainage: a) The proposed drainage and SuDS strategy shall be reviewed and revised where feasible prior to commencement of the development. i) Surface water drainage and SuDS strategy shall</p>	<p>The proposed drainage and SuDS strategy will be reviewed and revised where feasible prior to commencement of the development taking account of the limited open space within the development and the need to provide usable public open space within</p>

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	<p>comply with GSDS and CIRIA SuDS Manual and surface water drainage policies and objectives of the relevant LAP and CDP including reduction of amount of impermeable surface areas and runoff therefrom including but not limited to, by providing pervious surfacing and permeable paving and application of rainwater harvesting to the maximum extent possible in areas and buildings that will be in the control of a management company and not put forward for taking in charge.</p> <p>NB KCC Roads department do not permit permeable paving-pervious surfacing in areas that will be put forward for taking in charge.</p> <p>ii) Remaining impermeable surface areas shall discharge to SuDS features in the following prioritised manner:</p> <p>(1) nature based or natural water retention measure SuDS such as constructed wetlands, bioretention areas, green-blue roofs, green walls, bioswales, tree pits-trenches and rain gardens, house planters. Typically these SuDS do not discharge runoff to a drainage pipe network or watercourse except an overflow.</p> <p>The submitted Drainage and Watermain Design Report section 3.2.1 does mention the provision of tree pits and bioretention swales but they are not visible on the submitted drainage layout drawing.</p> <p>(a) Buildings which will be controlled by a management company should be provided with green roofs and walls and blue roofs and</p> <p>(b) House runoff should be directed to rain gardens or planters in the first instance and</p> <p>(c) Bioswales should be provided to drain the roadways through gaps in the roadside kerbs without recourse to gullies and should be converted to bioswales with more extensive planting which should be approved by the Parks department. They can be narrow and linear in form where space is restricted</p>	<p>the proposed development. The proposed landscaping masterplan shows locations of proposed swale / wetland areas within the site. Permeable surfaces will be maximised where feasible. The proposed drainage layout identifies the location of proposed areas of permeable paving.</p> <p>The final extent of permeable paving will be agreed with the Kildare County Council Roads, Transportation and Public Safety Section prior to the commencement of the development.</p> <p>Green/Blue roofs will be used in flat roofed areas where appropriate. The remaining impermeable surface areas will discharge to SuDS features where feasible including the use of bioretention swales and tree pits where agreed with the Kildare County Council Parks Section to minimise underground storage.</p> <p>Soakaways are located to the rear of all houses. Rain gardens / planters may be accommodated to the front of terraced housing to capture runoff from the front of the buildings.</p> <p>It should be noted that the site is a sloping site, and the proposed infiltration tank is located in an area where a drainage network and infiltration can be accommodated. The infiltration system is located in the public open space and at a suitable depth not to interfere with structures to buildings. Overground attenuation is not feasible due to the sloped nature of the site. The Kildare County Council Parks Section will be consulted prior to the commencement of the proposed development.</p>
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	<p>Site investigation works have been completed (favourable for infiltration) and standpipes installed are showing no water strikes and no water within the standpipes. Standpipes will be monitored continually. The information received to date shows favourable conditions for infiltration. Updated site investigation information will be issued to the Planning Authority once final reports are available. There are no existing watercourses or drainage ditches on the site. There is no receiving watercourse on the site. The environmental impacts have been assessed in the Drainage and Watermain design report submitted with the plans and particulars of the Part 8 and the requirements are set out. Public open spaces will not accept planned manhole overspill. Design has been undertaken to ensure no flooding of manholes.</p>
<p>and</p>	<p>(d) Unlined tree pits-trenches (with root barrier systems) can be provided where space is restricted also and (e) The proposed underground attenuation storage soakaway should be converted to a constructed wetland, retention pond or bioretention area in accordance with GDSDS and CIRIA SuDS Manual or</p> <p>(f) underground storage should be minimised where unavoidable with larger storm events attenuated overground in nature based SuDS or a detention basin. The submitted drainage layout drawing shows the proposed attenuation infiltration tank directly below playground equipment. The attenuation storage should complement the proposed landscaping and play areas and nature based SuDS are more compatible in this regard than large underground storage structures.</p> <p>Parks department should be consulted on this issue prior to commencement of the development.</p> <p>WSD believe that where NBS and NWRM SuDS are provided in development open spaces they should contribute towards the 15% open space requirement. These SuDS not only reduce and treat runoff in compliance with GDSDS but also promote biodiversity, provide amenity value and reduce the carbon footprint of the proposed development.</p> <p>iii) Where NBS and NWRM SuDS are not feasible and a clear and plausible rationale is provided, only then shall infiltration system SuDS be considered as follows:</p> <p>(1) Shallow infiltration system SuDS such as unlined tree pits-trenches, unlined permeable paving and rear garden soakaways (only where rain gardens or planters are not deemed feasible) may not require the site investigation and groundwater monitoring as item (2) below.</p> <p>NB These SuDS can mobilise planar infiltration</p>

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	<p>potential subject to expert geotechnical and hydrogeological advice and the upper soil layers remaining uncompacted during and after construction and</p> <p>(2) Deep infiltration system SuDS i.e. soakaways including the proposed underground attenuation soakaway (where retained), infiltration trenches including underdraining bioswales are subject to BRE Digest 365 soil infiltration tests and groundwater monitoring confirming the existence of suitably permeable subsoils and a favourable groundwater regime at their locations and depths of discharge.</p> <p>Neither the site investigation report including infiltration test results nor site groundwater details were submitted with the planning application. It is noted that in section 3.7 of the submitted D&WDR 'Infiltration Design' a good soil infiltration rate (0.063m/h, 1.75-05 m/s) was recorded at the depth of the proposed infiltration tank and this rate is adopted within the attenuation soakaway storage design with recommended design factor of safety and a reduced base infiltration rate of 0.315 m/s (see item c) ii) below).</p> <p>It is further noted at section 3.7 that a depth of 1m of unsaturated soils shall be provided at the base of the attenuation soakaway-infiltration tank and no groundwater was encountered during the site investigations.</p> <p>However, groundwater levels are subject to climatic and seasonal variations and the lack of groundwater in a trial hole on a particular day does not constitute an accurate, reliable indicator of the site groundwater regime.</p> <p>(a) Therefore, WSD recommend that where deep infiltration system SuDS are utilised expert hydrogeological advice should be sought on whether groundwater monitoring should be carried out lasting</p>	<p>A conservative approach was taken for the base of the proposed infiltration tank, an infiltration rate of 0.0315 m/hr was adopted to simulate 50% blockage by silt. A factor of safety of 2 is adopted for the infiltration area. Discharge is to ground. The infiltration rate is suitable and can cater for 100 year + 20% climate change.</p>
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	<p>at least 6 months and covering at least one winter season to establish if the site groundwater regime will facilitate discharge to ground at the required depth. The final detailed drainage & SuDS strategy completed prior to commencement of the development shall take into account the definitive site groundwater regime including buoyancy forces exerted on underground attenuation storage structures by high groundwater levels. Suitable alternatives for discharging runoff from the proposed development will be required where groundwater levels preclude discharge to ground from deep infiltration system SuDS. The applicant shall agree details of the proposed attenuation storage prior to commencement with Roads and Development Control departments where they will be put forward for taking in charge.</p> <p>(3) Discharge from infiltration system SuDS shall be located a safe distance away from buildings, structures, roads, pavements and footpaths to prevent damage to their sub structures or the buildings etc foundation layers shall be tanked or lined.</p> <p>(4) Infiltration system SuDS where they are placed in areas of fill material, depending on the permeability and depth of the proposed fill material, treatment of the existing ground formation layer and expert geotechnical and hydrogeological advice may not require soil infiltration tests or groundwater monitoring.</p> <p>iv) Where infiltration system SuDS are not feasible and as item iii) above, only then shall filtration system SuDS such as filter drains-strips, lined permeable paving be considered.</p> <p>v) And where all the above SuDS are not feasible and as item iii) above, only then shall detention system SuDS including detention basins and lined underground attenuation storage structures be considered.</p> <p>vi) Any existing site watercourses or drainage ditches</p>	<p>Details of the proposed attenuation storage will be agreed with the Kildare County Council Roads and Development Control departments prior to commencement of the proposed development where they will be put forward for taking in charge.</p>
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	<p>shall remain in open channel and any existing site drainage pipe network should be de-culverted and returned to open channel in accordance with GSDSDS Environmental principles and to promote biodiversity.</p> <p>vii) The environmental implications of discharging runoff to watercourses and underground water bodies (NB GSI mapping identifies regionally important aquifer underlying the subject site) shall be assessed and mitigated and</p> <p>viii) the public safety impacts of storing surface water at ground level including where it is planned for green spaces to accept planned manhole overspill and residual flood risk flows (see Flood Risk below) and open channel drains-ditches shall also be assessed and mitigated.</p> <p>b) Any discharge of runoff to adjacent suitable watercourses or piped drainage networks ie dedicated surface water sewerage NOT foul or combined sewerage shall be subject to consent by KCC or private owner and hydraulic and capacity assessment with any required repairs or upgrades being implemented by the applicant in full or in part if other developments will benefit.</p> <p>Details of the future maintenance of including wayleaves for the receiving watercourse-drainage network shall be agreed by the applicant with the relevant parties.</p> <p>c) The final drainage design to be completed prior to the commencement of the proposed development shall address the following issues:</p> <p>i) Based on the revised drainage and SuDS strategy as above and</p> <p>ii) SuDS are subject to failure, replacement and non-maintenance like traditional drainage systems and their design shall take account of this eg by including increased factors of safety, overflows to the piped drainage networks and planned flood routing to safe</p>
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	<p>areas including surface water outfalls. Where no suitable watercourse or drainage network exists in reasonable proximity to the proposed attenuation infiltration tank (where it is not replaced by NBS SuDS) for an overflow connection, the applicant shall increase the design mitigation measures including design factor of safety.</p> <p>iii) The contributing areas to the proposed drainage systems shall be factored with the appropriate runoff coefficients and</p> <p>iv) required runoff storage volumes to comply with GSDSDS Volume 2 Chapter 6 Stormwater Drainage Design Criteria 1, 3 and 4 and including calculations as to how the required volumes will be provided and</p> <p>v) where runoff is discharged to a suitable watercourse or piped drainage network, Qbar restricted discharge rate shall be calculated in accordance with GSDSDS Vol 2 Chapter 6 SWDDC 2 and</p> <p>vi) required attenuation storage volume for 100 year plus 20% storm event calculations shall use Qbar discharge rate or appropriate soil infiltration rate where discharge is to ground and</p> <p>vii) The proposed drainage pipe network shall be designed for the 2 or 5 year design return period plus 20% clearly demonstrating appropriate pipe sizes to cater for the predicted flow rates and the proportional velocities shall be greater than the 0.75 mps self-cleansing velocities during normal operating conditions.</p> <p>(1) The minimum permitted drainage pipe diameter is 225mm yet at Appendix B of submitted Drainage and Watermain Design Report (D&WDR) 300mm is the minimum pipe size used. This is not in compliance with GSDSDS Vol 2 Chapter 6 Sustainability Stormwater Drainage Design Principle to avoid unduly large pipe sizes where the predicted flows greatly exceed the pipe capacity.</p>
	<p>The pipe network is designed for a 5 year return period.</p> <p>Within MD drainage Design Criteria, a minimum pipe size of 225mm is allowable for design purposes, the requirement was 300mm.</p>

