



**PART 8 – MAYNOOTH EASTERN RING ROAD – P82019-08**

**PLEASE NOTE:**

At the Maynooth Municipal District Meeting on 29<sup>th</sup> July, 2019, the members resolved that the Maynooth Eastern Ring Road be carried out with the modifications as recommended in the Chief Executive's Report except modification No. 7, which the members varied as follows:

**Amendment to Modification No. 7**

'That a two meter high stone wall be built at Griffin Rath Hall and Griffin Rath Manor with mature planting as a suitable noise barrier. That a table top ramp is installed at the entrance to Griffin Rath Hall'.

**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.*

<b>Type of Development</b>	Maynooth Eastern Ring Road
<b>Site Address</b>	East of Maynooth Town, on lands between the R405 Celbridge Road and the R148 Leixlip Road.
<b>Development Proposed by</b>	Transportation & Public Safety Department, Kildare County Council
<b>Display Period</b>	<p>Plans and particulars on display at the offices of Kildare County Council from 14th May 2019 to 12th June 2019. These were also available to view on Kildare County Council's website</p> <p>A Newspaper Notice published in the Leinster Leader and The Nationalist on the 14th May 2019. A Notice was also published in the Liffey Champion on 18th May 2019.</p> <p>Site Notices were erected at the site location on the 14th May 2019</p> <p>Submissions could be made in writing or online on or before 17:00 on Thursday 27 June 2019.</p>
<b>Submissions/Observations</b>	33 no. public submissions received.
<b>Part 8 Reference Number</b>	<b>P8 2019 - 08</b>

## 1. SITE LOCATION & CONTEXT

The proposed development is located on the eastern side of Maynooth, c 1.2 km from the town centre in the townlands of Maynooth, Railpark and Moneycooly. The proposed development is located in an area that can be characterised as semi-urban with the southern-most tie in connecting into the Griffin Rath housing estates.

The proposed development ties in to the existing R405 Maynooth to Celbridge Road at the southern extent where a new junction layout will be provided to accommodate the proposed development. The route then extends north towards the eastern extents of Parklands. The route curves west around residential dwellings on Parklands Grove and bridges over the Royal Canal and the Dublin to Sligo railway line. The proposed bridge crossing will be a clear-span structure which will provide sufficient vertical and horizontal clearance for the railway as required by Irish Rail and sufficient vertical and horizontal clearance over the Royal Canal and towpath as required by Waterways Ireland.

The route then continues in the northerly direction to the west of the residential dwellings to the existing R148 Leixlip Road and the R157 Dunboyne Road junction.

The R148 Leixlip Road and the Dunboyne Road are both proposed to be realigned at this junction to facilitate the new junction and turning lanes.





Fig. 1 Site Location and Context (detail taken from route selection map – does not include detail design)



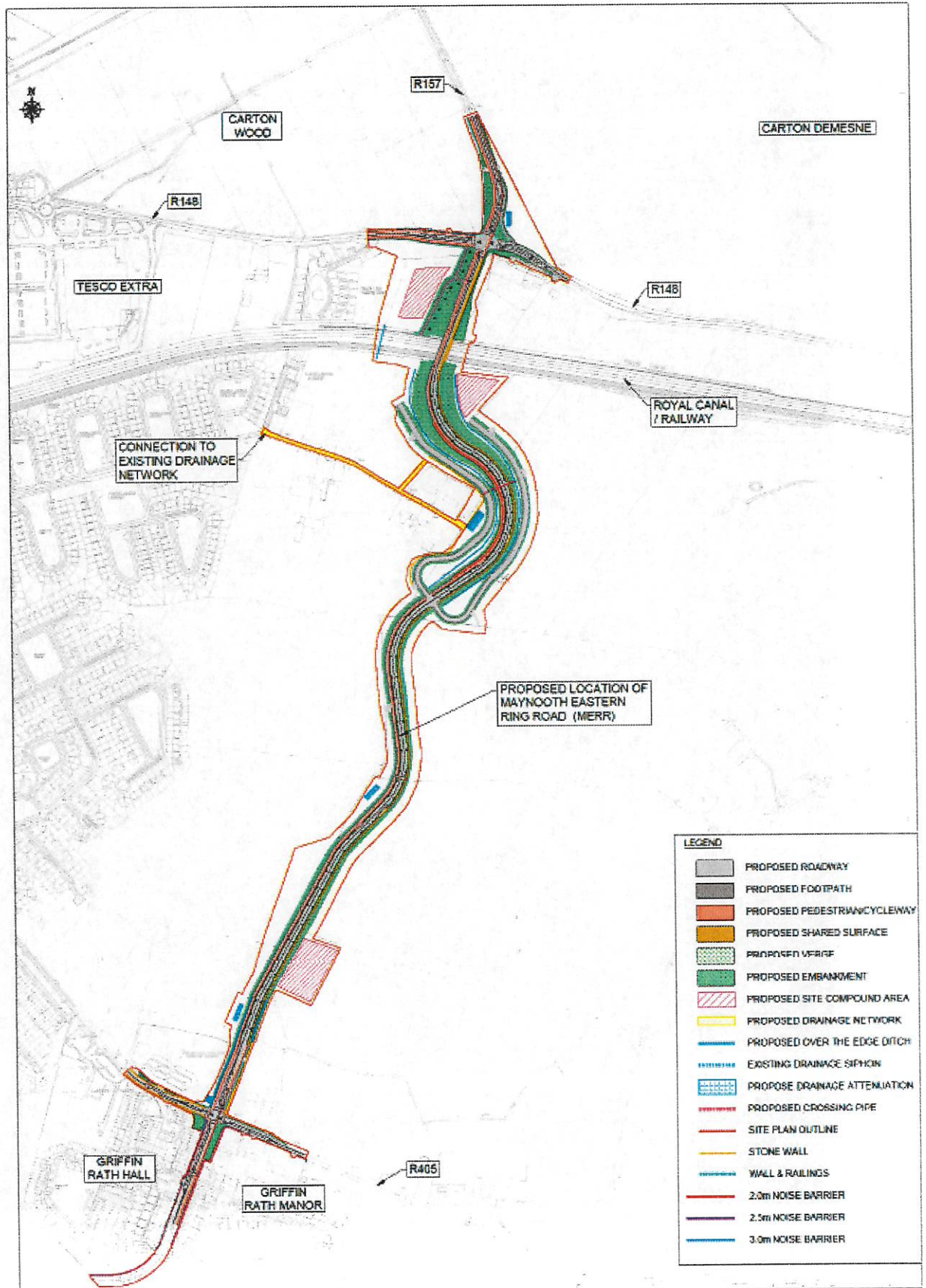


Fig. 2 Site Layout – Location and Extent of Maynooth Eastern Ring Road Works

## 2. NATURE AND EXTENT OF PROPOSED DEVELOPMENT

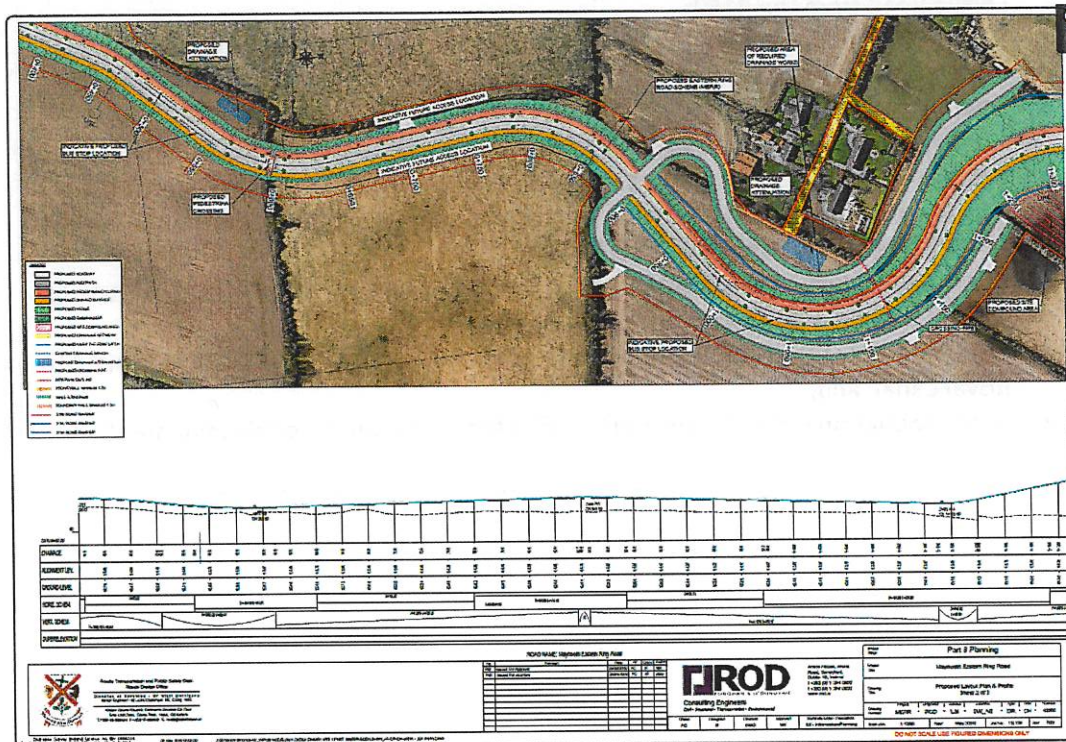
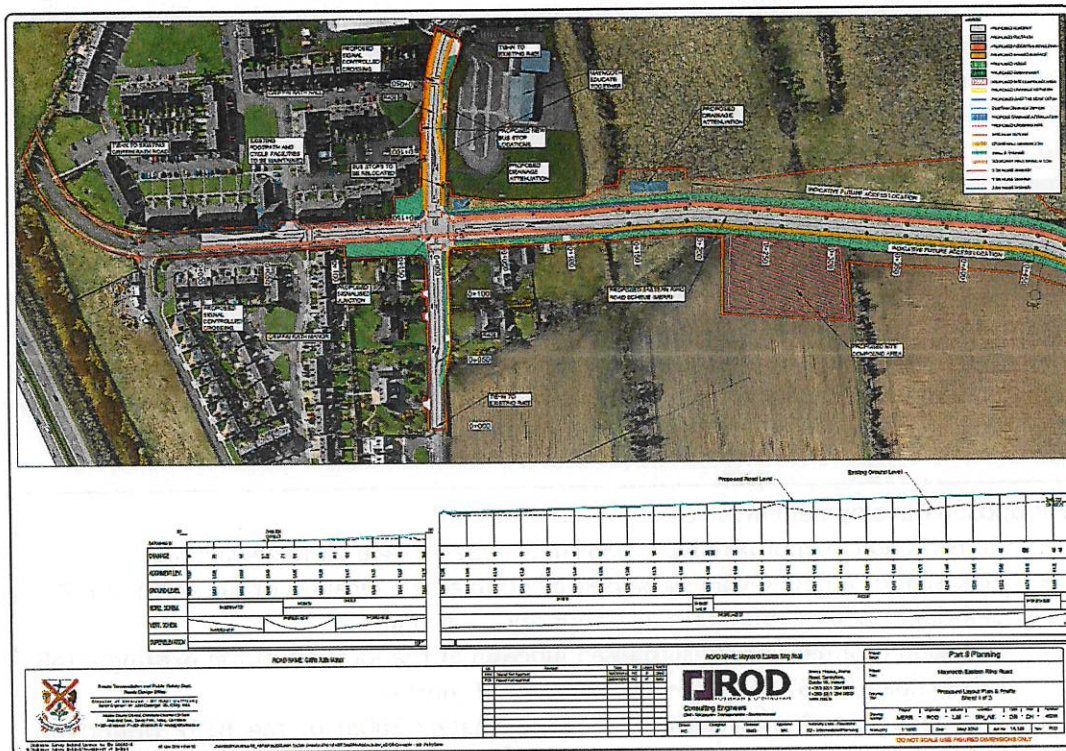
The Maynooth Eastern Ring Road development will comprise the provision of a new single carriageway relief road to the east of Maynooth town, to facilitate the connection of the R405 Celbridge Road and the R148 Leixlip Road. The proposed new road will include a 41m long single span bridge crossing of the Royal Canal and the Dublin to Sligo railway line. At the northern extent of the development it will connect to the existing junction of the R148 Leixlip Road and the R157 Dunboyne Road. At the southern end of the development it will connect to the existing junction of the R405 Celbridge Road and the Griffinrath Road. Pedestrian and cyclist facilities will be provided on each side of the new relief road, in both north and south directions, and an access to the Royal Canal towpath will be provided from the northern end of the proposed road for pedestrians and cyclists. The relief road will be approx. 1.55 km long, while approximately 800m of existing roads will be upgraded to accommodate the proposed adjustments to the existing junctions. Access to lands, both agricultural and those zoned as 'New Residential' will be provided to enable future development.