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	<p>The unsustainability of producing and installing larger pipes than necessary shall be balanced against the requirement to ensure the hydraulic design complies with GSDS RDP Volume 2 Chapter 6 requirements, particularly the achievement of minimum self-cleansing velocities. Smaller pipes may be subject to enhanced maintenance regimes and-or be provided with low flow channels to prevent pipe siltation and loss of capacity subject to the sustainability argument.</p> <p>viii) Drainage pipes shall be provided with adequate vertical separation from other services, particularly foul sewer pipes.</p> <p>ix) Each house shall have an individual connection to the site drainage collection network and unduly deep collector drainage pipe sections at houses shall be avoided.</p> <p>x) Unduly deep or shallow pipes and manholes shall also be avoided but where unavoidable they shall be risk assessed and designed for safe access and egress by maintenance and inspection personnel and protected, respectively.</p> <p>Development Control department shall be consulted on items viii) and ix) prior to commencement of the development.</p> <p>xi) Make appropriate provision for future development by the prospective applicant including on the lands to the west and Ardrew halting site to the south of the subject site that could be reasonably expected to access the drainage systems to be provided in the proposed development and balancing this requirement with the hydraulic and sustainability compliance of the proposed drainage design.</p> <p>Where provision for future development would lead to an unsustainable and-or non-compliant site drainage system in terms of GSDS hydraulic design requirements, separate drainage provision for future development shall be made.</p> <p>d) Only clean, uncontaminated surface water runoff</p>	<p>Drainage pipes will be provided with adequate vertical separation from other services, particularly foul sewer pipes.</p> <p>Each house will have an individual connection to the site drainage collection network and collector drainage pipe sections at houses will be kept as shallow as possible.</p> <p>Site levels and pipe cover requirements dictate the level of manholes / drainage pipes. These are kept as shallow as possible.</p> <p>The Kildare County Council Development Control Section will be consulted on items viii) and ix) prior to the commencement of the development.</p> <p>Servicing of the adjacent future Sports Hub land will be considered where this is feasible. Where provision for future development would lead to an unsustainable and-or non-compliant site drainage system in terms of GSDS hydraulic design requirements, separate drainage provision for future development will be made.</p>
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<p>Only clean, uncontaminated surface water runoff will discharge to the site drainage systems. Foul water will not discharge to the site drainage systems. A photographic record of house connections to the surface water drainage network will be made before they are covered in and as-constructed drainage layout drawings will be submitted to the local authority Development Control department.</p> <p>A robust drainage system maintenance will be implemented by or on behalf of the applicant until such time as the development is taken in charge</p> <p>The flood risk management plan for the proposed development will be in accordance with the Planning System Flood Risk Management Guidelines document and will address the items set out by the Kildare County Council Water Services Section</p>	<p>shall discharge to the site drainage systems. Under no circumstances shall foul water discharge to the site drainage systems.</p> <p>The applicant shall keep a photographic record of house connections to the surface water drainage network before they are covered in and submit as-constructed drainage layout drawings to the local authority Development Control department.</p> <p>e) A robust drainage system maintenance shall be implemented by or on behalf of the applicant until such time as the development is taken in charge. The drainage maintenance regime shall be responsive and react to out of hours repair requests and emergencies including at night, weekends and holidays. The applicant shall keep all relevant records and details relating to drainage maintenance in paper and digital formats akin to the 'Safety File' required under Health & Safety legislation and this file shall be handed over to new owners or Local Authority when the development is sold-transferred to new owners or taken in charge.</p> <p>2) Flood risk:</p> <p>a) The flood risk management plan for the proposed development shall be in accordance with the Planning System Flood Risk Management Guidelines document and address the following:</p> <p>i) The proposed development shall not be at risk of flooding and neither shall it create a new flood risk or increase an existing flood risk on adjacent properties or Fortbarrington road.</p> <p>ii) Take into account the effects of future climate change on all flood risk types including fluvial (OPW CFRAMS floodinfo website medium range future scenario fluvial flood mapping), groundwater and residual.</p>
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	<p>It would appear reasonable to assume that ground levels will rise in the future, as sea levels will.</p> <p>iii) Cover all flood risk types including:</p> <p>(1) Both elements of Pluvial risk ie drainage and surface water overland flows as follows: (a) Compliance with GSDS Volume 2 Chapter 6 Stormwater Drainage Design Criterion</p> <p>3. Any planned manhole overspill flows for storm events greater than 30 years plus 20% shall be directed away from properties and Fortbarrington road and towards safe areas such as green spaces and surface water outfalls and (b) Take account of any changes in the drainage and SuDS strategy as above and</p> <p>(c) The top water levels in the proposed drainage system (for 100 year storm event plus 20%) including SuDS and attenuation storage features shall be at least 500mm below adjacent finished floor levels and</p> <p>(d) Any surface water overland flows into the subject site from the surrounding properties and Fortbarrington road shall not be blocked, impeded or obstructed by the proposed development.</p> <p>(2) Groundwater flood risk shall be assessed with regard to the OPW floodinfo ie groundwater flood mapping, GSI high groundwater vulnerability classification for the subject site and the results of the groundwater monitoring as above.</p> <p>(3) Residual flood risk associated with the following: (a) drainage system failure included the proposed attenuation storage soakaway-infiltration tank (where retained), drainage exceedance events and flood exceedance events ie greater than 100 year flood event plus 20% shall be assessed and mitigated including but not limited to, by planned flow routing as item (1) (a) above and implementation of a proper</p>	
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	<p>drainage maintenance regime and (b) high groundwater levels where runoff is discharged to ground or high water levels in receiving watercourses or drainage networks and (c) ensure emergency vehicle access into, around and out of the proposed development will not be compromised.</p> <p>(4) consider the flood risk management policies and objectives in the relevant Athy Town LAP and County Development Plan.</p> <p>3) Irish Water: a) Irish Water will make a submission to the Planning department on the application and its contents should be included in any decision to grant that may be made.</p>	
<p>5. National Roads Design Office</p>	<p>18/01/2022</p> <p>Part 8 Planning - Proposed Development of 73 Residential Units and Associated Site Works at Fortbarrington Road, Ardrew, Athy, Co. Kildare. The proposed drainage for the development will not impact the existing drainage system of the N78.</p> <p>The Traffic and Transport Assessment Report provided with this application indicates that the traffic impact at the junction of the N78/Fortbarrington Road caused by the proposed development is not considered to be significant and issues with queuing at this junction are present in the existing scenario and is exacerbated by the growth on the surrounding road network when future traffic growth rates are applied. Issues at this junction are not as a result of the proposed development.</p> <p>The development as proposed will not have significant</p>	<p>The submission from the NRDO states that the development as proposed will not have significant impacts on the operation of the National Road Network. This submission is noted.</p>

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		<p>impacts on the operation of the National Road Network.</p>	
<p>6. Strategic Project & Public Realm Team</p>	<p>21/01/2022</p>	<p>The Strategic Projects and Public Realm team have reviewed the drawings and particulars as part of Part 8 consultation for the above noted development and have the following comments.</p> <ol style="list-style-type: none"> 1. There are concerns regarding the proposed streetscapes throughout where the car and parking spaces dominates the streetscape and does not present a pedestrian focus. Additional landscaping and street trees should be considered to soften the streetscape. 2. Consideration should be given to incorporating rain gardens / bioswales within the scheme to incorporate climate mitigations measures into the site. - Pedestrian safety and movement accessing the POS A should be considered. 3. Additional planting along the northern boundary between the subject site and potential sports fields should be included. - A 2m wide footpath should be included along the Fortbarrington Rd boundary and tie in with existing footpaths. 	<ol style="list-style-type: none"> 1. The quantum of car parking is dictated by the relevant development plan and has been provided in accordance with that plan. Off-curtilage car parking parallel to the street facilitates the location of the front elevation of the dwellings closer to the public footpath, provides a better streetscape for the pedestrian and in conjunction with the incorporation of street trees where proposed gives a better sense of enclosure. 2. Please refer to the response to the Kildare County Council Water Services Section above in relation to Sustainable Urban Drainage Solutions (SUDS) proposed for the site. 3. Dwellings to the west of the site are orientated to overlook the proposed future sports hub lands to provide passive surveillance of those lands. A low wall with railings over is proposed as the boundary treatment to provide a transparent boundary to increase passive surveillance and planting along that boundary has not been provided for that reason. A planting scheme can be reviewed when an application for the development of the Sports hub is brought forward for consideration. A 2m wide footpath and a cycle track are provided along the boundary with the Fortbarrington Road. The proposed footpath ties in with the existing footpath.

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	<p>4. Car parking along Fortbarrington Rd should also be removed and strengthen the edge of the street, can they be relocated.</p> <p>5. Corner units and end gable elevations should be active to provide passive surveillance to the street. The elevation addressing Fortbarrington Rd of Unit 43 could be improved to provide a more active frontage along this streetscape.</p> <p>6. Whilst the large areas of public open space are overlooked, the landscaping details of POS B should be carefully considered to ensure there are no pockets of enclosed space and the area as a whole allows for passive surveillance.</p> <p>7. Cycle paths have not been included within the scheme apart from along Fortbarrington Rd.</p> <p>8. Whilst it is stated that car parking spaces will be ducted for EV charging points, it is not clear how this will work.</p> <p>9. It is not clear if access through the proposed development will be the only access to the lands to the north. There are concerns regarding any connection to future sports fields to the north and how the community will be protected from excessive car movements through the proposed development accessing any future facilities off Fortbarrington Rd.</p>	<p>4. Car parking on the Fortbarrington Road has been provided in close proximity to the entrances to units facing the Fortbarrington Road where they take advantage of passive surveillance. The provision of car parking at that location has been agreed with the Kildare County Council Roads, Transportation and Public Safety Section.</p> <p>5. Active frontage has been provided on Corner units and end gables facing public spaces including unit no. 43.</p> <p>6. The landscaping design to POS B will considered to ensure there are no pockets of enclosed space and the area as a whole allows for passive surveillance.</p> <p>7. The internal road arrangement has been agreed with the Kildare County Council Roads, Transportation and Public Safety Section.</p> <p>8. A proposal for the operation of EV charging points to serve off-curtilage car parking will be developed.</p> <p>9. A number of pedestrian/cycle connections from the Athy Distributor Road and the adjacent residential development to the future sports hub lands are shown on the Ardrew KDA Urban Design Framework map in the Athy Local Area Plan.</p>
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		<p>10. The proposed private open space associated with Unit 47 has an inadequate layout and should be reconsidered.</p>	<p>10. 55.6 sqm of private open space has been provided to unit no. 47. However, this can be reviewed in conjunction with the private open space provision to the adjacent unit no. 48.</p>
<p>Prescribed Bodies</p>			
<p>7. Health Service Executive - Environmental Health Officer</p>	<p>18/01/2022</p>	<p>1. From the information provided in the social infrastructure audit I have concerns regarding the capacity of existing educational facilities in Athy to cater sufficiently for the proposed development.</p> <p>In the interest of sustainable development is essential that adequate educational facilities are provided in a suitable location in Athy to cater for the proposed development. It is also recommended that dedicated pedestrian and cycle facilities are provided to these educational facilities to facilitate and promote the use of active travel.</p>	<p>Report on Conclusions:</p> <p>1. Response: The number of primary school age children expected to be residing in this development would be 19 children, based on average household size of 2.65 and the number of family sized homes to be constructed (49 units). The Department of Education's guidelines require a 1:25 teacher student ratio. Applying this ratio would result in a demand which is short of an additional classroom. The LAP Social Infrastructure Audit indicates that an additional 10 classrooms comprising 26 pupils each would be required for Athy over the lifetime of the Plan. These could be provided within existing schools if there is capacity to expand or through the provision of new school(s) located near existing residential areas or proposed new residential development(s). The council will liaise with the DoES regarding future provision in terms of location and size preferences.</p> <p>The development would give rise to 12 children of secondary school going age. The LAP social infrastructure audit indicates that secondary schools are at, or exceeding capacity and that further expansion is required. It is noted Athy Community College has secured funding from the Department of Education for an extension to take the capacity to 1,000 students or 560 additional school places, but a planning application has not yet been submitted.</p>