The Proposed Development involves:

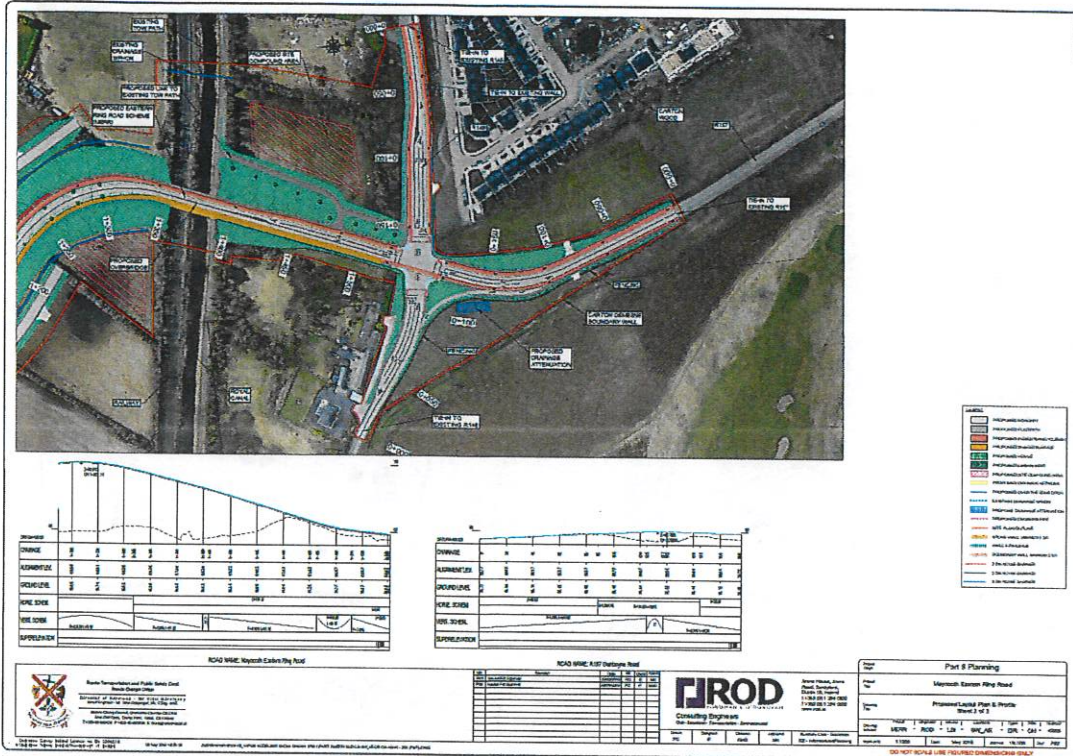
- Construction of approximately 1.55 km of Type 3 Single Carriageway;
- Provision of a new 4-way signalised junction at the location of the existing R405 Celbridge Road / Griffin Rath Road priority T-junction;
- Provision of a new 4-way signalised junction at the location of the existing R148 Leixlip Road / R157 Dunboyne Road priority T-junction;
- Realignment and modification of approximately 200m of the R157 Dunboyne Road and the provision of a filter lane for vehicles turning left onto the R148 Leixlip Road from the R157;
- Realignment and modification of approximately 300m of the R148 Leixlip Road;
- Realignment and modification of approximately 230m of the R405 Celbridge Road;
- Realignment and modification of approximately 170m of Griffin Rath Road;
- Provision of pedestrian and cyclist facilities along the full length of the MERR;
- Provision of pedestrian and cyclist facilities along the realigned and modified R405, R148, R157 and Griffin Rath Road;
- The provision of a pedestrian and cycleway connection from the MERR to the Royal Canal towpath north of the Royal Canal;
- Construction of a bridge structure spanning the Dublin to Sligo railway and the Royal Canal; and,
- Accommodation works for properties affected by the proposed development.



**Figs. 3-5 Proposed Maynooth Eastern Ring Road Plan and Long Section**

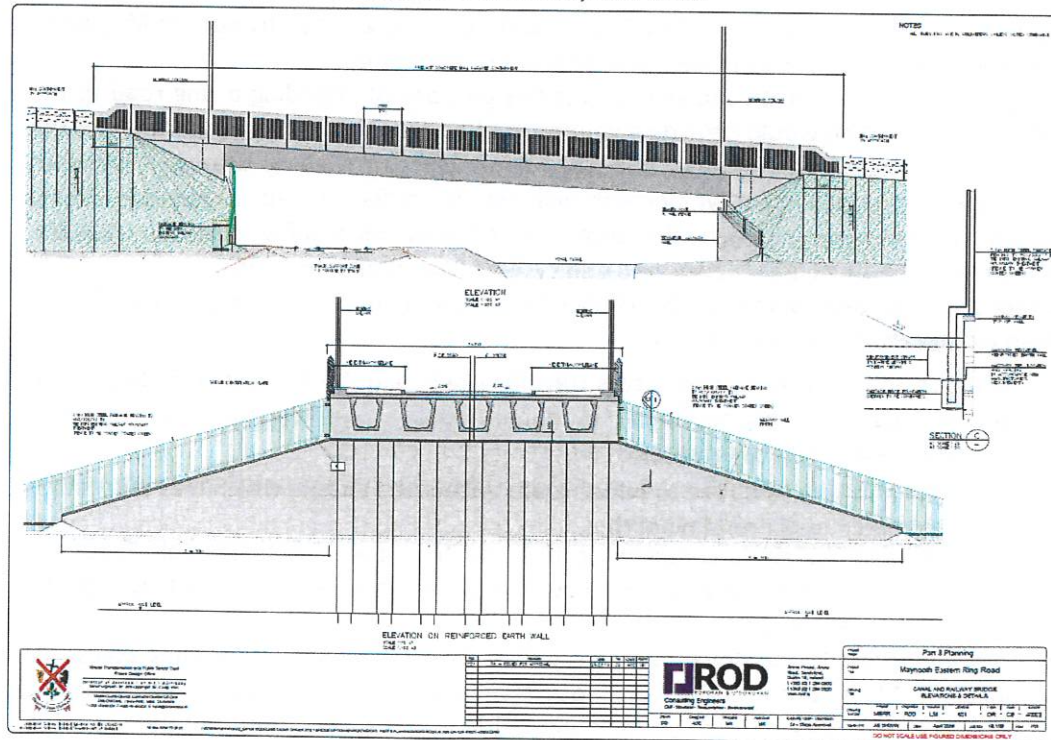




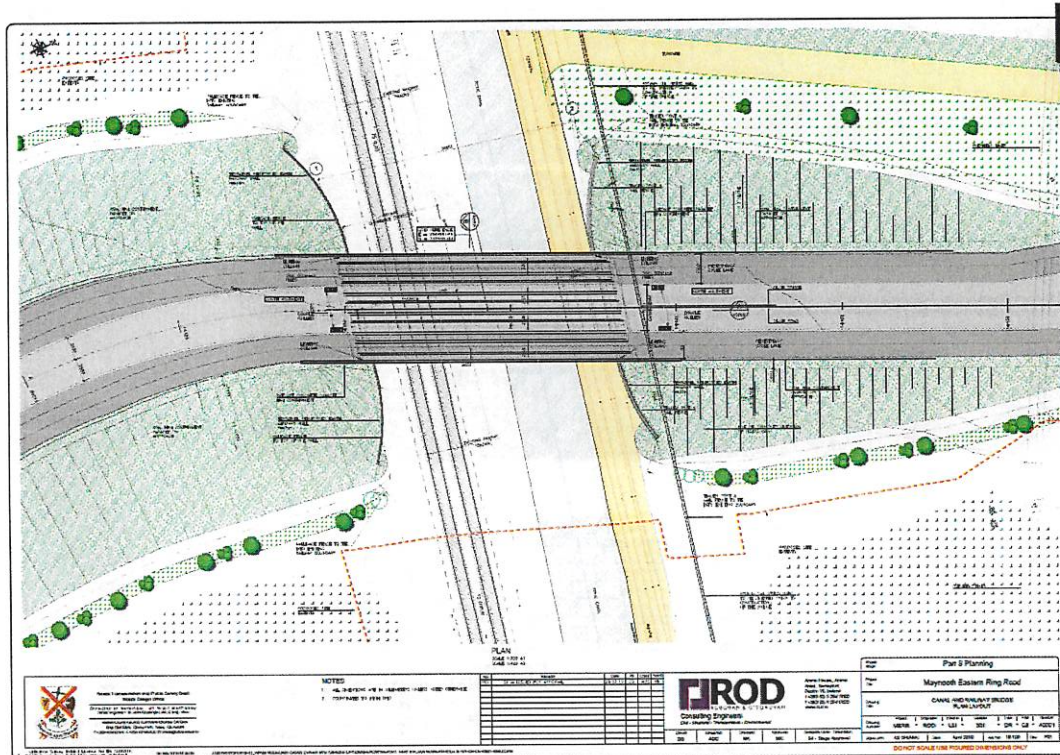


It is noted from the submitted drawings that various boundaries are proposed along the route. Refer to drawings for full details.