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	<p>2. Connectivity and permeability of the site to Athy town centre needs to be improved and strengthened. It is recommended that sustainable transport options to the site are provided. As a minimum it should be ensured that the proposed Housing Development has dedicated pedestrian and cycle routes directly into Athy town centre. A Mobility Management Plan which outlines and highlights active travel and sustainable travel options to and from the site should be prepared.</p>	<p>2. Response: A new footpath and cycle lane is proposed to be provided along the Fortbarrington Road boundary of the development site. This will improve pedestrian and cycle connectivity to Athy town centre and to the adjacent Ardrew Halting site and Ardrew Meadows housing development. A pedestrian/cycle connection to the adjacent Ardrew Meadows housing development is proposed within the development to improve permeability between existing and new developments. It was agreed with the Kildare County Council Roads, Transportation and Public Safety Section that Mobility Management Plan was not required for the proposed development of this site.</p>
	<p>3. It is recommended that segregated cycle lanes are facilitated within the Proposed Housing Development site. It is also recommended that safe, segregated cycle and pedestrian facilities are provided from Athy town centre to the proposed sporting hub located adjacent to the site to encourage and facilitate active travel to this important local amenity.</p>	<p>3. Response: The internal roads arrangement has been agreed with the Kildare County Council Roads, Transportation and Public Safety Section. The proposed sports hub will be the subject of a separate Part 8 process and access from those lands is to the adjacent Athy Distributor Road is set out in the Ardrew Key Development Area Map in the Athy Local Area Plan. A Road Safety Audit Stages 1 & 2 was prepared and submitted with the Plans and Particulars of the proposed development. A Stage 3 Road Safety Audit will be prepared on completion of the proposed development.</p>
	<p>4. It is noted that the main access road to the site will serve a dual purpose as the access road to the proposed sporting hub located to the immediate west of the site. I have safety concerns regarding a large volume of cars traversing the site down this straight stretch of road. It is recommended that the impact of this access route on the safety of the proposed</p>	<p>4. Response: The internal roads arrangement has been agreed with the Kildare County Council Roads, Transportation and Public Safety Section. The proposed sports hub will be the subject of a separate Part 8 process and access from those lands is to the adjacent Athy Distributor Road is set out in the Ardrew Key</p>

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		<p>amenity area within the site should be specifically addressed by the applicant.</p>	<p>Development Area Map in the Athy Local Area Plan. A Road Safety Audit Stages 1 & 2 was prepared and submitted with the Plans and Particulars of the proposed development. A Stage 3 Road Safety Audit will be prepared on completion of the proposed development.</p>
<p>8. Department of Housing Local Government and Heritage, Development Applications Unit.</p>	<p>20/01/2022</p>	<p>Outlined below are heritage-related observations/recommendations coordinated by the Development Applications Unit under the stated heading</p> <p>Archaeology The Department agrees with the findings of the Archaeological Assessment Report submitted with this application, that test excavations should be carried out on anomalies of a possibly archaeological nature identified in the Geophysics Report submitted in support of the planning documents. A condition requiring that archaeological test excavations, as described below, should be carried out on site, should be attached to any grant of permission. Pre-development testing shall consist of the following:</p> <ul style="list-style-type: none"> · The applicant is required to engage the services of a suitably qualified archaeologist to carry out test excavations at the site. No sub-surface work shall be undertaken in the absence of the archaeologist without his/her express consent. · The archaeologist is required to notify the Department of Housing, Local Government and Heritage in writing at least four weeks prior to the commencement of site preparations. This will allow 	<p>Archaeological test excavations were carried out by TVAS Ireland Limited on 7th & 8th October 2021 and the Archaeological Assessment Report concluded that the archaeological testing of the site at Ardrew, Athy did not encounter archaeological features, deposits or artifacts. A copy of the Final Archaeological Assessment Report was included with the Plans and Particulars of Part 8 Ref P82022-03.</p> <p>The services of suitably qualified archaeologists were engaged. License no. 21E0268 was obtained and test trenching was undertaken on 7th and 8th October 2021. The results are contained in the Final Archaeological Assessment Report included with the Plans and Particulars of Part 8 Ref P82022-03. The Department of Housing, Local Government and Heritage were notified and License no. 21E0268 was obtained.</p>

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	<p>the archaeologist sufficient time to obtain a license to carry out the work.</p> <ul style="list-style-type: none"> The archaeologist shall excavate test trenches at locations where anomalies have been identified in the geophysics report and anywhere else on site, in accordance with the requirements of the consultant archaeologist, in order to ensure that a clear understanding of the archaeological potential of the development site is achieved. Having completed the work, the archaeologist shall submit a written report to the Planning Authority and to the Department of Housing, Local Government and Heritage. Where archaeological material is shown to be present, avoidance, preservation in situ, preservation by record (excavation) and/or monitoring may be required. The Department of Housing, Local Government and Heritage will advise the Applicant/Developer with regard to these matters. 	<p>Test trenches were excavated where anomalies were identified in the geophysics report and elsewhere on site.</p> <p>The Final Archaeological Assessment Report was issued to Kildare County Council and was included with the Plans and Particulars of Part 8 Ref P82022-03 which were issued by email on 14th February 2022 to manager.dau@housing.gov.ie at the Development Applications Unit of the Department of Housing Local Government and Heritage.</p> <p>Final Archaeological Assessment Report concluded that the archaeological testing of the site at Ardrew did not encounter archaeological features, deposits or artifacts. The Final Archaeological Assessment Report was issued to Kildare County Council and was included with the Plans and Particulars of Part 8 Ref P82022-03. The final Archaeological Assessment Report was issued by email on 14th February 2022 to manager.dau@housing.gov.ie at the Development Applications Unit of the Department of Housing Local Government and Heritage.</p> <p>No site preparation or construction work will be carried out until after permission to proceed has been</p>
	<ul style="list-style-type: none"> No site preparation or construction work shall be carried out until after the archaeologist's report has been submitted and permission to proceed has been 	

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		<p>received in writing from the Department of Housing, Local Government and Heritage.</p> <p>You are requested to send any further communications to this Department's Development Applications Unit (DAU) at manager.dau@housing.gov.ie, where used, or to the following address The Manager, Development Applications Unit (DAU), Government Offices, Newtown Road, Wexford, Y35 AP90</p>	<p>received in writing from the Department of Housing, Local Government and Heritage.</p>
<p>Public Submissions 9. Sr Dolores Grady (Private Submission)</p>	<p>14/01/2022</p>	<p>I am a resident in the above estate in the older age group. I strongly oppose any walkway linking Ardrew Meadows with the proposed new development. Developments of this type in estates in our town have proven to be dumping areas and facilitated all kinds of anti-social behaviour including drug abuse. This type of activity caused severe stress to the residents. I personally have struggled for the past twelve years with vandalism and anti-social behaviour from residents living in close proximity to my apartment. I oppose any development that might facilitate such activity.</p>	<p>The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being <u>'an urban form that has an extended footprint which lacks legibility and connectivity'</u>.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is <u>'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key</u></p>

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			<p><i>destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'.</i></p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to 'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'.</p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p> <p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>
<p>10. Ms Sharon Davis (Private Submission)</p>	<p>14/01/2022</p>	<p>I am objecting to the proposed walkway linking Ardrew Meadows with the new development. We have a clean and respected area and would like it to remain the same. I am living here almost 11 years in Ardrew Meadows and hope it stays like it.</p>	<p>The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as</p>

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			<p>being 'an urban form that has an extended footprint which lacks legibility and connectivity'.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is 'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'.</p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to 'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'.</p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p> <p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>
<p>11. Dolores Grady, Secretary, Ardrew Residents,</p>	<p>14/01/2022</p>	<p>Submission No. 1 The residents of Ardrew Meadows oppose pedestrianised access from their estate to the new proposed development. They believe this area could lead to anti-social behaviour and illegal dumping. This</p>	<p>1. The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable</i></p>

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<p>has been our experience in some estates in our town causing the walkways to be sealed off and therefore inaccessible. Prior to the recent LAP in Athy being accepted Councilor's have spoken with many residents in estates. The results of this consultation showed very strong opposition to pedestrianised access between estates. The residents of Ardrew Meadows would like this upheld for their estate.</p>	<p><i>and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being <i>'an urban form that has an extended footprint which lacks legibility and connectivity'</i>.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is <i>'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'</i>.</p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to <i>'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'</i>.</p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p>
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		<p>Submission No. 2 The proposed plan for three storey apartment units on this site is not appropriate. Standalone blocks of apartments in our town have been scenes of anti-social behaviour and less than desirable residences. Two storey apartment units in Ardrew Meadows blend in very well with the housing units.</p>	<p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p> <p>2. There are 6no. blocks of 3-storey apartments proposed in this development with 1no. 1-bed apartment at each floor of each block. These structures are located at the corners of the urban blocks and form a strong built form to terminate the terraces of 2 and 3-bed 2-storey dwelling. The apartment blocks provide much needed 1-bed, own door accommodation. At 3 storey's these structures are not tall structures and an element of 3-storey development is required in order to meet the minimum density for this site of 30 units per hectare.</p>
<p>12. Concepta Foley (Private Submission)</p>	<p>17/01/2022</p>	<p>As a resident in Ardrew Meadows, I am strongly opposed to the opening of a pedestrian walkway leading from our estate to the above proposed new housing/recreation development in the proposed development plan named at the introduction to this submission. Walkways between estates in Athy, have in the past, contributed to indiscriminate dumping, anti-social behaviour and resulted in residents, particularly older and vulnerable adults, feeling unsafe/stressed in their own homes. Therefore, I ask you to consider the long-term effects of the proposed change you wish to include in this development and amend it now.</p>	<p>The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being 'an urban form that has an extended footprint which lacks legibility and connectivity'.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is 'To facilitate the development of a universally</p>

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	<p><i>accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'.</i></p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to 'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'.</p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p> <p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p> <p>The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p>	<p>13. Carla & Kieran Kenny</p> <p>19/01/2022</p> <p>I would like to object to the walk way proposed between Ardrew Meadows and the proposed new estate, planning no. P82021-07. This walkway will nearly be directly across from our home. I don't understand why it's needed as these walkways from experience only attract antisocial behaviour. We have a lovely quiet estate and wish to keep it that way.</p>
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			<p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being <i>'an urban form that has an extended footprint which lacks legibility and connectivity'</i>.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is <i>'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'</i>.</p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to <i>'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'</i>.</p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p> <p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>
14. Margaret Whelan	18/01/2022	As a resident in Ardrew Meadows, I strongly oppose the pedestrian walkway leading from our estate to the proposed development plan. Walkways between	The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over</i>

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<p>estates in our town became areas for dumping and anti-social behaviour thereby causing much stress to many residents. Some residents on this estate are older and have special needs and any such development may well cause health and safety issues.</p>	<p><i>the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being <i>'an urban form that has an extended footprint which lacks legibility and connectivity'</i>.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is <i>'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'</i>.</p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to <i>'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'</i>.</p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p>
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		<p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>
<p>Submissions Received in Connection with Part 8 Ref P820212-03</p>		
<p>Public Representatives</p>		
<p>15. Sean O'Fearghail TD</p>	<p>10/02/2022</p>	<p>A Chara, Could I get a brief on what is being proposed here as per the attached and can I ask if the residents' concerns as set out below are being heard and met. The residents seem to have very valid concerns.</p> <p>A Chara On behalf of the residents of Ardrew Meadows and on my own behalf I wish to enlist your assistance re the attached submissions re the proposed new development. We in Ardrew Meadows are severely challenged by our neighbours in the site next to us. Our estate won first place in National Pride of Place 2019. We are opposed to a pedestrianised walkway from Ardrew Meadows to this new development. The reasons are outlined in the attached.</p> <p>Thanking you, Dolores Grady, Secretary, Ardrew Residents.</p>
		<p>The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being <i>'an urban form that has an extended footprint which lacks legibility and connectivity'</i>.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is <i>'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'</i>.</p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to <i>'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular)</i></p>