Figs 6-7 Details of the proposed bridge over railway and canal







### Need for the Scheme

In the submitted documents it is stated that the provision of a transport link between the R148 Maynooth to Leixlip Road and the R405 Maynooth to Celbridge Road through the Railpark townland to the east of Maynooth town has been a roads objective for Maynooth dating back to the Maynooth Town Plan 2002 and is currently an objective of the Maynooth Local Area Plan (LAP) 2013 – 2019 Incorporating Amendment No. 1.

Currently there is no suitable road that serves the purpose of providing a ring road to the east of Maynooth which would provide a connection between the R148 Leixlip Road and the R157 Dunboyne Road to the R405 Celbridge Road without travelling through Maynooth town centre. The proposed development will aim to reduce traffic congestion within Maynooth town centre through the provision of new road infrastructure, including sustainable transport facilities: pedestrian and cyclist facilities and bus stops.

The proposed road development will achieve the following objectives, and this evidences the need for the proposed development:

- Improve connectivity to road users travelling between the M4 Dublin to Sligo Road and the R157 Dunboyne Road to County Meath, removing the need to travel through Maynooth town centre;
- Provide a safer alternative to minor roads within the locality which may currently be used to avoid traffic in Maynooth;
- Contribute to the goals contained in the Smarter Travel – A Sustainable Transport Future policy by including new walking and cycling facilities along the length of the proposed development;
- Provide access to the Royal Canal for pedestrians and cyclists, facilitating access for locals to Maynooth and the Maynooth Train Station via the Royal Canal Greenway and to enable walking and cycling loops within the local area as part of the proposed development;
- Provide new road infrastructure to manage the continued development of Maynooth and contribute to alleviate traffic demands through Maynooth town by

providing an alternative route to locations such as schools on the R405 Celbridge Road and on the Moyglare Road, as well as to Maynooth University (NUIM) on the R148 Kilcock Road on the north-western side of the town;

- Provide necessary road infrastructure which will allow for the future development of zoned lands to the east of Maynooth town. The Maynooth Eastern Ring Road has been approved for Local Infrastructure Housing Activation Fund (LIHAF) funding; and
- Provide improved connectivity and access to public transportation along the route as well as an extensive pedestrian and cyclist facilities to enable and promote the use of sustainable travel.

A Traffic Management Plan (TMP) for Maynooth was undertaken by AECOM for Kildare County Council in 2017 in order to assess the receiving traffic environment and review potential options that will accommodate future developments in Maynooth in a sustainable manner. This TMP concluded that the development of the MERR, would have a positive impact on the performance of the road network with a reduction in congestion and travel times across the network in both the AM and PM peak hours.

### 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 EIAR*
- *Screening Report for Appropriate Assessment*
- *Planning Statement Report – including appendices:*
  - o *Appendix A development drawings*
  - o *Appendix B photomontages*
  - o *Appendix C traffic analysis*
  - o *Appendix D air quality and climate appendices*
  - o *Appendix E noise and vibration appendices*
  - o *Appendix F flood risk assessment*
- *Report on the Submissions Received*

### 4. BUILT / NATURAL HERITAGE

#### Built Heritage

The site is not within the Architectural Conservation Area (ACA) for Maynooth, as set out in Map 3(a) of Chapter 7 of the Maynooth Town Local Area Plan 2013-2019.

There are no protected structures directly affected by the proposed route, but the nearest protected structures in the general vicinity of the route are as follows:

- B06-06 Railpark Lime Kiln (c.300m east of the site)
- B06-09i Carton Demesne, including House and Gardens (north of subject site)

#### Archaeological Heritage

The site is not within the Zone of Archaeological Potential for Maynooth, as set out in Map 4(a) of Chapter 7 of the Maynooth Town Local Area Plan 2013-2019.

There are two records of national monuments located approximately 150 m south of the southern tie-in junction of the proposed development as per Table 4-47. In 2004, the two



sites were excavated and recorded in advance of the construction of the Corran Rath Housing Estate. The excavation works uncovered a small burial ground (KD010-040---), which dated back to an Early Christian Period. There were no artefacts found with any of the burials. Two bowl furnaces (KD011-061----) with diameters of 0.66m and 0.9m were also discovered as part of the excavation works

**Natural Heritage**

No SAC or SPA is in close proximity to the subject site. An Appropriate Assessment Screening Report was undertaken by Roughan and O'Donovan consultants. Kildare County Council have determined that there is no requirement for a Stage 2 Appropriate Assessment.

**Landscape Category**

The site is within the Northern Lowlands LCA, which is described as of Class 1, Low sensitivity, defined as 'Areas with the capacity to generally accommodate a wide range of uses without significant adverse effects on the appearance or character of the area.

The area contains sensitive features including Carton Demesne and the Royal Canal AHA.

**5. RELEVANT PLANNING HISTORY**

**07/1419** – Permission was granted to Merr Development Ltd for the construction of a road of total linear length of approximately 1400m and width of 17.8m containing two traffic lanes with grass margins, footpaths, cycle tracks and junctions including internal roundabouts etc – this application was on roughly the same line as the road now permitted. The application expired without any significant works having been carried out.

**02/872** – Permission granted to Ballygoran Developments Ltd for 241 dwellings, subsequently named Griffin Rath Manor and Griffin Rath Hall, the duration of this application was extended by 09/75 and an application 11/1137 to complete the development was also granted.

**17/383** – Permission granted to Minister for Education and Skills for a new two-storey 16 classroom Primary School building constructed over two phases with a total floor area of 3,200m<sup>2</sup> on the Celbridge Road

**14619 and 14618** – Permission granted to Dublin Bus for bus stops at a location west of junction with Celbridge Road

**16/1153** Permission granted to Kelston Properties Ltd for a residential development of 214 no. Dwellings at a location southwest of the subject site – this includes a vehicular link that will complete a link between the R406 Straffan Road and the R405 Celbridge Road.

**15/263** Application by Patrick and Bridie O'Toole for the erection of 126 No. two storey houses was deemed withdrawn after a further information request had issued.

## 6. REFERRALS AND CONSULTATIONS

The referrals and consultation process is summarised and outlined in the 'Part VIII Submissions Report' prepared by the Transportation Department and their consultants Roughan O'Donovan.

### Pre Part 8 Consultations

Meetings and presentations were held with some of the affected stakeholders as listed in Table 1 below.

Table 1: Pre-Part VIII Consultations

Date	Consultation
12 <sup>th</sup> November 2018	Pre-Part VIII consultation outlining route options to departments of Kildare County Council and the National Roads Office.
6 <sup>th</sup> November 2018	Advertised Non-Statutory Public Consultation event on the 21st November 2018 and route options available for inspections at three locations from 16th November to 20th December 2018.
21 <sup>st</sup> November 2018	The route options were displayed at a manned Non-Statutory Public Consultation event held in the Glenroyal Hotel, Maynooth.
9 <sup>th</sup> January 2019	Irish Water: Presentation of emerging preferred route.
28 <sup>th</sup> February 2019	CIE /Irish Rail: Presentation of emerging preferred route.
5 <sup>th</sup> March 2019	Waterways Ireland: Presentation of the emerging preferred route.
1 <sup>st</sup> April 2019	Commenced a series of meetings with landowners to present the emerging preferred route to landowners.
5 <sup>th</sup> April 2019	Presentation of emerging preferred route to the Maynooth Municipal District Councillors in Aras Chill Dara, Naas.
5 <sup>th</sup> April 2019	Presentation of emerging preferred route to Kildare County Council Departments and the National Roads Office in Aras Chill Dara, Naas.
12 <sup>th</sup> April 2019	Presentation of emerging preferred route to the Celbridge/Leixlip Municipal District Councillors in Aras Chill Dara, Naas.

### Part 8 Referrals

The Part VIII consultation period for the Maynooth Eastern Ring Road commenced on 14th May 2019. The circulation list is included in Appendix B of the Part VIII submissions report.

The following prescribed bodies and interested parties were circulated with plans and particulars of the proposed development, including the internal Kildare County Council departments and Elected Members.



Name	Comment	Point No.
<b>Elected Members</b>		
Members of Maynooth Municipal District	No submission received.	
<b>Members of the Oireachtas</b>		
Sean O'Fearthail TD	No submission received.	
Martin Heydon TD	No submission received.	
Fiona O'Loughlin TD	No submission received.	
Frank O'Rourke TD	No submission received.	
Catherine Murphy TD	No submission received.	
Bernard Durkan TD	No submission received.	
James Lawless TD	No submission received.	
Senator Anthony Lawlor	No submission received.	

<b>Kildare County Council</b>
<b>Planning Department</b>
No submission received.
<b>Housing Department</b>
<p>Submission received from David Creighton – A/Senior Architect with comments.</p> <ul style="list-style-type: none"> <li>• Road frontage long Plot A is being used to widen the junction to the west of the proposed new link road. We request that the Roads Section facilitate an entrance from the north west of Plot A on to the R148 with appropriate sightlines to facilitate future housing development on Plot A lands.</li> <li>• Plot B and C currently use the access route from Plot A to gain access to the public road. Due to the proposed Link Road access from Plot A to Plot B and C will no longer be facilitated. The Housing Section requires an entrance to be provided from Plot B and C on to R148 to the east of the proposed Link Road. This entrance should be created on the north of Plot C, which will allow access on to the public Road with the required appropriate sightlines. The location is to be agreed with the Architects Section. The footpath should be extended to this entrance.</li> <li>• Due to the works encroaching on to the North boundary of Plot A, a boundary should be created along the northern boundary of Plot A. This proposed boundary, as indicated on the attached map at Appendix A is to be agreed with the Architects Section and constructed as part of the proposed link road contract. A low-level stone wall with railing over is proposed.</li> <li>• There is a timber post and rail fence proposed to the Eastern boundary of Plot A. We request that a Native hedgerow mix (bare root transplants) with Native woodland trees placed behind the hedgerow be included as part of this boundary treatment.</li> <li>• We note the following regarding sound pollution. AWN have completed a noise model for predicted sound. This model used the location of Blacklion halting site Ground floor (R7, R8, R9) as the closest location to our site. The levels increased by 2 to 3 dB once the road is completed, however these units have high walls built around them meaning less noise can gain access to the ground floor. The predicted noise levels are 57-64 dB which are over 150</li> </ul>

<p>meters from the proposed road edge. This noise level will increase as Plot A is closer than the area tested and could be similar to the test results from Plot B. For plot B they used the houses closest to the site. Again, the changes were slight 2 to 3 dB but the dB rating ranges from 71-64 dB which is significantly higher than those tested in Plot A. We request that noise modelling is carried out for Plot A at a distance just outside the 30m exclusion zone to determine the possible noise impact on housing proposed for Plot A. Any mitigation measure to reduce the noise level down to acceptable levels for residential development in Plot A are to be agreed with the Architects Section.</p>
<p><b>Roads, Transportation, Public Safety &amp; Development Control</b></p>
<p>No submission received.</p>
<p><b>National Roads Office</b></p>
<p>No submission received.</p>
<p><b>Climate Action</b></p>
<p>No submission received.</p>
<p><b>Environment Department</b></p>
<p>No submission received.</p>
<p><b>Water Services Department</b></p>
<p>No submission received.</p>
<p><b>Fire Services</b></p>
<p>Submission received from Celina Barrett, Chief Fire Officer with no comments.</p>
<p><b>Health &amp; Safety</b></p>
<p>No submission received.</p>
<p><b>Economic, Community and Cultural Development</b></p>
<p>No submission received.</p>

**Prescribed Bodies (and other bodies consulted):**

<b>Prescribed Bodies &amp; Third Parties</b>			
	Name	Comment	Pont No. Responded to in Part VIII report
45.	An Comhairle Ealaíon (The Arts Council)	No submission received.	
46.	An Taisce	No submission received.	
47.	Department of Culture, Heritage, and the Gaeltacht (also sent by email) and Development Applications Unit of the Dept. in Wexford)	No submission received.	
48.	Department of Housing, Planning, Community and Local Government	No submission received.	



49.	Department of Communications, Climate Action & Environment	No submission received.	
50.	Inland Fisheries Ireland	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• The proposed ring road is in the catchment of the River Ryewater, which is exceptional among most urban rivers in the area in supporting Atlantic salmon and Sea trout in addition to resident Brown trout populations. This catchment lies within the catchment of the River Liffey, a nationally important salmonid system. Fishery habitat is regarded as particularly good for all salmonid life stages throughout much of the Liffey system.</li> <li>• The Royal Canal in this area also represents an important ecological resource. The canal here supports significant populations of coarse fish not to mention a range of other freshwater aquatic species, plus all associated floral and faunal components in adjacent habitats.</li> <li>• Any stockpiling of topsoil must be considered and planned such that risk of pollution from these activities is minimised. Drainage from the topsoil storage area may need to be directed to a settlement area for treatment.</li> <li>• The Invasive Species and Biosecurity Plan should be included to treat and manage identified invasive species.</li> <li>• Any dewatering of ground water during construction must be treated by infiltration over land or into an attenuation area before being discharged off site.</li> <li>• All works will be completed in line with a Construction Management Plan (CMP) which ensures that good construction practices are adopted throughout the construction period and contains mitigation measures to deal with potential adverse impacts identified in advance of the scheme. The CMP should provide a mechanism for ensuring compliance with environmental legislation and statutory consents.</li> <li>• All discharges must be in compliance with the European Communities (Surface</li> </ul>	<p>Noted</p> <p>Noted</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p>

		<p>Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010.</p> <ul style="list-style-type: none"> <li>Waterways Ireland should be consulted in relation to any works that could potentially impact on the canal.</li> </ul>	9 10
51.	Health & Safety Authority	No submission received.	
52.	Heritage Council	No submission received.	
53.	Irish Water	No submission received.	
54.	National Transport Authority	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>The NTA recommends that the grassed verges should be widened to 2.5m on either side of the carriageway to facilitate potential future provision of bus lanes.</li> <li>The NTA recommends that walking and cycling on the eastern side of the proposed road should be provided for on a separate footpath and cycle track, vertically segregated from each other and from the main carriageway.</li> </ul>	87 2
55.	National Tourism Development Authority	No submission received.	
56.	Transport Infrastructure Ireland	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>TII recommended that the Council undertake necessary traffic &amp; transport analysis to ensure that the strategic function of the M4 &amp; associated junction can be safeguarded &amp; any improvements required to the national road network to facilitate the proposed objective to be outlined and phased.</li> <li>The Part VIII proposal in its current form has not provided any analysis of the impact of the proposal on M4 Junction 7 and has not demonstrated that traffic movements associated with the proposal can be accommodated at the Straffan Road junction complementary to safeguarding the strategic function of the M4 and associated junction.</li> <li>In addition, undertaking a strategic transport assessment for the area would enable the Council to demonstrate how the specific road proposal is consistent with land use and transport planning objectives for the area.</li> </ul>	36 36 36

		<ul style="list-style-type: none"> <li>In TII's opinion the absence of such critical analysis should be addressed prior to any decision being made on the Part VIII proposal. Any required mitigation should be clearly identified and provided for in a revised proposal.</li> <li>Any changes to address the issues identified in this submission may result in modifications to the nature of mitigation proposed to support the proposal. It is recommended that the issues raised in this submission are addressed prior to reaching definitive conclusions on the mitigation required.</li> </ul>	36  36
57.	Failte Ireland, Environment & Planning Unit	No submission received.	
58.	Road Safety Authority	No submission received.	
59.	Health Services Executive	No submission received.	
60.	Minister for Transport, Tourism and Sport	No submission received.	
61.	Department of Transport, Tourism and Sport	No submission received.	
62.	An Garda Siochana, Garda Headquarters, Phoenix Park	Submission received with no comments	
63.	The Superintendent, Leixlip Garda Station	No submission received.	
64.	ESB Head Office	No submission received.	
65.	Minister for Culture, Heritage, and the Gaeltacht	No submission received.	
66.	Minister for Housing, Planning, Community and Local Government	No submission received.	
67.	Irish Wildlife Trust	No submission received.	
68.	Bird Watch Ireland	No submission received.	
69.	Eastern & Midland Regional Assembly (by email only)	No submission received.	
70.	The Tree Council of	No submission received.	



	Ireland		
71.	National Parks & Wildlife Service	No submission received.	
72.	IFA	No submission received.	
73.	Gais Networks Ireland	No submission received.	
74.	Ervia (Bord Gais)	No submission received.	
75.	Eir Group HQ	No submission received.	
76.	Environmental Protection Agency	No submission received.	
77.	Coras Iompair Éireann	No submission received.	
78.	Bus Éireann	No submission received.	
79.	Industrial Development Authority	No submission received.	
80.	Department of Business, Enterprise & Innovation	No submission received.	
81.	Minister for Business, Enterprise & Innovation	Submission received with no comments	
82.	Minister for Communications, Climate Action and Environment	No submission received.	
83.	Irish Aviation Authority	Submission received with no comments	
84.	Geological Society of Ireland	No submission received.	
85.	Commission for Railway Regulation	No submission received.	
86.	Waterways Ireland	No submission received.	
87.	Iarnród Éireann	No submission received.	
88.	Commission for Regulation of Utilities	No submission received.	
89.	Office of Public Works	No submission received.	
90.	Meath County Council	Submission received expressing support	
91.	Fingal County Council	No submission received.	
92.	Gaelscoil Uí Fhiaich	No submission received.	
93.	Maynooth Educate Together National School	Submission received with comments: <ul style="list-style-type: none"> <li>• Location of buildings on Maynooth Educate Together NS site.</li> </ul>	Noted 56

	<ul style="list-style-type: none"> <li>• Location of Special Education Classrooms.</li> <li>• Proposed Drainage Attenuation.</li> <li>• Tree Planting proposals.</li> <li>• Treatment of verge outside the school boundary on the MERR.</li> <li>• Changes to the road space usage adjoining our site on the R405 proposals.</li> <li>• Educational, Community and Cultural Land use requirements.</li> <li>• Movement and Transport proposals within route of the MERR.</li> </ul>	<p>57</p> <p>58</p> <p>61</p> <p>59</p> <p>Noted</p> <p>60/48/61</p>
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**Public Submissions:**

The following table provides a list of people /bodies who made Submissions/Observations, during the relevant period with a brief summary of each comment.

The total number of submissions received was **33**

Appendix C provides an outline of the points raised by each party, and the responses to same have been prepared by the Transportation Department and their Design Consultants, Roughan O'Donovan Consulting Engineers. Please Appendix C for a full analysis of the public submissions and a response to each of the points raised (each response is referenced as "Point No." in the table below).