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			<p><i>to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'.</i></p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p> <p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>
<p>Kildare County Council Internal Sections 16. Water Services Department</p>	<p>15/02/2022</p>	<p>WSD recommend the following modifications to the submitted Part 8 documentation be included in the Chief Executive's report on the basis that the proposed development has not changed from the original Part 8 application ref no P82021-07:</p> <p>1) Surface Water Drainage: a) The proposed drainage and SuDS strategy shall be reviewed and revised where feasible prior to commencement of the development: i) Surface water drainage and SuDS strategy shall comply with GSDS and CIRIA SuDS Manual and surface water drainage policies and objectives of the relevant LAP and CDP including reduction of amount of impermeable surface areas and runoff therefrom including but not limited to, by providing pervious surfacing and permeable paving and application of rainwater harvesting to the maximum extent possible</p>	<p>The proposed drainage and SuDS strategy will be reviewed and revised where feasible prior to commencement of the development taking account of the limited open space within the development and the need to provide usable public open space within the proposed development. The proposed landscaping masterplan shows locations of proposed swale / wetland areas within the site. Permeable surfaces will be maximised where feasible. The proposed drainage layout identifies the location of proposed areas of permeable paving.</p>

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	<p>The final extent of permeable paving will be agreed with the Kildare County Council Roads, Transportation and Public Safety Section prior to the commencement of the development.</p> <p>Green/Blue roofs will be used in flat roofed areas where appropriate. The remaining impermeable surface areas will discharge to SuDS features where feasible including the use of bioretention swales and tree pits where agreed with the Kildare County Council Parks Section to minimise underground storage.</p> <p>Soakways are located to the rear of all houses. Rain gardens / planters may be accommodated to the front of terraced housing to capture runoff from the front of the buildings.</p> <p>It should be noted that the site is a sloping site, and the proposed infiltration tank is located in an area where a drainage network and infiltration can be accommodated. The infiltration system is located in the public open space and at a suitable depth not to interfere with substructures to buildings. Overground attenuation is not feasible due to the sloped nature of the site. The Kildare County Council Parks Section will be consulted prior to the commencement of the proposed development.</p>
<p>in areas and buildings that will be in the control of a management company and not put forward for taking in charge.</p> <p>NB KCC Roads department do not permit permeable paving-pervious surfacing in areas that will be put forward for taking in charge.</p>	<p>ii) Remaining impermeable surface areas shall discharge to SuDS features in the following prioritised manner:</p> <p>(1) nature based or natural water retention measure SuDS such as constructed wetlands, bioretention areas, green-blue roofs, green walls, bioswales, tree pits-trenches and rain gardens, house planters. Typically these SuDS do not discharge runoff to a drainage pipe network or watercourse except an overflow.</p> <p>The submitted Drainage and Watermain Design Report section 3.2.1 does mention the provision of tree pits and bioretention swales but they are not visible on the submitted drainage layout drawing.</p> <p>(a) Buildings which will be controlled by a management company should be provided with green roofs and walls and blue roofs and planters in the first instance and</p> <p>(b) House runoff should be directed to rain gardens or planters in the first instance and</p> <p>(c) Bioswales should be provided to drain the roadways through gaps in the roadside kerbs without recourse to gullies and should be converted to bioswales with more extensive planting which should be approved by the Parks department. They can be narrow and linear in form where space is restricted and</p> <p>(d) Unlined tree pits-trenches (with root barrier systems) can be provided where space is restricted</p>

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	<p>also and (e) The proposed underground attenuation storage soakaway should be converted to a constructed wetland, retention pond or bioretention area in accordance with GDSDS and CIRIA SuDS Manual or</p> <p>(f) underground storage should be minimised where unavoidable with larger storm events attenuated overground in nature based SuDS or a detention basin. The submitted drainage layout drawing shows the proposed attenuation infiltration tank directly below playground equipment. The attenuation storage should complement the proposed landscaping and play areas and nature based SuDS are more compatible in this regard than large underground storage structures.</p> <p>Parks department should be consulted on this issue prior to commencement of the development.</p> <p>WSD believe that where NBS and NWRM SuDS are provided in development open spaces they should contribute towards the 15% open space requirement. These SuDS not only reduce and treat runoff in compliance with GDSDS but also promote biodiversity, provide amenity value and reduce the carbon footprint of the proposed development.</p> <p>iii) Where NBS and NWRM SuDS are not feasible and a clear and plausible rationale is provided, only then shall infiltration system SuDS be considered as follows:</p> <p>(1) Shallow infiltration system SuDS such as unlined tree pits-trenches, unlined permeable paving and rear garden soakaways (only where rain gardens or planters are not deemed feasible) may not require the site investigation and groundwater monitoring as item (2) below.</p> <p>NB These SuDS can mobilise planar infiltration potential subject to expert geotechnical and hydrogeological advice and the upper soil layers remaining uncompacted during and after construction</p>
	<p>Site investigation works have been completed (favourable for infiltration) and standpipes installed are showing no water strikes and no water within the standpipes. Standpipes will be monitored continually. The information received to date shows favourable conditions for infiltration. Updated site investigation information will be issued to the Planning Authority once final reports are available. There are no existing watercourses or drainage ditches on the site. There is no receiving watercourse on the site. The environmental impacts have been assessed in the Drainage and Watermain design report submitted with the plans and particulars of the Part 8 and the requirements are set out. Public open spaces will not accept planned manhole overspill. Design has been undertaken to ensure no flooding of manholes.</p>