No.	Name	Comment	Point No. In Part VIII report
<b>3<sup>rd</sup> Party</b>			
1.	Brian McArdle	Submission received with comments: <ul style="list-style-type: none"> <li>• It is encouraging to see cycle tracks on both side of the route. However, they do not seem to be grade-separated.</li> <li>• The motor lanes are shown to be 3.5m wide, with The Design Manual for Urban Roads and Streets says, "The standard lane width on Arterial and Link Streets should be 3.25m."</li> <li>• Moreover, some of them seem to be shared facilities which cause conflict between pedestrian and cycling traffic.</li> <li>• At a more basic level however, in the context of a climate emergency what is the justification for building this new road? It will only create a basis for further car-centric developments in the Maynooth and the north Kildare area, which will in turn create demand for more roads</li> </ul>	<p>2</p> <p>87</p> <p>2</p> <p>3</p>



No.	Name	Comment	Point No. In Part VIII report
		in a vicious spiral.	
2.	Ciaran Gallagher	Submission received with comments: <ul style="list-style-type: none"> <li>• Could you make a request on our behalf that there are connections taken off the new drainage to service our site, during construction of same?</li> </ul>	99
3.	Emmet Stagg	Submission received with comments: <ul style="list-style-type: none"> <li>• I wish to fully support the submission below and ask that the request be acceded to.</li> <li>• See Ciaran Gallagher response.</li> </ul>	99
4.	Cllr. John McGinley	Submission received with comments: <ul style="list-style-type: none"> <li>• The proposed signalised junctions at the Leixlip and Celbridge Road Junctions must be removed and replaced with roundabouts. Our submission is in line with the Maynooth Traffic Management Plan, Page 79, which states there must be roundabouts at both ends of the new road i.e. at the junction with the Blacklion Road/Leixlip Road and at the junction with the Celbridge Road.</li> </ul> Submission received with comments: <ul style="list-style-type: none"> <li>• Can you confirm whether or not this is correct and that there are no traffic signals or roundabout proposed for this busy junction?</li> </ul>	01  01
5.	David O'Shea	Submission received with comments: <ul style="list-style-type: none"> <li>• Please clarify the extent of sound barriers that will be inputted along the eastern boundary to the Carton Wood development.</li> </ul>	11
6.	Paul Foley	Submission received with comments: <ul style="list-style-type: none"> <li>• Can we please replace the traffic lights with roundabouts and</li> </ul>	1

No.	Name	Comment	Point No. In Part VIII report
		pedestrian crossing areas? This will greatly improve the flow of traffic plus zebra crossing will protect walkers and cyclists.	
7.	Kate Gilmour	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Given the additional traffic being directed onto the Dunboyne Road via this ring road and the construction of Mariavilla, what improvement plans are in place for the Dunboyne Road to make it safer for all road users, particularly given that there is a large volume of traffic at school times at a very dangerous junction in the town?</li> <li>• Can any of these lights be changed to roundabouts to encourage the traffic to flow? There are far too many sets of lights over such a small distance around the town and it is causing increased frustrations and therefore people start to take risks in order to get through the town quicker. Thus, making the lights an actual hindrance to public safety.</li> <li>• Cycle lanes are not being used by cyclists. Why waste time and money building them as an extension of footpaths? They should be part of the road and have right of way over secondary roads, unlike the set up on the Straffan Road.</li> </ul>	12  1  2
8.	Úna Ní Fhlatharta	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• I propose that the Maynooth Eastern Ring road includes a roundabout rather than traffic lights east of Maynooth Educated Together School. A roundabout will allow the large volumes of school traffic flow better at 9am and 3pm.</li> </ul>	1
9.	Eric Leavy	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• I would like to make a submission</li> </ul>	100

No.	Name	Comment	Point No. In Part VIII report
		<p>to have my site connected to the new Maynooth eastern relief ring road. Site access drawings attached.</p> <ul style="list-style-type: none"> <li>• I would also like to note that the area around my property is prone to flooding I have being living here around twenty years now and have not been flooded yet, some insurance companies won't cover my home as they say it's in a high risk area, as a result of this. I would like Kildare Co. Council to make sure adequate drainage is installed when constructing the new ring road to ensure there is no flooding in the future.</li> </ul>	13
10.	Nichola Horn	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Clarification on junction with Griffin Rath Hall</li> <li>• Clarification on speed limit at Griffin Rath.</li> <li>• Clarification on child safety and pedestrian crossings at Griffin Rath.</li> <li>• Clarification signage to be put up.</li> <li>• Clarification on parking at Griffin Rath.</li> <li>• Cars pile up at junction turning into Griffin Rath.</li> <li>• Confirmation of agreed stone walls.</li> <li>• Clarification on project duration.</li> <li>• Clarification on landscaping.</li> </ul>	<p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>20</p> <p>23</p> <p>22</p> <p>19</p>
11.	Bryan Quigley	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Clarification on junction with Griffin Rath Hall</li> <li>• Clarification on speed limit at Griffin Rath.</li> <li>• Clarification on child safety and pedestrian crossings at Griffin Rath.</li> <li>• Clarification signage to be put up.</li> <li>• Clarification on parking at Griffin Rath.</li> <li>• Cars pile up at junction turning into Griffin Rath.</li> <li>• Confirmation of agreed stone walls.</li> </ul>	<p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>20</p> <p>23</p> <p>22</p> <p>19</p>



No.	Name	Comment	Point No. In Part VIII report
		<ul style="list-style-type: none"> <li>• Clarification on project duration.</li> <li>• Clarification on landscaping.</li> </ul>	
12.	Eoin Gallagher	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• I am concerned that there needs to be safety barriers at all of the pedestrian exits from the Griffin Rath Hall and Griffin Rath Manor estates as part of this construction project.</li> <li>• The planned road layout at the entrance to Griffin Rath Hall will cause traffic problems as traffic turning into the estate coming from the North (Celbridge road) could back up traffic if the opposite lanes for traffic are full while waiting at the traffic lights. Would a yellow box be applicable to ease this issue?</li> <li>• Speed limits or other speed reduction methods should be introduced to this stretch of road.</li> <li>• The aesthetics of the boundary walls will need to be in line with the surrounding features as well as keeping with the character of the rest of Maynooth</li> <li>• Trees and other landscaping is also necessary in the few green spaces that will be left after this project has been completed with special attention being needed to promote biodiversity and encouragement for pollinators to flourish in our surroundings.</li> </ul>	<p>16</p> <p>14</p> <p>15</p> <p>23</p> <p>19</p>
13.	Breige Waldron	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• This development will have a significant impact on what is currently a quiet residential area.</li> <li>• There are many children in the estate that need to be kept safe and many residents that need to maintain a decent quality of life. This includes not having too much</li> </ul>	<p>23</p> <p>16</p>

No.	Name	Comment	Point No. In Part VIII report
		noise to deal with and be able to have reasonable access to our homes. So, traffic and safety issues need to be considered and dealt with.	
14.	Christopher & Eileen O'Rourke	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Residential amenity – without doubt this road will have an adverse effect on our residential amenity, current enjoyment, property value, noise, disturbance, overlooking, privacy and current access to our home and rear site</li> <li>• Entrance – should we agree to the proposed relocation of the current Celbridge Road entrance we would expect the existing 14m entrance to be replicated identically on the MERR, including a layby a minimum of 4m back from our boundary, as existing. We would fully expect this new access to guarantee the equivalent safe access to and from our home, prevent any health and safety risks and enable us to pursue any future access required.</li> <li>• Wall / boundary treatment – we would require the proposed 2.5m wall to follow the levels of the new road and to rise and fall in keeping with these changing levels providing a 2.5m wall (above ground level) and sound barrier to all areas of the site and the entire length of the boundary equally. This will hopefully prevent overlooking, noise and further loss of privacy and security upon our home.</li> <li>• Noise – a vast increase in noise levels, cars stopping and accelerating, traffic lights will impact upon the current acoustic levels enjoyed. We would expect noise barriers, the 2.5m wall and new triple glazed windows and</li> </ul>	<p>24/29</p> <p>25</p> <p>26</p> <p>27</p> <p>28</p> <p>29</p>

No.	Name	Comment	Point No. In Part VIII report
		doors to be provided to compensate in some way for this intrusion.	30
		<ul style="list-style-type: none"> <li>• Street lighting columns - height, position, light pollution and what impact this will have upon our home and living conditions.</li> </ul>	31
		<ul style="list-style-type: none"> <li>• Property value - the existing value of our property and the negative impact of the proposed road development upon this</li> </ul>	32
		<ul style="list-style-type: none"> <li>• CPO - we await written confirmation of land required at the front of our property &amp; the CPO procedure &amp; timeline to be applied</li> </ul>	
		<ul style="list-style-type: none"> <li>• Mains water and sewerage - we would request that our property be included and connected to the foul, sewer and mains water provisions being constructed and laid within the MERR road</li> </ul>	33
		<ul style="list-style-type: none"> <li>• Garden - we require further details in relation to the redesign of our garden following the proposed CPO. We would expect KCC to respect and not undermine the existing landscaping, trees, grass areas and provide full reinstatement of all landscaping following works. We would expect the trees along the boundary to be protected and retained as was intended when the garden was planted and created over 30 years ago.</li> </ul>	34
		<ul style="list-style-type: none"> <li>• Flood risks - we would request assurances that all drainage risks and impacts upon our home be considered</li> </ul>	35
		<ul style="list-style-type: none"> <li>• Dust / dirt from construction of the MERR - assurances that our property and windows will be kept clean during works and walls repainted following construction</li> </ul>	
		<ul style="list-style-type: none"> <li>• Time/Programme for build - we require confirmation of the timeline for construction &amp; when the boundary walls will be</li> </ul>	



No.	Name	Comment	Point No. In Part VIII report
		completed.	
15.	Geraldine Fahy	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• The proposed slip roads are not described in the statutory public notices and is not described in the description of the Proposed Development; therefore, the Part 8 Proposal is invalid.</li> <li>• The proposed slip roads and attenuation tanks are not referred to in the Screening for Appropriate Assessment and therefore did not form part of the screening assessment. This would be contrary to the ECJ Judgement: C-323/17 People Over Wind and Peter Sweetman v Coillte, the Court of Justice of the European Union (CJEU)</li> <li>• Having regard to the fact that the proposed slip roads did not form part of the route selection process and the examination of alternatives, the public consultation process is flawed and the impact of the proposed slip roads on the residential amenity of the four properties including our clients' home has not been considered.</li> <li>• The proposed slip roads are not necessary and serve only to benefit private development lands and should not form part of the public infrastructure budget.</li> <li>• The proposed slip roads would have detrimental impact on our clients' residential amenity by surrounding their home on 3 sides.</li> <li>• The proposed development would have a serious negative impact on our clients by reason of noise.</li> <li>• The visual impact of the proposed slip road would be seriously negative when viewed from our clients' home.</li> <li>• The proposed development as it</li> </ul>	<p>37</p> <p>38</p> <p>39</p> <p>40</p> <p>41</p> <p>42</p> <p>43</p> <p>44</p>

No.	Name	Comment	Point No. In Part VIII report
		currently stands with the slip road surrounding our clients' property would seriously devalue our clients' home and would therefore be contrary to the proper planning and sustainable development of the area.	
16.	Anne Birchall	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• We want all of the junctions to be roundabouts and not controlled by traffic lights.</li> <li>• Site map cross section 3of3 as an example of: One side of the road is shared space the other is 4m cycle track and footpath. We feel it should be one system not both as this will lead to accidents.</li> <li>• Proposed Layout and Profile map 3of3, the proposed drainage system runs in close proximity to residential property we are requesting that extra measures are put in place to prevent future flooding of this area.</li> <li>• Proposed Layout and Profile Sheet 1of 3, indicates a shared space provided for from the main junction to the two schools. We are requesting cycle lanes and footpaths.</li> <li>• We are requesting measures put in place for the reduction in ongoing operational construction noise pollution at all times during construction and for these measures to be supervised / monitored by council.</li> </ul>	<p>1</p> <p>2</p> <p>33</p> <p>2</p> <p>45</p>
17.	Eamon Moran	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Safety concerns</li> <li>• Speed limit concerns</li> <li>• Road layout concerns</li> <li>• Noise concerns</li> <li>• Landscaping concerns</li> <li>• Road lighting concerns.</li> </ul>	<p>16/46/47</p> <p>15</p> <p>14/48/49/50</p> <p>23</p> <p>51/52</p>