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		<p>and (2) Deep infiltration system SuDS ie soakaways including the proposed underground attenuation soakaway (where retained), infiltration trenches including underdraining bioswales are subject to BRE Digest 365 soil infiltration tests and groundwater monitoring confirming the existence of suitably permeable subsoils and a favourable groundwater regime at their locations and depths of discharge.</p> <p>Neither the site investigation report including infiltration test results nor site groundwater details were submitted with the planning application.</p> <p>It is noted that in section 3.7 of the submitted D&WDR 'Infiltration Design' a good soil infiltration rate (0.063m/h, 1.75-05 m/s) was recorded at the depth of the proposed infiltration tank and this rate is adopted within the attenuation soakaway storage design with recommended design factor of safety and a reduced base infiltration rate of 0.315 m/s (see item c) ii) below).</p> <p>It is further noted at section 3.7 that a depth of 1m of unsaturated soils shall be provided at the base of the attenuation soakaway-infiltration tank and no groundwater was encountered during the site investigations.</p> <p>However, groundwater levels are subject to climatic and seasonal variations and the lack of groundwater in a trial hole on a particular day does not constitute an accurate, reliable indicator of the site groundwater regime.</p> <p>(a) Therefore, WSD recommend that where deep infiltration system SuDS are utilised expert hydrogeological advice should be sought on whether groundwater monitoring should be carried out lasting at least 6 months and covering at least one winter season to establish if the site groundwater regime will facilitate discharge to ground at the required depth.</p>	<p>A conservative approach was taken for the base of the proposed infiltration tank, an infiltration rate of 0.0315 m/hr was adopted to simulate 50% blockage by silt. A factor of safety of 2 is adopted for the infiltration area. Discharge is to ground. The infiltration rate is suitable and can cater for 100 year + 20% climate change.</p>
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	<p>The final detailed drainage & SuDS strategy completed prior to commencement of the development shall take into account the definitive site groundwater regime including buoyancy forces exerted on underground attenuation storage structures by high groundwater levels. Suitable alternatives for discharging runoff from the proposed development will be required where groundwater levels preclude discharge to ground from deep infiltration system SuDS.</p> <p>The applicant shall agree details of the proposed attenuation storage prior to commencement with Roads and Development Control departments where they will be put forward for taking in charge.</p> <p>(3) Discharge from infiltration system SuDS shall be located a safe distance away from buildings, structures, roads, pavements and footpaths to prevent damage to their sub structures or the buildings etc foundation layers shall be tanked or lined.</p> <p>(4) Infiltration system SuDS where they are placed in areas of fill material, depending on the permeability and depth of the proposed fill material, treatment of the existing ground formation layer and expert geotechnical and hydrogeological advice may not require soil infiltration tests or groundwater monitoring.</p> <p>iv) Where infiltration system SuDS are not feasible and as item iii) above, only then shall filtration system SuDS such as filter drains-strips, lined permeable paving be considered.</p> <p>v) And where all the above SuDS are not feasible and as item iii) above, only then shall detention system SuDS including detention basins and lined underground attenuation storage structures be considered.</p> <p>vi) Any existing site watercourses or drainage ditches shall remain in open channel and any existing site drainage pipe network should be de-culverted and returned to open channel in accordance with GDSDS</p>	<p>Details of the proposed attenuation storage will be agreed with the Kildare County Council Roads and Development Control departments prior to commencement of the proposed development where they will be put forward for taking in charge.</p>
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	<p>Environmental principles and to promote biodiversity.</p> <p>vii) The environmental implications of discharging runoff to watercourses and underground water bodies (NB GSI mapping identifies regionally important aquifer underlying the subject site) shall be assessed and mitigated and</p> <p>viii) the public safety impacts of storing surface water at ground level including where it is planned for green spaces to accept planned manhole overspill and residual flood risk flows (see Flood Risk below) and open channel drains-ditches shall also be assessed and mitigated.</p> <p>b) Any discharge of runoff to adjacent suitable watercourses or piped drainage networks ie dedicated surface water sewerage NOT foul or combined sewerage shall be subject to consent by KCC or private owner and hydraulic and capacity assessment with any required repairs or upgrades being implemented by the applicant in full or in part if other developments will benefit.</p> <p>Details of the future maintenance of including wayleaves for the receiving watercourse-drainage network shall be agreed by the applicant with the relevant parties.</p> <p>c) The final drainage design to be completed prior to the commencement of the proposed development shall address the following issues:</p> <p>i) Based on the revised drainage and SuDS strategy as above and</p> <p>ii) SuDS are subject to failure, replacement and non-maintenance like traditional drainage systems and their design shall take account of this eg by including increased factors of safety, overflows to the piped drainage networks and planned flood routing to safe areas including surface water outfalls.</p> <p>Where no suitable watercourse or drainage network exists in reasonable proximity to the proposed</p>
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	<p>attenuation infiltration tank (where it is not replaced by NBS SuDS) for an overflow connection, the applicant shall increase the design mitigation measures including design factor of safety.</p> <p>iii) The contributing areas to the proposed drainage systems shall be factored with the appropriate runoff coefficients and</p> <p>iv) required runoff storage volumes to comply with GSDS Volume 2 Chapter 6 Stormwater Drainage Design Criteria 1, 3 and 4 and including calculations as to how the required volumes will be provided and</p> <p>v) where runoff is discharged to a suitable watercourse or piped drainage network, Qbar restricted discharge rate shall be calculated in accordance with GSDS Vol.2 Chapter 6 SWDDC 2 and</p> <p>vi) required attenuation storage volume for 100 year plus 20% storm event calculations shall use Qbar discharge rate or appropriate soil infiltration rate where discharge is to ground and</p> <p>vii) The proposed drainage pipe network shall be designed for the 2 or 5 year design return period plus 20% clearly demonstrating appropriate pipe sizes to cater for the predicted flow rates and the proportional velocities shall be greater than the 0.75 mps self-cleansing velocities during normal operating conditions.</p> <p>(1) The minimum permitted drainage pipe diameter is 225mm yet at Appendix B of submitted Drainage and Watermain Design Report (D&WDR) 300mm is the minimum pipe size used. This is not in compliance with GSDS Vol 2 Chapter 6 Sustainability Stormwater Drainage Design Principle to avoid unduly large pipe sizes where the predicted flows greatly exceed the pipe capacity.</p> <p>The unsustainability of producing and installing larger pipes than necessary shall be balanced against the requirement to ensure the hydraulic design complies</p>	<p>The pipe network is designed for a 5-year return period.</p> <p>Within MD drainage Design Criteria, a minimum pipe size of 225mm is allowable for design purposes, the requirement was 300mm.</p>
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	<p>with GSDS RDP Volume 2 Chapter 6 requirements, particularly the achievement of minimum self-cleansing velocities. Smaller pipes may be subject to enhanced maintenance regimes and-or be provided with low flow channels to prevent pipe siltation and loss of capacity subject to the sustainability argument.</p> <p>viii) Drainage pipes shall be provided with adequate vertical separation from other services: particularly foul sewer pipes.</p> <p>ix) Each house shall have an individual connection to the site drainage collection network and unduly deep collector drainage pipe sections at houses shall be avoided.</p> <p>x) Unduly deep or shallow pipes and manholes shall also be avoided but where unavoidable they shall be risk assessed and designed for safe access and egress by maintenance and inspection personnel and protected, respectively.</p> <p>Development Control department shall be consulted on items viii) and ix) prior to commencement of the development.</p> <p>xi) Make appropriate provision for future development by the prospective applicant including on the lands to the west and Ardrew halting site to the south of the subject site that could be reasonably expected to access the drainage systems to be provided in the proposed development and balancing this requirement with the hydraulic and sustainability compliance of the proposed drainage design.</p> <p>Where provision for future development would lead to an unsustainable and-or non-compliant site drainage system in terms of GSDS hydraulic design requirements, separate drainage provision for future development shall be made.</p> <p>d) Only clean, uncontaminated surface water runoff shall discharge to the site drainage systems.</p> <p>Under no circumstances shall foul water discharge to the site drainage systems.</p>	<p>Drainage pipes will be provided with adequate vertical separation from other services, particularly foul sewer pipes.</p> <p>Each house will have an individual connection to the site drainage collection network and collector drainage pipe sections at houses will be kept as shallow as possible.</p> <p>Site levels and pipe cover requirements dictate the level of manholes / drainage pipes. These are kept as shallow as possible.</p> <p>The Kildare County Council Development Control Section will be consulted on items viii) and ix) prior to the commencement of the development.</p> <p>Servicing of the adjacent future Sports Hub land will be considered where this is feasible. Where provision for future development would lead to an unsustainable and-or non-compliant site drainage system in terms of GSDS hydraulic design requirements, separate drainage provision for future development will be made.</p> <p>Only clean, uncontaminated surface water runoff will discharge to the site drainage systems. Foul water will not discharge to the site drainage systems. A photographic record of house connections to the</p>
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	<p>The applicant shall keep a photographic record of house connections to the surface water drainage network before they are covered in and submit as-constructed drainage layout drawings to the local authority Development Control department.</p> <p>e) A robust drainage system maintenance shall be implemented by or on behalf of the applicant until such time as the development is taken in charge. The drainage maintenance regime shall be responsive and react to out of hours repair requests and emergencies including at night, weekends and holidays. The applicant shall keep all relevant records and details relating to drainage maintenance in paper and digital formats akin to the 'Safety File' required under Health & Safety legislation and this file shall be handed over to new owners or Local Authority when the development is sold-transferred to new owners or taken in charge.</p> <p>2) Flood risk:</p> <p>a) The flood risk management plan for the proposed development shall be in accordance with the Planning System Flood Risk Management Guidelines document and address the following:</p> <p>i) The proposed development shall not be at risk of flooding and neither shall it create a new flood risk or increase an existing flood risk on adjacent properties or Fortbarrington road.</p> <p>ii) Take into account the effects of future climate change on all flood risk types including fluvial (OPW CFRAMS floodinfo website medium range future scenario fluvial flood mapping), groundwater and residual.</p> <p>It would appear reasonable to assume that ground levels will rise in the future, as sea levels will.</p> <p>iii) Cover all flood risk types including:</p> <p>(1) Both elements of Pluvial risk ie drainage and surface water overland flows as follows:</p>	<p>surface water drainage network will be made before they are covered in and as-constructed drainage layout drawings will be submitted to the local authority Development Control department.</p> <p>A robust drainage system maintenance will be implemented by or on behalf of the applicant until such time as the development is taken in charge</p> <p>The flood risk management plan for the proposed development will be in accordance with the Planning System Flood Risk Management Guidelines document and will address the items set out by the Kildare County Council Water Services Section</p>
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	<p>(a) Compliance with GSDS Volume 2 Chapter 6 Stormwater Drainage Design Criterion</p> <p>3. Any planned manhole overspill flows for storm events greater than 30 years plus 20% shall be directed away from properties and Fortbarrington road and towards safe areas such as green spaces and surface water outfalls and (b) Take account of any changes in the drainage and SuDS strategy as above and</p> <p>(c) The top water levels in the proposed drainage system (for 100 year storm event plus 20%) including SuDS and attenuation storage features shall be at least 500mm below adjacent finished floor levels and</p> <p>(d) Any surface water overland flows into the subject site from the surrounding properties and Fortbarrington road shall not be blocked, impeded or obstructed by the proposed development.</p> <p>(2) Groundwater flood risk shall be assessed with regard to the OPW floodinfo.ie groundwater flood mapping, GSI high groundwater vulnerability classification for the subject site and the results of the groundwater monitoring as above.</p> <p>(3) Residual flood risk associated with the following:</p> <p>(a) drainage system failure included the proposed attenuation storage soakaway-infiltration tank (where retained), drainage exceedance events and flood exceedance events ie greater than 100 year flood event plus 20% shall be assessed and mitigated including but not limited to, by planned flow routing as item (1) (a) above and implementation of a proper drainage maintenance regime and</p> <p>(b) high groundwater levels where runoff is discharged to ground or high water levels in receiving watercourses or drainage networks and</p> <p>(c) ensure emergency vehicle access into, around and out of the proposed development will not be compromised.</p> <p>(4) consider the flood risk management policies and</p>
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		<p>objectives in the relevant Athy Town LAP and County Development Plan.</p> <p>3) Irish Water: a) Irish Water will make a submission to the Planning department on the application and its contents should be included in any decision to grant that may be made.</p>	
<p>17. Parks Section</p>	<p>01/03/2022</p>	<p>The proposals are satisfactory in principle for the proposed residential development at Fortbarrington Road, Ardrew, Athy. No objection.</p> <p>All final boundary, SuDs, open space and play proposals shall be agreed with the Parks section prior to the commencement of development.</p> <p>The following items are required in relation to the landscape proposals:</p> <ul style="list-style-type: none"> 1.0 Trees 1.1 Retention of the services of a qualified Arborist as an Arboricultural consultant for the entire period of construction activity. 1.2 An Arboricultural Assessment of the trees located on and adjacent the proposed development site has been submitted. It is a requirement of the Parks Section that the following are implemented: Specific recommendations relating to Arboricultural Works: <ul style="list-style-type: none"> - The Arboricultural Consultant shall visit the site at a minimum on a monthly basis during construction works, to ensure the implementation of all of the recommendations in the tree reports and plans. -All recommendations pertaining to tree retention, tree protection and tree works as detailed in the Arboricultural Method Statement and Tree Protection Plan in the submitted tree report shall be implemented in order to ensure the protection of trees/hedges on the site. 	<p>It is noted that the Parks Section have no objection to the proposed development. All final boundary, SuDs, open space and play proposals will be agreed with the Parks section prior to the commencement of development.</p> <p>The items as set out required by the Park Section in relation to:</p> <ul style="list-style-type: none"> 1.0 Trees (Items 1.1-1.4) 2.0 Landscape Design (Items 2.1-2.10) 3.0 Boundary Treatment (Item 3.1) 4.0 Play Areas (Items 4.1-4.3) <p>will be fully complied with.</p>

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	<p>- All tree felling, surgery and remedial works shall be completed prior to the completion of construction works on site.</p> <p>- All works on retained trees shall comply with proper arboricultural techniques conforming to BS 3998: 2010 Tree Work – Recommendations.</p> <p>- The clearance of any vegetation including trees and scrub should be carried out outside the bird-breeding season (1 March – 31 August inclusive) or as stipulated under the Wildlife Acts 1976 and 2000.</p> <p>- The Arborist shall carry out a post construction tree survey and assessment on the condition of the retained trees. A Completion Certificate shall be signed off by the Arborist when all permitted development works are completed and in line with the recommendations of the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement upon completion of construction works on site.</p> <p>- A Final Completion Certificate is to be signed off by the Arborist when all tree/hedgerow works are fully completed to the satisfaction of the Parks Section and in accordance with the permitted landscape proposals and all of the recommendations in the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement prior to taking in charge.</p> <p>1.3 Prior to commencement of development (i.e. as soon as Commencement Notice served, and prior to site clearance (including tree felling), protective fencing shall be erected around all retained trees, as shown on the arborist's Tree Protection Plan.</p> <p>The fencing shall be as shown in BS 5837: 2012 or as specified by the Arboricultural Consultant and agreed with Kildare County Council Parks Section. Notices shall be fixed to the fence(s), stating that the enclosed trees within the fence are protected. The fenced area shall be an exclusion zone: no materials, equipment, spoil or soils are to be stored within this protection</p>	
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	<p>area; and there shall be no incursions of machinery into area, unless by prior agreement with the Arboricultural Consultant, who shall notify Kildare County Council Parks Section of any such agreement.</p> <p>1.4 The site layout and landscape proposals shall ensure that Tree T5 and adjacent trees located on adjoining property along the northern site boundary are retained and protected. It is a requirement of the Parks Section that comprehensive plan, section drawings and details including, if necessary, a programme of works for remedial and improvement works to the retained trees are provided.</p> <p>Plan and section drawings to clearly detail the location of tree protection fencing on or inside the 'red line site boundary' in relation to Tree T5 and adjacent trees and detail all proposed construction works, boundary treatments, underground services and necessary works areas. This is to ensure the retention, protection, and sustainability of the trees during and after construction.</p> <p>Reason: To ensure the retention, protection, and sustainability of trees during and after construction.</p> <p>2.0 Landscape Design</p> <p>2.1 Retention of the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant throughout the life of the construction works.</p> <p>A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the Parks Section and in accordance with permitted landscape proposals.</p> <p>2.2 A comprehensive Landscape Design Rational & Landscape Proposal prepared by a suitable and qualified Landscape Architect (or qualified Landscape Designer). The following shall be included;</p>	
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• A scaled Landscape Masterplan with cross- sections (where appropriate) showing the general layout and hard and soft landscape treatment of all external areas/spaces (including front and rear gardens), boundaries, structures, and features. This shall be generally provided at a maximum scale of 1/200.

- Details of Hard Landscape Design (where applicable) for boundaries, (walls, fences, screens), lighting, seating, kerbing, edging, surfacing.
- Details of Soft Landscape Design: detailed Planting Plan(s) and Planting Schedule(s) [species/varieties, quantities, sizes, rootball presentation, spacings].

Proposed planting should have a wide variety of species/varieties, using both native planting and non-native planting. The overall objective of planting in areas that are anticipated to be taken in charge is that they are easily manageable, visually appealing, enhances biodiversity and is pollinator friendly.

- A clearly outlined Landscape Plan which demonstrates that the proposed location of underground/over ground services will not impinge on the proposed trees or open space usage.

2.3 It is a requirement of the Parks Section that the landscape proposals detail precisely which locations utilise such systems as 'root barriers' which allow proposed trees to grow to their potential and avoid future conflict between roots, footpath surfaces and underground utility services.

Reason:
To minimise future maintenance costs

2.4 It is a requirement of the Parks Section that the landscape proposals detail precisely tree pit details and proposed tree species in relation to SuDs. Details should include written specifications, plan, and section drawings.

Reason:
To minimise future maintenance costs and promote healthy tree development.

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	<p>2.5 The Landscape Masterplan indicates proposed 'Resin Bound Gravel – Buff coloured' footpaths/seating areas in the open spaces. The proposed 'Resin Bound Gravel' requires a permanent edge. The landscape proposals should detail the surface types and edges of all proposed footpaths/seating areas. It is a requirement of the Parks Section that a tarmacadam, resin bound gravel or concrete surface shall be provided on all pathways/seating areas in open space in the interests of safety, longevity and to minimise future maintenance costs. Pathways shall provide for universal access. Pathways of 2.5m wide or greater shall be suitable for occasional vehicular use inter alia maintenance, emergency. Timber edging is not permitted. Tarmacadam pathway edges shall be bound by concrete kerbing. Resin bound gravel pathway edges shall be bound by a metal edge or concrete kerbing. The Landscape Proposals shall provide details of the bound surface type and edge detail. Details should include written specifications, plan, and section drawings. Reason: To minimise future maintenance costs.</p> <p>2.6 The Landscape Masterplan indicates proposed 'Bench Seating' in the open spaces. It is a requirement of the Parks Section that seating shall be constructed of stone, metal, or recycled composite timber rather than timber. It is also a requirement of the Parks Section that a bound surface shall be provided to seating locations in open space areas. Details should include written specifications, plan, and section drawings. Reason: To minimise future maintenance costs.</p> <p>2.7 It is a requirement of the Parks Section that trees are planted a sufficient distance from public lighting so</p>	
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		<p>that when the canopies mature, they do not cover light standards.</p> <p>Reason: To ensure there is no future conflict between proposed tree planting and public lighting.</p> <p>2.8 The Landscape Masterplan indicates a proposed 'Half Basketball Court' with 'coloured tarmacadam play surfacing' in the central open space. In the interests of safety, longevity and to minimise future maintenance costs, it is a requirement of the Parks Section that a tarmacadam surface shall be provided to playing court areas. All details shall be provided inter alia surface type, surface graphics, play equipment, fencing/railings, maintenance and replacement requirements. Details shall include; written specifications, plan and section drawings.</p> <p>Reason: To minimise future maintenance costs.</p> <p>2.9 The Landscape Masterplan shall detail locations of all proposed underground services e.g. foul sewer, water and SuDs.</p> <p>Landscape proposals shall provide details of the locations of all proposed underground services and associated manholes and ensure that their locations will not compromise existing trees, proposed trees, planting and recreational facilities. The landscape proposals shall also ensure that the location of manholes will not sterilise areas of open space.</p> <p>Reason: To ensure that there is no future conflict between any proposed underground services and existing trees, proposed trees, planting, recreational facilities and areas of open space.</p> <p>2.10 It is a requirement of the Parks Section that the landscape proposals provide an aftercare and maintenance plan for all landscaping and planting works for 24 months from date of practical completion.</p> <p>Reason:</p>

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	<p>To minimise future maintenance costs.</p> <p>3.0 Boundary Treatment</p> <p>3.1 The Boundary Treatment drawing indicates proposed 'Boundary Type 01 – 2m high railing w/brick low wall & piers' along the western site boundary adjacent the 'proposed future sports hub lands'. It is a requirement of the Parks Section that all proposed railings and gates shall be steel, galvanised and powder coated black. The landscape proposals shall ensure that this requirement is adhered to.</p> <p>Reason: To minimise future maintenance costs.</p> <p>4.0 Play Areas</p> <p>4.1 The Landscape Masterplan indicates an 'indicative Play Area' with 'safety surface grass matting' in the central open space and 'External Exercise Equipment' in the north-western open space.</p> <p>Play areas shall be designed to provide a variety of natural play opportunities and provide for universal access. Structures or items with swings, nets, ropes, and movable parts should be omitted.</p> <p>4.2 Play areas in this proposed development shall essentially be natural spaces with landscaping and natural features e.g. logs, mounding, boulders, sensory planting which minimise the use of play equipment. They should not contain play equipment with moveable parts.</p> <p>Proposed outdoor fitness equipment shall conform to European Standards.</p> <p>Safety surface areas shall be Safety Surface Grass Matting that conforms to European Standards.</p> <p>Proposed play items containing wood such as Robinia shall conform to European Standards.</p> <p>4.3 It is a requirement of the Parks Section that all details for the design, choice of equipment, safety surfacing, along with specifications and proof that all</p>	
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		<p>equipment conforms to European Standards EN 1176-1-11 and EN 1177 Playground equipment and surfacing are agreed prior to the commencement of development.</p> <p>Post installation certification by the Royal Society for the Prevention of Accidents is also a requirement.</p> <p>Reason: To minimise future maintenance costs and still cater for quality play provision.</p> <p>5.0 Parks Section Requirements</p> <p>5.1 Final open space proposals inter alia tree, landscape, boundary, play, SuDS shall be checked by the project design team to ensure that all aspects of the scheme adhere to the requirements outlined in the attached documents:</p> <ul style="list-style-type: none"> • Parks Section – Open Space & Landscaping Requirements. • Natural Play Items – Edited Presentation. Illustrating play requirements for housing developments. 	<p>Final open space proposals inter alia tree, landscape, boundary, play, SuDS will be checked by the project design team to ensure that all aspects of the scheme adhere to the requirements outlined in the following documents:</p> <ul style="list-style-type: none"> • Parks Section – Open Space & Landscaping Requirements. • Natural Play Items – Edited Presentation. Illustrating play requirements for housing developments.
<p>18. Roads, Transportation & Public Safety Section</p>	<p>15/03/2022</p>	<p>The Kildare County Council Roads, Transportation & Public Safety Department have examined the Part 8 documentation and drawings for the proposed development which comprises the construction by Kildare County Council of 73 Social Housing Residential Units and Community Building at Fortbarrington Road, Ardrew, Co. Kildare.</p> <p>The Kildare County Council Roads, Transportation & Public Safety Department wish to confirm that we have no objection to the proposed development as outlined in the Part 8 and we have the following conditions :</p> <p>1. A Consulting Engineer should be employed by KCC to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in</p>	<p>It is noted that the Kildare County Council Roads, Transportation & Public Safety Department confirm that they have no objection to the proposed development as outlined in the Part 8.</p> <p>1. A Consulting Engineer will be employed by the Contracting Authority to carry out the final specimen design of the works, to prepare tender documents and drawings and to assist in the procurement of a</p>

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	<p>the procurement of a Contractor and to assist in the supervision of the works on site.</p>	<p>Contractor. The PPP Company will engage a Consulting Engineer to assist in the supervision of the works on site.</p>
	<p>2. A detailed design for the proposed works should be submitted to the Planning Authority for approval. Details of the design, traffic management, implementation, costing and phasing of these works should be agreed in writing with the Planning Authority, KCC Housing Dept, KCC Roads and Athy MD Sections prior to the commencement of the development.</p>	<p>2. A detailed design for the proposed works will be submitted to the Planning Authority for approval. Details of the design, traffic management, implementation, and phasing of these works will be agreed in writing with the Kildare County Council Planning Authority, Kildare County Council Housing Dept, Kildare County Council Roads Section and the Athy Municipal District Office prior to the commencement of the development.</p>
	<p>3. The detailed design with dimensions should include pavement materials which should be robust and durable under trafficking and suitable for pedestrian and cyclist paths, cycle parking, parking bays (2.5m * 5m) with a 6m minimum wide vehicle circulation aisles, access arrangements where sight visibility should comply with the Design Manual for Urban Roads and Streets (DMURS) standards, facilities for vulnerable road users (pedestrians and cyclists) accessing the site, traffic impact assessment, drainage and outfall arrangements, public lighting, signage and road markings.</p>	<p>3. The detailed design with dimensions will include pavement materials which will be robust and durable under trafficking and suitable for pedestrian and cyclist paths, cycle parking, parking bays (2.5m * 5m) with a 6m minimum wide vehicle circulation aisles. Access arrangements where sight visibility will comply with the Design Manual for Urban Roads and Streets (DMURS) standards, facilities for vulnerable road users (pedestrians and cyclists) accessing the site, traffic impact assessment, drainage and outfall arrangements, public lighting, signage and road markings.</p>
	<p>4. Paving materials should have slip resistance in both wet and dry conditions, slip resistance testing using a Pendulum Tester should be carried out.</p>	<p>4. Paving materials will have slip resistance in both wet and dry conditions, slip resistance testing using a Pendulum Tester will be carried out.</p>
	<p>5. Access for disabled persons should be provided.</p>	<p>5. Access for disabled persons will be provided.</p>
	<p>6. Roads, footpaths, turning areas and corner radii at junctions should be designed and constructed in accordance with the DMURS standards within the</p>	<p>6. Roads, footpaths, turning areas and corner radii at junctions will be designed and constructed in accordance with the DMURS standards within the</p>