No.	Name	Comment	Point No. In Part VIII report
			53
18.	Liam O'Toole	Submission received with comments: <ul style="list-style-type: none"> <li>• Site plan outline</li> <li>• Future access locations</li> <li>• Services (drainage) use.</li> </ul>	54 55 101
19.	Shirley Murray	Submission received with comments: <ul style="list-style-type: none"> <li>• Concern re access into Griffin Rath Hall</li> <li>• Parking concerns</li> <li>• Bus stop locations concerns</li> <li>• Child safety concerns.</li> </ul>	14 18 18 18
20.	John Delaney	Submission received with comments: <ul style="list-style-type: none"> <li>• Amendment to have a yellow box to aid coming out of GRH</li> <li>• Possibility for a table-top ramp at junction located to aid safety.</li> <li>• Speed limit reduction to 30kph around the zone of residential area of Griffin Rath Hall and Manor.</li> <li>• Safety for the children - Request for 2nd pedestrian entrance on approach from LIDL to be closed off.</li> <li>• Closing off the 1st pedestrian entrance approach from LIDL.</li> <li>• Clarification on child safety and pedestrian crossings at Griffin Rath.</li> <li>• Clarification signage to be put up.</li> <li>• Clarification on parking at Griffin Rath.</li> <li>• Cars pile up at junction turning into Griffin Rath.</li> <li>• Confirmation of agreed stone walls.</li> <li>• Clarification on project duration.</li> <li>• Landscaping concerns.</li> <li>• HGV traffic concerns.</li> </ul>	14 14 15 16 16 16 17 18 20 23 22 19 21
21.	Holly Delaney	Submission received with comments: <ul style="list-style-type: none"> <li>• Amendment to have a yellow box to aid coming out of GRH</li> <li>• Possibility for a table-top ramp at junction located to aid safety.</li> <li>• Speed limit reduction from 50kph to 30kph around the zone of</li> </ul>	14 14 15



No.	Name	Comment	Point No. In Part VIII report
		<ul style="list-style-type: none"> <li>residential areas and schools.</li> <li>• Safety for the children - Request for 2nd pedestrian entrance as you come from LIDL to be closed off</li> <li>• Closing off the 1st pedestrian entrance approach from LIDL.</li> <li>• Clarification on child safety and pedestrian crossings at Griffin Rath.</li> <li>• Clarification signage to be put up.</li> <li>• Clarification on parking at Griffin Rath.</li> <li>• Cars pile up at junction turning into Griffin Rath.</li> <li>• Confirmation of agreed stone walls.</li> <li>• Clarification on project duration.</li> <li>• Landscaping concerns.</li> <li>• HGV traffic concerns.</li> </ul>	<p>16</p> <p>16</p> <p>16</p> <p>17</p> <p>18</p> <p>20</p> <p>23</p> <p>22</p> <p>19</p> <p>21</p>
22.	Aoife Loughnane	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Amendment to have a yellow box to aid coming out of GRH</li> <li>• Possibility for a table-top ramp at junction located to aid safety.</li> <li>• Speed limit reduction from 50kph to 30kph around the zone of residential areas and schools.</li> <li>• Safety for the children - Request for 2nd pedestrian entrance as you come from LIDL to be closed off</li> <li>• Closing off the 1st pedestrian entrance approach from LIDL.</li> <li>• Clarification on child safety and pedestrian crossings at Griffin Rath.</li> <li>• Clarification signage to be put up.</li> <li>• Clarification on parking at Griffin Rath.</li> <li>• Cars pile up at junction turning into Griffin Rath.</li> <li>• Confirmation of agreed stone walls.</li> <li>• Clarification on project duration.</li> <li>• Landscaping concerns.</li> <li>• HGV traffic concerns.</li> <li>• Noise concerns as a result of the project location.</li> <li>• Concerns over noise and other environmental pollution during construction.</li> </ul>	<p>14</p> <p>14</p> <p>15</p> <p>16</p> <p>16</p> <p>16</p> <p>17</p> <p>18</p> <p>20</p> <p>23</p> <p>22</p> <p>19</p> <p>21</p> <p>23</p> <p>45</p>

No.	Name	Comment	Point No. In Part VIII report
23.	Mark Molloy	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Child safety, the children have grown up regarding the Hall and the Manor as one entity. Going between the two on what is now a very quiet part of the estate servicing estate traffic.</li> <li>• Installing a tabletop ramp at the entrance to the Hall to reduce the speed of traffic coming/going and passing the estate.</li> <li>• The positioning of the pedestrian crossing, at the moment it looks too near the entrance to the estate.</li> <li>• Reducing the speed limit from 50km to 30km from the Hall entrance around to the two schools on the Celbridge road.</li> <li>• Review turning right out of the Hall onto the ring road, how can we cross two lanes as the plan shows to turn right</li> <li>• Barriers at all of the pedestrian exits from the Hall onto the ring road to prevent children running onto the road</li> <li>• Will HGVs have use of the ring road, these vehicles will be very noisy, dangerous to young pedestrian crossing</li> <li>• For the past 12 years we have enjoyed a very quiet residential amenity. The new ring road will have a big impact on the noise levels, increased security risk and greatly reduce our privacy.</li> <li>• The disruption to everyday life during construction, noise levels, dust and dirt, duration of construction.</li> </ul>	<p>16</p> <p>14</p> <p>16</p> <p>15</p> <p>14</p> <p>16</p> <p>21</p> <p>23</p> <p>45</p>
24.	Gerard Dornan	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Proposed development appears to be designed to cater for motorists.</li> <li>• The 3.5m width in width of travel lane is excessive and will encourage high speeds. A reduction to 3.0m</li> </ul>	<p>62</p> <p>87</p>

No.	Name	Comment	Point No. In Part VIII report
		would enhance road safety by lowering speed of traffic. The additional 1m should be re-allocated to increasing the 4m shared space to 5m which would allow a 3m two-way cycle track and 2m footpath at a different level.	63
		<ul style="list-style-type: none"> <li>• Concern regarding cyclist facilities at bridge</li> </ul>	2
		<ul style="list-style-type: none"> <li>• Concerns regarding the use of shared surfaces</li> </ul>	64
		<ul style="list-style-type: none"> <li>• Concerns with bus stop locations.</li> </ul>	2
		<ul style="list-style-type: none"> <li>• Concern regarding on-road cycle tracks</li> </ul>	2
		<ul style="list-style-type: none"> <li>• Concern regarding the inconsistency between cycling facilities on either side of the R405 junction.</li> </ul>	65
		<ul style="list-style-type: none"> <li>• There should be a buffer between cycle track and travel lane.</li> </ul>	66
		<ul style="list-style-type: none"> <li>• Zebra crossings (without belisha beacons) should be added at the crossing where pedestrians cross the separate cycle track in line with best international practice.</li> </ul>	67
		<ul style="list-style-type: none"> <li>• No provisions for cyclists on access roads at Ch. 0+900.</li> </ul>	66
		<ul style="list-style-type: none"> <li>• Vulnerable road users — pedestrians and cyclists should have filtered permeability to Parklands in the interests of road safety.</li> </ul>	66
		<ul style="list-style-type: none"> <li>• There is no provision for cyclists/ pedestrians to cross the road at Ch 0+900.</li> </ul>	64
		<ul style="list-style-type: none"> <li>• There is no provision for cyclists/ pedestrians to cross the road at Ch 0+900.</li> </ul>	68
		<ul style="list-style-type: none"> <li>• There is no priority for cyclists/ pedestrians crossing the side roads at Ch 0+900.</li> </ul>	2
		<ul style="list-style-type: none"> <li>• The potential bus stop should be on the travel lane of the Ring Road rather than encroach on the grass verge with the area of the verge reserved for bus passengers.</li> </ul>	2
		<ul style="list-style-type: none"> <li>• The link between the Royal Canal towpath and the Ring Road and R148 pedestrian and cyclist facilities should be a shared path</li> </ul>	69



No.	Name	Comment	Point No. In Part VIII report
		<p>rather than a footpath as indicated and should be a minimum width of 3m and with a sealed surface.</p> <ul style="list-style-type: none"> <li>• At Ch 1+480 the grass verge should be between the travel lane &amp; cycle facilities.</li> <li>• There is inconsistency between cycling facilities on the east and west side of the R148 junction.</li> <li>• On the east (Leixlip) side of the junction, there are four lanes of traffic but no space for cyclists — this is not in line with DMURS which prioritizes cycling. The extent of the project should be extended as far as the start of the hard shoulder adjacent to Carton harbour</li> <li>• Slip Lanes are not in line with DMURS. They prioritise motorised traffic &amp; present a high risk to vulnerable road users.</li> <li>• The junction of the R405 and Ring Road is unsafe for a person cycling in a southerly direction with motorised vehicles to the left and right and will only be used by existing "brave" cyclists rather than people who would like to cycle but refuse to under current road environment.</li> </ul>	<p>79</p> <p>70</p>
25.	Miriam O'Keefe Ahern	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Noise and dust concerns during construction.</li> <li>• Request for planning conditions to be strictly adhered to and audited for compliance.</li> <li>• Request for concrete kerbs, and road resurfacing on Celbridge Road from the Maxol interchange.</li> <li>• Request for improvements to sequencing of traffic lights to aid residents' access and egress during peak times.</li> <li>• Concerns over increase in noise levels and impact on visuals due to</li> </ul>	<p>71</p> <p>45</p> <p>75</p> <p>74</p> <p>72</p>

No.	Name	Comment	Point No. In Part VIII report
		<p>road levels required to traverse the canal/railway line.</p> <ul style="list-style-type: none"> <li>Cars parking in Rockfield during school term</li> </ul>	73
26.	George Mullis	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>Route Selection Scoring</li> <li>Concerns with noise</li> <li>Concerns with air quality</li> <li>Concerns with lack of permeability in LAP</li> <li>Concerns with slip road</li> <li>Concerns regarding access to laneway</li> <li>Request for speed limit to be 50 km/hr</li> <li>Request for traffic calming measures</li> <li>Vibration and dust during construction</li> <li>Provision of mains sewage service as part of the works.</li> <li>Street lighting concerns</li> <li>Clarification required on the use and improvement of sensitive visual receptors.</li> </ul>	<p>76</p> <p>77</p> <p>78</p> <p>67</p> <p>79</p> <p>80</p> <p>80</p> <p>80</p> <p>45/34</p> <p>31</p> <p>53</p> <p>82</p>
27.	Conal & Annie O'Breachain	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>Noise concerns with suggestions that a high-quality acoustic barrier, finished in cut-stone to be in keeping with Carton's wall, be instated in front of our dwelling, to wrap around to meet the proposed acoustic barrier on the new road to mitigate against increased noise levels.</li> <li>In addition to a reduced speed limit of 50km/h we would ask that significant and effective traffic calming measures (narrowing of the road with the introduction of an island, neon flashing speed limit signs etc) be introduced on the approach to our community on the R148. If these are introduced a few hundred metres before our</li> </ul>	<p>77</p> <p>48</p> <p>82</p>

No.	Name	Comment	Point No. In Part VIII report
		<p>properties on the approach to Maynooth, the adverse noise impact of the traffic will be mitigated against to an extent.</p> <ul style="list-style-type: none"> <li>• Concerns of visual obstruction due design elevation with suggestions that planting of premium quality trees and foliage takes place immediately along the road and bridge to ensure the visual impact of the proposed road and bridge over the canal will be reduced.</li> <li>• We would also ask that the bridge over the railway be clad in cut-stone, to soften its impact and make it more sympathetic to the architectural aesthetic of the monastery town of Maynooth</li> <li>• We would ask that Kildare County Council support the residents of our small community in minimising the visual impact of the proposed development by planting trees at the borders of our properties to conceal the bridge and road development.</li> <li>• Concerns of access/permeability to town centre with suggestion that for permeability to the town of Maynooth, we would therefore ask that a high-quality footpath be installed from our house to the proposed pedestrian crossing. This pathway should lead us past our neighbours (the Mullens) to our left and through the proposed grassed area/embankment to open out at the proposed pedestrian crossing.</li> <li>• Concerns about the material properties in embankment and seeking clarification.</li> <li>• Concerns about Noise and air pollution with suggestions that work be carried out at reasonable hours (between 7 and 5, Monday-Friday) so as not to unduly disrupt our home-lives</li> <li>• Given the dirt that will be</li> </ul>	<p>102</p> <p>82</p> <p>83</p> <p>82</p> <p>85</p> <p>34</p> <p>53</p>

No.	Name	Comment	Point No. In Part VIII report
		<p>generated, we would ask that the entrance to our house and the area to the front of the property be kept clean and free from dirt and debris. We would ask that our windows and cars be cleaned weekly to mitigate against the adverse effects of the building works.</p> <ul style="list-style-type: none"> <li>• Concerned that the proposed development will cause significant light pollution, impacting negatively on our home and amenity areas with suggestions that lighting baffles be provided on all public lighting that will be erected to deflect light away from our property.</li> <li>• We have significant concerns regarding the introduction of the slip road at the Dunboyne junction with regards to health and safety for pedestrians and cyclists. The speed at which cars will be passing here causes us major concern. There has already been one fatality in Maynooth on a similar slip road. This was subsequently removed to avoid further incidents. We also cite the 'Design Manual for Urban Roads and Streets' (Department of Transport, Tourism and Sport, 2013) which states unequivocally that junction design should 'omit left turn slips, which generally provide little extra vehicular capacity but are highly disruptive for pedestrians and cyclists. Given the significant danger that this design feature introduces to the plan, we would ask that the inclusion of the slip road be removed from the design on the grounds of health and safety.</li> <li>• There is currently very little information available regarding the proposed work being carried out to the front of our house. For example, there is no indication of</li> </ul>	<p>79</p> <p>103</p>



No.	Name	Comment	Point No. In Part VIII report
		<p>the proposed distance between our home and the new road layout or what finish will be applied to our property entrance. We would ask that further detail regarding dimensions be furnished as soon as possible and that any decisions being made regarding the development: to the front our house be done so in consultation with ourselves given how significantly our properties will be affected by the works.</p>	
28.	Ita Connolly-Murphy	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• I still have serious concerns about the impact this proposed road will have on my home (W23Y7Y4).</li> <li>• I am seriously concerned about the noise level that the increased traffic will have on my home. I therefore request a high quality acoustic barrier, to be finished in cut stone....in keeping with the rut stone wall of Carton House which is directly across from my gate; to be built in front of my home and that it should wrap around to meet the proposed acoustic barrier as outlined at our meeting. It is hoped that this will mitigate against increased noise levels.</li> <li>• There is a significant concern that the proposal may be visually obtrusive given how elevated it will be with regards to my home. I would therefore request that planting of premium quality trees and foliage be undertaken around this acoustic barrier and that this barrier be clad in cut stone in keeping with the monastic heritage of Maynooth.</li> <li>• We have concerns that the proposed road and associated junction at the Dunboyne Road will</li> </ul>	<p>Noted</p> <p>77</p> <p>82</p> <p>83</p>

No.	Name	Comment	Point No. In Part VIII report
		<p>isolate us from the town of Maynooth. Already the footpath, cycle lanes, and public lighting stop well short of our properties, at the town end of the Dunboyne road junction! There are currently no footpaths on either side of the road at our houses and no public lighting. We feel the addition of this major intersection at the Dunboyne junction will result in our houses being physically segregated/cut off from the town of Maynooth and lead to significant social isolation. For permeability to the town of Maynooth, we therefore ask that a high-quality pathway be installed to link up with the proposed pedestrian crossing.</p> <ul style="list-style-type: none"> <li>• Regarding the proposed embankment to the front of our properties we ask that high quality planting be instated to soften the visual impact of the road. This area should be professionally landscaped in consultation with all the homes affected (Mullens, O'Breachain's &amp; the writer)</li> <li>• We fully understand that the proposed works will last a significant amount of time and cause serious disruption. We therefore ask that this work be carried out at reasonable times (e.g. 7am - 5pm Monday to Friday.) Given the dirt that will be generated, we ask that the entrance to our home &amp; the area to the front of the property be kept clean and free from dirt/debris. We further ask that our windows and cars be cleaned weekly to mitigate against adverse effects of the building works &amp; in the interest of good social relations.</li> <li>• We ask that lighting baffles be provided on all public lighting that will be erected to deflect light away</li> </ul>	<p>82</p> <p>85/34</p> <p>53</p> <p>103</p>

No.	Name	Comment	Point No. In Part VIII report
		<p>from our property.</p> <ul style="list-style-type: none"> <li>• There is currently scant information available regarding the proposed work being carried out to the front of my house. One example, there is no indication of what the distance will be between my home and the new road layout or what finish will be applied to the entrance to my home. I would appreciate a detailed map of this area as the one on show is scarce on detail (e.g. directly opposite my gate is the Carton Wall how do you propose to put in 3 lanes for traffic plus a layby in such a confined space?) I would ask for further detail regarding dimensions be furnished as soon as possible and that any decisions being made regarding the development to the front of our houses be done in consultation with all three families given how significantly our properties will be affected by the works. May I say at this point that I do not approve of 4 sets of traffic lights as it will be impossible for us to cross 3 lanes of traffic without a fatality.</li> </ul>	
29.	Heather McMeel	Submission received on behalf of Avison Young & Tesco Ireland Ltd. expressing acknowledgement and support of proposed development.	Noted
30.	Maynooth Community Council	<p>Submission received with comments:</p> <ul style="list-style-type: none"> <li>• Seeking consultation between Maynooth Community Council and project engineers, designers and planners.</li> <li>• Noise concerns.</li> <li>• Concerns with Road size.</li> <li>• Supports traffic lights and opposed to roundabouts.</li> <li>• Concerns and seeking clarification with construction working hours.</li> </ul>	<p>84</p> <p>Noted</p> <p>1</p> <p>Noted</p> <p>85</p> <p>86</p>

No.	Name	Comment	Point No. In Part VIII report
		<ul style="list-style-type: none"> <li>• Bridge height clarification.</li> <li>• Street lighting concerns.</li> <li>• Concerns with parking for school traffic.</li> </ul>	53 18
31.	Griffith Rath Manor Residents' Association	Submission received with comments: <ul style="list-style-type: none"> <li>• Seeking consultation between Maynooth Community Council and project engineers, designers and planners.</li> <li>• Noise and visual impact concerns.</li> <li>• Concerns with Road size.</li> <li>• Supports traffic lights and opposed to roundabouts</li> <li>• Concerns and seeking clarification with construction working hours.</li> <li>• Estate access concerns.</li> <li>• Pedestrian crossing concerns.</li> </ul>	84  23 49 Noted  85  14 Noted
32.	Matthew Beckingham	Submission received with comments: <ul style="list-style-type: none"> <li>• Section 2.5: Why is the route with the worst air quality, climate and noise and poor ecology the preferred environmental solution?</li> <li>• Section 3.3.3: Why is there only one bike crossing planned for the junction with the R148 (running north-south)? It would make sense to have safe connections between the MERR and the Dunboyne road in both directions.</li> <li>• Section 3.3.3: Why is there only one bike crossing planned for the junction with the R405 (running north-south)? It would make sense to have safe connections between the MERR, Griffin Rath Road and the Celbridge Road (R405) in all directions.</li> <li>• Section 4.2.4: Why will there be a 75% increase in heavy goods traffic, but only 10% growth in cars?</li> <li>• Section 4.2.4: Why is the "do something" AADT estimation about the same or worse than the "do minimum"?</li> <li>• Section 4.8.5: The estimated noise</li> </ul>	76   62/70   62/70   88  88  89





No.	Name	Comment	Point No. In Part VIII report
		<p>works or will it be replaced? Will the hedgerows be maintained as is or replaced?</p> <ul style="list-style-type: none"> <li>• Further to above, will it be possible for the existing residences at the end of Rail Park lane to be connected to this drainage scheme while it is being constructed?</li> </ul>	

## 7. POLICY CONTEXT

### National and Regional Policy

The following national and regional documents are of particular relevance to the current proposal:

- *The Project Ireland 2040 National Planning Framework*
- *Regional Spatial and Economic Strategy for the Eastern and Midland Region, 2019*
- *Smarter Travel: A Sustainable Transport Future 2009 – 2020;*
- *Road Safety Authority Road Safety Strategy 2013 – 2020*
- *Investing in Our Transport Future – Strategic Investment Framework for Land Transport*
- *Road Safety Authority Road Safety Strategy 2013 – 2020*
- *Building on Recovery - Infrastructure and Capital Investment 2016 – 2021;*
- *Transport Strategy for the Greater Dublin Area 2016 – 2035;*
- *Urban Design Manual; A Best Practice Guide, (2008)*
- *Design Manual for Urban Roads and Streets (2013)*
- *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, (2009)*
- *The Planning System and Flood Risk Management - Guidelines for Planning Authorities, (2009)*

### National Planning Framework

The National Planning Framework (NPF) is the Government's long-term strategic planning framework which will guide national, regional and local planning and investment decisions over the next two decades to cater for an expected population increase of over 1 million people. Project Ireland 2040 was launched by the Government in February 2018 and sets out the investment priorities that will underpin the successful implementation of the new NPF and its companion document the National Development Plan 2018-2027. Their joint publication is intended to create, a unified and coherent plan for the country aligning the investment strategy with our strategic planning documents.