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		<p>development, new footpaths should tie into existing footpaths.</p> <p>7. The finish surface of new road pavements to be trafficked by vehicular traffic should be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar approved, details to be agreed with the Planning Authority, KCC Housing Dept, KCC Roads and Athy MD Sections beforehand.</p> <p>8. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should be positioned at the back of footpaths and not be impeded by landscaping. Public lighting should be provided within the development and at the entrance to the proposed development.</p> <p>9. A root management plan should be submitted to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads.</p> <p>10. Footpaths should be dished at junctions to facilitate wheelchairs and buggies.</p> <p>11. Existing land and roadside drainage should not be impaired; changes at the entrance should be designed and shaped to ensure the uninterrupted flow of existing roadside drainage. Additional gullies should be provided as necessary.</p> <p>12. No surface water runoff from the site should be discharged onto the public road.</p> <p>13. A Stage 2 Road Safety Audit should be carried out</p>	<p>development. New footpaths will tie into existing footpaths.</p> <p>7. The finish surface of new road pavements to be trafficked by vehicular traffic will be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar approved. Details will be agreed with the Kildare County Council Planning Authority, Kildare County Council Housing Dept, Kildare County Council Roads Section and the Athy Municipal District Office prior to the commencement of the development.</p> <p>8. Public lighting will be in accordance with the Kildare County Council Public Lighting Policy document. Public lighting columns will be positioned at the back of footpaths and not be impeded by landscaping. Public lighting will be provided within the development and at the entrance to the proposed development.</p> <p>9. A root management plan will be submitted to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads.</p> <p>10. Footpaths will be dished at junctions to facilitate wheelchairs and buggies.</p> <p>11. Existing land and roadside drainage will not be impaired; changes at the entrance will be designed and shaped to ensure the uninterrupted flow of existing roadside drainage. Additional gullies will be provided as necessary.</p> <p>12. No surface water runoff from the site will be discharged onto the public road.</p> <p>13. A combined Stage 1 & Stage 2 Road Safety Audit</p>
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	<p>by an independent approved and certified Auditor for the proposed development and the infrastructure works. The RSA recommendations should be incorporated into the detailed design.</p> <p>14. A Stage 3 Road Safety Audit should be carried out by an independent approved and certified Auditor on the completed works including the public lighting being fully operational for the proposed development and the infrastructure works . The implementation of the RSA recommendations should be incorporated into the detailed design.</p> <p>15. A Construction Management Plan should be submitted before the works commence including any temporary access to the construction site , proposed haul routes to the site and wheel wash facilities and this Plan should be agreed with the Planning Authority, KCC Housing Dept, KCC Roads and Athy MD Sections.</p> <p>16. Vehicular access to the site will be off the Fortbarrington Road where the sight visibility at this access should be in compliance with DMURS standards.</p> <p>17. Parking should be provided accordance with Chapter 17 of the Kildare County Development Plan 2017-2023 with 10% visitor car electric charging points should be provided.</p> <p>18. Staff parking, mini bus set down and accessible taxi collection and drop off should be provided at the Community Building.</p> <p>19. On Street car parking bays should be accessible</p>	<p>was carried out for the proposed development and included with the Plans and Particulars of the proposed development. The RSA recommendations will be incorporated into the detailed design.</p> <p>14. A Stage 3 Road Safety Audit will be carried out by an independent approved and certified Auditor on the completed works including the public lighting being fully operational for the proposed development and the infrastructure works. The implementation of the RSA recommendations will be incorporated into the detailed design.</p> <p>15. A Construction Management Plan will be submitted before the works commence including any temporary access to the construction site, proposed haul routes to the site and wheel wash facilities and this Plan will be agreed with the Kildare County Council Planning Authority, Kildare County Council Housing Dept, Kildare County Council Roads Section and the Athy Municipal District Office.</p> <p>16. Vehicular access to the site will be off the Fortbarrington Road. The sight visibility at this access will be in compliance with DMURS standards.</p> <p>17. Parking has been designed and will be provided accordance with Chapter 17 of the Kildare County Development Plan 2017-2023 with 10% visitor car parking spaces and infrastructure for future electric charging points will be provided.</p> <p>18. The provision of staff parking, mini bus set down and accessible taxi collection and drop off will be considered at the Community Building.</p> <p>19. On street car parking bays will be accessible with</p>
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	<p>with a minimum of 2.5m * 5.0m in size and electric charging points should be provided where possible.</p> <p>20. Cycle parking should be provided accordance with Chapter 17 of the Kildare County Development Plan 2017-2023.</p> <p>21. A permeability link for pedestrians and cyclists to the south should have public lighting and be designed for passive surveillance.</p> <p>22. New footpaths should be a minimum of 2m in width and tie into existing footpaths and the internal roads should be a minimum of 5.5m in width with the main internal spine road a minimum of 6.0m in width.</p> <p>23. Turning areas should be capable of accommodating a refuse vehicle, emergency vehicles and fire tender and fire tender and we recommend that a swept path "Autotrack" analysis should be carried out to check the turning movements of HGVs, Refuse Trucks and Emergency Vehicles accessing and within the proposed development.</p> <p>24. The design and construction of signalised works and crossings should be approved by the KCC Sustainable Transport and Traffic Management Section. It should be noted that the approved KCC Signalised Works Contractor is Traffic Solutions Ltd.</p> <p>25. There should be liaison with the Athy Distributor Road Project Team in relation to the construction of this development prior to construction works commencing on site.</p>	<p>a minimum of 2.5m * 5.0m in size. Infrastructure for the future provision of electric charging points will be provided.</p> <p>20. Cycle parking will be provided accordance with Chapter 17 of the Kildare County Development Plan 2017-2023.</p> <p>21. A permeability link for pedestrians and cyclists to the south will have public lighting and has been designed to be overlooked from adjacent dwellings.</p> <p>22. New footpaths will be a minimum of 2m in width and will tie into existing footpaths. The internal roads will be a minimum of 5.5m in width with the main internal spine road a minimum of 6.0m in width.</p> <p>23. Turning areas will be capable of accommodating a refuse vehicle, emergency vehicles and fire tenders. A swept path "Autotrack" analysis has been carried out for various vehicle types to check the turning movements of HGVs, Refuse Trucks and Emergency Vehicles accessing and within the proposed development and these analyses have been included with the Plans and Particulars of the proposed development.</p> <p>24. The design and construction of signalised works and crossings where they are proposed will be submitted for approval of the KCC Sustainable Transport and Traffic Management Section. It is noted that the approved Kildare County Council Signalised Works Contractor is Traffic Solutions Ltd.</p> <p>25. There will be liaison with the Athy Distributor Road Project Team in relation to the construction of this development prior to construction works commencing on site.</p>
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Prescribed Bodies			
19. Transport Infrastructure Ireland	07/02/2022	No Observation to make	Noted that Transport Infrastructure Ireland have no observations to make.
20. Health service Executive, Environmental Health Officer	03/03/2022	<p>Please find enclosed the HSE consultation report in relation to the above proposal. The following HSE departments were notified of the consultation request for this Housing Development on 14th December 2021.</p> <ul style="list-style-type: none"> • Emergency Planning – Brendan Lawlor • Estates – Helen Maher/Stephen Murphy • Assistant National Director for Health Protection – National Clinical Director for Health Protection • CHO – Anne O'Shea <p>Introduction This report only comments on Environmental Health impacts of the Proposed Housing Development as outlined above.</p> <p>The Environmental Health Service is making this submission under the remit of Healthy Ireland and relevant supporting health strategies. The aim of our submission is to incorporate relevant health actions into the strategic planning of the built environment in Athy, with the overall aim of improving the health and wellbeing of the residents in the proposed housing development.</p> <p>Description of Development The proposed development comprises of the construction of 73 social housing units broken down as follows:</p> <ul style="list-style-type: none"> • 54 no. houses (50 no. 2-storey and 4 no. bungalows, comprised of 4 no. 1-bed, 24 no. 2-bed, 20 no. 3-bed and 6 no. 4-bed) • 18 no. triplex apartments (3 storey comprised of 18 	<p>Report on Conclusions:</p> <p>1. From the information provided in the social infrastructure audit I have concerns regarding the capacity of existing educational facilities in Athy to cater sufficiently for the proposed development. In the interest of sustainable development is essential that adequate educational facilities are provided in a suitable location in Athy to cater for the proposed development. It is also recommended that dedicated pedestrian and cycle facilities are provided to these educational facilities to facilitate and promote the use of active travel.</p> <p>Response: The number of primary school age children expected to be residing in this development would be 19 children, based on average household size of 2.65 and the number of family sized homes to be constructed (49 units). The Department of Education's guidelines require a 1:25 teacher student ratio. Applying this ratio would result in a demand which is short of an additional classroom. The LAP Social Infrastructure Audit indicates that an additional 10 classrooms comprising 26 pupils each would be required for Athy over the lifetime of the Plan. These could be provided within existing schools if there is capacity to expand or through the provision of new school(s) located near existing residential areas or proposed new residential development(s). The council will liaise with the DoES regarding future provision in</p>

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	<p>no. 1-bed) and</p> <ul style="list-style-type: none"> • 1 no 2-bed duplex apartment. <p>The proposal also includes an estate community unit (104.2 sqm), a new access off Fortbarrington Road, on-street car parking (141 spaces), public and private open space, boundary treatments, a new pedestrian and cycle connection to the south, public lighting, site drainage works, internal road networks and footpaths, ESB switchrooms/kiosks, landscaping, play area and all ancillary site services and development works above and below ground.</p> <p>Site Location The subject site is located in the townland of Ardrew which is approximately 1km southwest of the centre of Athy town and 550m west of the River Barrow. It is a greenfield site, 2.43ha in size. It is located in a suburban/agricultural part of Athy. There are a number of housing estates to the north, south, east and west. A crèche and convenience shop is located opposite the entrance to the application site. The site is zoned as C13 "New Residential" in the Kildare County Development Plans –2017 -2023.</p> <p>Construction Impacts The construction phase of the residential development creates the potential for temporary emissions which may have a negative impact on the environment and on the health of local residents. A Site Specific Construction Management Plan should be prepared for the site and should take account of the following:</p> <ul style="list-style-type: none"> • Waste Management, • Pest Control Management, • Dust Impacts, • Excessive Noise • Emissions to Surface/Groundwater 	<p>terms of location and size preferences. The development would give rise to 12 children of secondary school going age. The LAP social infrastructure audit indicates that secondary schools are at, or exceeding capacity and that further expansion is required. It is noted Athy Community College has secured funding from the Department of Education for an extension to take the capacity to 1,000 students or 560 additional school places, but a planning application has not yet been submitted.</p> <p>2. Connectivity and permeability of the site to Athy town centre needs to be improved and strengthened. It is recommended that sustainable transport options to the site are provided. As a minimum it should be ensured that the proposed Housing Development has dedicated pedestrian and cycle routes directly into Athy town centre. A Mobility Management Plan which outlines and highlights active travel and sustainable travel options to and from the site should be prepared.</p> <p>Response: A new footpath and cycle lane is proposed to be provided along the Fortbarrington Road boundary of the development site. This will improve pedestrian and cycle connectivity to Athy town centre and to the adjacent Ardrew Halting site and Ardrew Meadows housing development. A pedestrian/cycle connection to the adjacent Ardrew Meadows housing development is proposed within the development to improve permeability between existing and new developments. It was agreed with the Kildare County Council Roads, Transportation and Public Safety Section that Mobility Management Plan was not required for the proposed development of this site.</p> <p>3. It is recommended that segregated cycle lanes are facilitated within the Proposed Housing Development</p>
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	<p>It is recommended that a liaison officer is appointed to communicate with local residents during construction works. As a minimum a complaints procedure should be outlined and implemented by the applicant to deal with issues of nuisance in a timely manner.</p> <p>Educational Facilities</p> <p>A Social Infrastructure Audit was carried out by the applicant to assess the range of services and facilities with 3km of the site. There are 4 primary schools serving Athy, the majority of these are either located in the centre of Athy, or the northern end of the town. The distances from the development site are considerable, ranging from 2-3 kilometres which is approximately a 20 to 30 minute walk for an abled bodied adult. There are two secondary schools in Athy town; these are also located a 2-3 km distance from the site. It is unclear if there are dedicated pedestrian or cycle links to connect the proposed development to these educational facilities. It is government policy that walking to educational facilities should be promoted and facilitated at all opportunities.</p> <p>Information presented in the Social Infrastructure Audit related to the total capacity of these schools, however no information was provided on current enrolment figures or on the existing spare capacity of these educational facilities to cater for the proposed development.</p> <p>A Social Infrastructure Audit carried out as part of the Local Area Plan for Athy indicates there is a shortage of school places in Athy and that an additional 10 classrooms comprising of 26 pupils each would be required for Athy over the lifetime of the Plan. It is stated that these could be provided within existing schools if there is capacity to expand or through the provision of new schools.</p> <p>It should be noted these are proposals only, there is</p>	<p>site. It is also recommended that safe, segregated cycle and pedestrian facilities are provided from Athy town centre to the proposed sporting hub located adjacent to the site to encourage and facilitate active travel to this important local amenity.</p> <p>Response:</p> <p>The internal roads arrangement has been agreed with the Kildare County Council Roads, Transportation and Public Safety Section. The proposed sports hub will be the subject of a separate Part 8 process and access from those lands is to the adjacent Athy Distributor Road is set out in the Ardrew Key Development Area Map in the Athy Local Area Plan. A Road Safety Audit Stages 1 & 2 was prepared and submitted with the Plans and Particulars of the proposed development. A Stage 3 Road Safety Audit will be prepared on completion of the proposed development.</p> <p>4. It is noted that the main access road to the site will serve a dual purpose as the access road to the proposed sporting hub located to the immediate west of the site. I have safety concerns regarding a large volume of cars traversing the site down this straight stretch of road. It is recommended that the impact of this access route on the safety of the proposed amenity area within the site should be specifically addressed by the applicant.</p> <p>Response:</p> <p>The internal roads arrangement has been agreed with the Kildare County Council Roads, Transportation and Public Safety Section. The proposed sports hub will be the subject of a separate Part 8 process and access from those lands is to the adjacent Athy Distributor Road is set out in the Ardrew Key Development Area Map in the Athy Local Area Plan.</p>
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	<p>no area of land zoned for these proposed schools nor is there any funding or planning permission obtained. It is stated the council will liaise with the DoES regarding future provision in terms of location and size preferences however there is no estimated timeline for when the necessary education infrastructure will be provided.</p> <p>It is stated the proposed development would give rise to 12 children of secondary school going age. The Local Area Plan social infrastructure audit for Athy indicates that secondary schools are at, or exceeding capacity and that further expansion is required. It is noted Athy Community College has secured funding from the Department of Education for an extension which would provide an additional 560 school places, but a planning application has yet been submitted and there is no completion date for this project.</p> <p>From the information provided in the social infrastructure audit it is clear there are currently insufficient educational facilities provided in Athy to cater for the proposed development. It is essential that adequate educational facilities are provided in a suitable location in Athy to cater for the proposed development.</p> <p>A list of available childcare places was presented in table 6 of the social infrastructure audit. It has been confirmed that there is spare capacity of 10 places in the Creative Kids crèche opposite the site at Ardrew Square. It is unclear if these childcare places are full day care or sessional places. It is stated there is a further 22 sessional places available at Shining Stars Academy and Aughraboura Pre-School both of which are within a 15minute walk of the site. Social and Amenity Facilities</p> <p>There is a proposed development of open spaces with</p>
	<p>A Road Safety Audit Stages 1 & 2 was prepared and submitted with the Plans and Particulars of the proposed development. A Stage 3 Road Safety Audit will be prepared on completion of the proposed development.</p>

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		<p>playing pitches and a multipurpose hall to the immediate west of the subject site. This open space is being stipulated by Kildare County Council, as part of the next draft Athy Local Area Plan to address the shortfall in play spaces in the locality. It is unclear if funding has been obtained for this proposal and no completion date has been provided.</p> <p>There are proposals for a community room to serve the needs of the prospective residents of the proposed development. This is a welcome initiative.</p> <p>Active and Sustainable Travel</p> <p>Athy town's main vehicular access road is the N78 National Secondary Route, which runs east / west, 800m north of the development site. The M9 Motorway connecting Dublin –Waterford, is located 10km east of the town. Traffic congestion is an ongoing problem in Athy, particularly around commuting times for schools and work. There is a range of bus services that operate in Athy on a daily basis, linking the town with Dublin and other regional towns. Athy train station, which is located east of the town centre, is serviced by two routes. There are currently 9/10 services daily (Monday to Friday) towards both Dublin and Waterford. There are slightly fewer services on a Saturday and limited services on a Sunday.</p> <p>A new 3.4km link road and construction of a new bridge over the River Barrow has obtained funding and is due to commence construction in 2022. It is hoped this will alleviate some traffic congestion within the town.</p> <p>It is noted the site currently has limited transport connectivity due to the undeveloped, agricultural nature of its position, located on the south western outskirts of the town. Connectivity and sustainable transport options which link the site with Athy town</p>
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	<p>centre need to be provided, improved and strengthened. As a minimum it should be ensured that the proposed Housing Development has dedicated pedestrian and cycle routes directly into Athy town centre. The recommendations as outlined in the Stage 1&2 Road Safety Audit, completed by Traffico Ltd. should be implemented in full.</p> <p>It is stated by the applicant that a mobility management plan was prepared however I was unable to locate this in the documentation provided. To promote and encourage increase uptake of sustainable and active modes of travel it is recommended that the applicant implements a residential travel plan for the development. The nearest bus stops in the locality should be identified. A mobility access map, highlighting pedestrian and cycle routes within 5k of the site should be considered. Provision of public transport information in real time should also be considered. Additional measures like electrical vehicle charging points and the provision of dedicated 'Go Car' spaces along with weather protected bike parking for visitors should also be considered by the applicant.</p> <p>There will be no separate cycling infrastructure provide within the site. It is proposed that cyclists will share the main carriageways with vehicular traffic. The applicant states "this is justified due to the modest anticipated traffic movements and the speed control features" within the site. I would have safety concerns regarding this arrangement particularly as the main entrance road to the site will dual as the main access route to the proposed sporting facilities located adjacent to the site. In line with government policy and for safety purposes it is recommended that segregated cycle lanes are facilitated within the site. It is also recommended that safe, segregated cycle and pedestrian facilities are provided from Athy centre</p>	
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	<p>to the proposed sporting hub located adjacent to the site to encourage and facilitate active travel to this important local amenity.</p> <p>Amenity and Recreational Areas</p> <p>It is noted that sports training hub lands are proposed to the immediate west of the site. This proposal involves the provision of numerous training pitches and a multiuse hall and is a welcome initiative for the town of Athy, in line with the governments National Physical Activity Plan . It is proposed that the main access from Athy to this site will be the road that forms the central spine through the proposed housing development, with housing and public open space fronting the road on both sides. The EHS would have safety concerns regarding a large volume of cars traversing the site down a straight stretch of road, which has direct access onto a green amenity space. It is stated by the applicant that "An analysis of traffic generated by the future playing pitches to the west has been completed, and it has been concluded that the access road can accommodate this additional traffic, without negatively impacting the quality of the subject development". Unfortunately I was unable to locate this report within the documentation provided. It is recommended that the impact of this access route on the safety of the proposed amenity areas within the site should be specifically addressed by the applicant.</p> <p>Green Infrastructure</p> <p>The landscape plan proposed for the development site was reviewed. Emphasis should be placed on the 'greening' of proposed pedestrian walkways/cycle routes with the aim of making them more inviting and promoting their use. This will also improve biodiversity in the area by creating ecological corridors for the movement of fauna. All planting used in the landscaping of the development should complement</p>	
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	<p>local environmental conditions by using greenery that is appropriate to the local climatic conditions and that supports native flora and fauna. It is recommended that a biodiversity and pollinator plan is implemented.</p> <p>Climate</p> <p>It was stated by the applicant that an Energy Strategy by Semple & McKillop Ltd was prepared for the development however I could not locate this in the documents provided.</p> <p>It is noted that SUDS principles have been applied to control rainwater run-off from the site. These range from engineered storm attenuation systems, to the inclusion of swales and sedum roofing which will also enhance biodiversity and is a welcome initiative. Individual air source or exhaust air heat pumps will deliver heat and hot water, with a large extent of operational energy coming from renewable electricity. It is also stated that a generous provision of infrastructure will also be provided for charging of battery electric vehicles.</p> <p>Waste</p> <p>All designated bin storage areas shall be designed to have adequate space to enable the segregation of waste and refuse, in line with the principals of the waste management hierarchy. All waste facilities must be pest proof and secure and located in an area that does not cause nuisance by way of smell, noise or attraction of vermin or animals to any area or neighbouring area. Communal bin storage areas should be provided with drainage and a means of hosing down.</p> <p>Conclusions</p> <p>1. From the information provided in the social infrastructure audit I have concerns regarding the capacity of existing educational facilities in Athy to</p>	
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	<p>cater sufficiently for the proposed development. In the interest of sustainable development is essential that adequate educational facilities are provided in a suitable location in Athy to cater for the proposed development. It is also recommended that dedicated pedestrian and cycle facilities are provided to these educational facilities to facilitate and promote the use of active travel.</p> <p>2. Connectivity and permeability of the site to Athy town centre needs to be improved and strengthened. It is recommended that sustainable transport options to the site are provided. As a minimum it should be ensured that the proposed Housing Development has dedicated pedestrian and cycle routes directly into Athy town centre.</p> <p>A Mobility Management Plan which outlines and highlights active travel and sustainable travel options to and from the site should be prepared.</p> <p>3. It is recommended that segregated cycle lanes are facilitated within the Proposed Housing Development site.</p> <p>It is also recommended that safe, segregated cycle and pedestrian facilities are provided from Athy town centre to the proposed sporting hub located adjacent to the site to encourage and facilitate active travel to this important local amenity.</p> <p>4. It is noted that the main access road to the site will serve a dual purpose as the access road to the proposed sporting hub located to the immediate west of the site. I have safety concerns regarding a large volume of cars traversing the site down this straight stretch of road. It is recommended that the impact of this access route on the safety of the proposed amenity area within the site should be specifically addressed by the applicant.</p>
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<p>Public Submissions</p> <p>21. Carol Carton (Private Submission)</p>	<p>14/02/2022</p>	<p>To whom it may concern,</p> <p>Due to general anti-social behaviour and illegal dumping in walkways in other housing areas over the years in Athy which ultimately led to them being closed off, I wish to oppose the proposed walkway linking Ardrew Meadows to the new social housing development adjacent to Ardrew Meadows.</p> <p>This proposed walkway in my opinion is not necessary as there are no facilities or amenities in which a new residential area would need access to via Ardrew Meadows.</p> <p>We live in a small, enclosed community which should be kept that way. That is part of the reason why I chose to live in Ardrew Meadows in a small residential setting and I personally have experienced problems from the neighbouring halting site and the houses to the back of me and I do not wish to have to deal with any possible further issues with new social housing developments in the future.</p> <p>I thank you for your time.</p>	<p>The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being <i>'an urban form that has an extended footprint which lacks legibility and connectivity'</i>.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is <i>'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'</i>.</p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to <i>'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'</i>.</p>
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<p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p> <p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>		
<p>The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being <i>'an urban form that has an extended footprint which lacks legibility and connectivity'</i>.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is <i>'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'</i>.</p>	<p>I wish to oppose the walkway linking Ardrew Meadows to the new social development adjacent to Ardrew Meadows as I think this could bring about anti social behaviour and possibly illegal dumping as has been seen in other areas such as this.</p>	<p>22. Sabrina Brennan, (Private Submission)</p> <p>14/02/2022</p>

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<p>Objective MT01.6 of the Athy Local Area Plan seeks to 'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'.</p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p> <p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>			
<p>The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being 'an urban form that has an extended footprint which lacks legibility and connectivity'.</p>	<p>I oppose the walkway ref. Number P82021-07</p>	<p>14/02/2022</p>	<p>23. Thomas Carton, (Private Submission)</p>

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<p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is <i>'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'</i>.</p>		
<p>Objective MT01.6 of the Athy Local Area Plan seeks to <i>'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'</i>.</p>		
<p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p>		
<p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>		
<p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being <i>'an urban form that has an extended footprint which lacks legibility and connectivity'</i>.</p>		
<p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport)</p>		

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			<p>is 'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'.</p> <p>Objective MT01.6 of the Athy Local Area Plan seeks to 'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'.</p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p> <p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>
<p>24. Emmet McDonagh (Private Submission)</p>	<p>16/02/2022</p>	<p>The crime levels in the area are a danger to the environment and people living there. Children trying to burn environment or houses. Garda are not providing services to small businesses like pension fraud so the economy is small, the question then is where will these new people work. Athy area has around 2,500 jobs for around 10,000 people. Garda have problems looking up laws. Checking laws can take years when it should be one week's work.</p>	<p>The proposed development has been designed so that all public open spaces are overlooked to deter antisocial behavior. The PPP Co. is responsible for the maintenance and management of the proposed development and with assisting capacity building within the new estate.</p> <p>The proposed development is being constructed to meet the demand for social housing within Athy.</p>

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<p>A community building is proposed as part of the development to support community initiatives and as a meeting space within the development.</p> <p>The proposed foul and mains water systems are designed and will be constructed to Irish Water standards and will be taken in charge by Irish Water on completion.</p>	<p>Child gangs doing attacks with weapons make the streets unsafe.</p> <p>The sewage system does not work correctly. The smell can be bad for environment and people.</p> <p>Sometimes the water is brown, can last for 1 to 2 hours.</p> <p>The construction should only begin when the Minister for Justice confirms Garda service for the area and Irish Water confirm a reliable water system will be installed.</p>	
<p>The Vision Statement in the Athy Local Area Plan refers to the following: <i>The vision for the Local Area Plan will ensure that growth planned for the town over the life of the Plan and beyond occurs in a sustainable and sequential manner, characterised by a compact, consolidated and permeable pattern of development linked by sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity.</i></p> <p>The SWAT analysis for Athy detailed in Table 1.1 of the Athy Local Area Plan identifies a 'Weakness' as being <i>'an urban form that has an extended footprint which lacks legibility and connectivity'</i>.</p> <p>It is a key principle of the Athy Local Area Plan to develop integrated sustainable communities. A key aim in Section 7 of the Plan (Movement & Transport) is <i>'To facilitate the development of a universally accessible and integrated network of pedestrian and cycle routes, linking identified key destinations in Athy, thus providing for a realistic and convenient alternative to the car for short journeys within the town'.</i></p>	<p>We the residents of Ardrew Meadows object to the proposed walkway from the new proposed estate into Ardrew Meadows, regards the residents of 69/70/71</p>	<p>25. Residents of 69,70,71 Ardrew Meadows</p> <p>04/03/2022</p>

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		<p>Objective MT01.6 of the Athy Local Area Plan seeks to <i>'Ensure that all development within Athy allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015), or any updated version of same'</i>.</p> <p>The Ardrew Key Development Area (detailed at Section 11.2 of the Athy Local Area Plan) identifies the need for pedestrian and cycle connections. Figure 11.1 - Ardrew KDA Urban Design Framework identifies the location of a pedestrian connection between the proposed development and the existing adjacent development of Ardrew Meadows.</p> <p>The proposed pedestrian/cycle connection is consistent with the vision, aims and objectives of the Athy Local Area Plan and with the Urban Design Framework for the Ardrew KDA.</p>
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