The NPF was published in 2018 succeeding the National Spatial Strategy. The ambition of the Framework is to create a single vision and a shared set of goals for every community across the country. These goals are expressed in the Framework as National Strategic Outcomes (NSOs) and a range of multi-sectoral National Policy Objectives.

The NDP identifies the challenge for the Mid-East counties of Kildare, Meath and Wicklow in the management of future growth. It outlines the need for more balanced and sustainable

pattern of development with a greater focus on addressing employment creation and local infrastructure needs.

National Strategic Outcome 1: Compact Growth calls for urban infill development, integrated transport and the regeneration and revitalisation of urban areas, in pursuing a compact growth policy. The proposed development will contribute towards the following criteria outlined under this NSO:

- Enable urban infill development that would not otherwise occur;
- Improve 'liveability' and quality of life, enabling greater densities of development to be achieved;
- Improve accessibility to and between centres of mass and scale and better integration with their surrounding areas; and
- Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within smaller towns and villages and rural areas.

The proposed development will provide improved connectivity and will enable the future development of lands zoned for development in local policy.

Under NSO 2: Enhanced Regional Accessibility, the NPF calls to enhance connectivity between centres of population, improve average journey times, enable more effective traffic management within and around cities and advance orbital traffic management solutions.

NSO 3: Strengthened Rural Economies and Communities also includes the following recommendation: *"Invest maintaining regional and local roads and strategic road improvement projects in rural areas to ensure access to critical services such as education, healthcare and employment"*.

While Maynooth town is not a rural area, the surrounding area is mainly used for agriculture. The proposed development will improve access to schools in the area for those travelling from more rural areas, reducing average journey times and providing traffic management solutions.

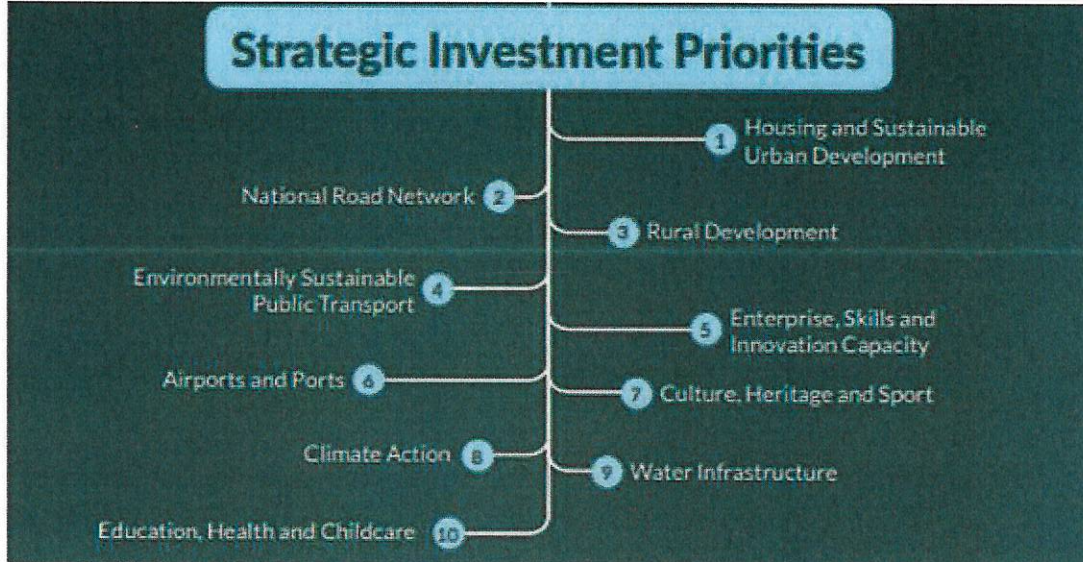
The proposed Maynooth Eastern Ring Road will support the growth of Maynooth within the Eastern and Midland Region of Ireland as outlined in the National Planning Framework where it seeks complementary development of large and county towns in the wider Greater Dublin Area and Midland areas on the key strategic and public transport routes, through relief of traffic congestion in the town and by provision of access to lands for delivery of additional housing.

#### **National Development Plan 2018-2027 – Project Ireland 2040**

The National Development Plan 2018–2027 (NDP) is a ten-year strategy outlining the Government's commitment to meeting Ireland's infrastructure and investment needs through the total investment estimated at €116 Billion over the next decade.

The major challenges that form the context for the NDP include: demographic changes; the need for Ireland to move to a low-carbon climate-resilient society; Brexit (the departure of the United Kingdom of Great Britain and Northern Ireland from the European Union); and realising our sustainable growth potential through the opportunities generated by a significantly larger workforce projected by 2040.

The fundamental mission and purpose of the NDP is to set out the new configuration for public capital investment over the next ten years to secure the realisation of each of the ten National Strategic Outcomes (NSO) as outlined in the National Planning Framework (NPF). Figure below lists the Strategic Investment Priorities outlined in the NDP to support these NSOs.



For Maynooth as a significant proposed growth centre in the Dublin Region, the proposed Eastern Ring Road will improve local transport facilities which will enable the town to play its part in the implementation of the National Development Plan.

**Local Infrastructure Housing Activation Fund (LIHAF)**

While the Local Infrastructure Housing Activation Fund (LIHAF) is not a policy, it is a key element of Pillar 3 of Rebuilding Ireland: An Action Plan for Housing & Homelessness, which provides a mechanism to achieve the planning policies described above. The objective of the fund is to provide public off-site infrastructure to relieve critical infrastructure blockages. This will enable the accelerated delivery of housing on key development sites in Dublin and in urban areas of high demand for housing.

The MERR project has been approved under the LIHAF Fund with the project to be delivered by the Local Authority, which will enable residential development on 35 Hectares of zoned land.

The MERR project has been approved under the LIHAF Fund with the following infrastructures to be delivered by the Local Authority:

- a) Maynooth Eastern Relief Road; and
- b) Bridge crossing railway and Royal Canal.

**Regional Spatial and Economic Strategy**

The Draft Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region was published in November 2018 and the Proposed Material Amendments to the RSES were published in March 2019. At the EMRA meeting on the 3rd May 2019 the Members of the Regional Assembly agreed to make the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region in accordance with section 24 (9) of the Planning and Development Act 2000 as amended. The Members also agreed that the regional spatial and economic strategy for the eastern and midland region shall come into effect on the 28th June 2019. The RSES replace the Regional Planning Guidelines for the Greater Dublin Area. The RSES will provide regional level strategic planning and economic policy in support of the



implementation of the NPF and provide a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.

The Regional Spatial and Economic Strategy (RSES) sets out a 12-year strategic development framework for the Eastern and Midland region. The Strategy's aim is to support the national level 'Project Ireland 2040' and sets out a development framework to guide development in the region. The Eastern and Midland region is comprised of 9 counties; Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow and Dublin.

Maynooth is also within the Dublin Metropolitan Area, for which a Metropolitan Area Strategic Plan (MASP) is included in the RSES. A key aim of the MASP is to unlock the development capacity of strategic development areas within the metropolitan area by identifying the sequencing of enabling infrastructure. This will be achieved through the effective integration of transport planning with spatial planning policies, from regional down to local level and the alignment of associated transport and infrastructure investment priorities. The proposed development will unlock the development potential of zoned lands within the Railpark area outlined for development in both Regional and Local policy.

Maynooth is identified as one of three key towns within the Eastern and Midlands Region. A Key Town is defined as a "Large economically active service and / or county town which is able to provide employment for its surrounding area, having high-quality transport links, and with an ability to act as growth drivers to complement its Regional Growth Centres".

The Eastern and Midland RSES identifies the Railpark lands as a growth area, with significant residential development potential and potential links along the Royal Canal towpath to the town centre. It also identified that the Railpark lands are subject to LIHAF funding for a new relief road and bridge over the railway line.

The following Regional Policy Objective outlines the objective for Maynooth as a Key Town (RPO):

"RPO 4.33: Support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including pedestrian and cycle linkages within the town and to the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Orbital Route in a manner which supports future development and population growth and builds on synergies with Maynooth University promoting a knowledge-based economy".

The proposed development will provide a high-quality transport link to support the development of Maynooth into the future. The development will also provide infrastructure required to service the Railpark lands which are identified as a growth area. The need for the relief road and bridge over the railway line is outlined and will be enabled through the proposed development.

#### ***Transport Strategy for the Greater Dublin Area 2016-2035***

The Transport Strategy for the Greater Dublin Area outlines a suite of public transport and highway proposals to be implemented through the GDA over the period 2016 to 2035. The Strategy is intended to guide decisions on transport throughout the GDA and will contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people and goods.

The NTA Transport Strategy comprises a longer-term analysis of the needs of the transport network within the GDA (including Maynooth as part of Corridor C, see Figure 1.2). The Strategy builds upon the previous 2011 Draft Transport Strategy which recognised the need

to reduce car commuting mode share and aimed to reduce car commuting mode share to 45% by 2030. The Strategy therefore recognises the need to invest in public transport solutions for the long-term sustainable development of the GDA.

The aims of the Strategy include:

- “Implement the DART Expansion Programme, which will provide DART services to Maynooth in the west which will deliver a very substantial increase in peakhour capacity on this line”;
- “Develop orbital roads around town centres accompanied by and facilitating enhanced public transport, cycling and pedestrian facilities in the relevant centre.”;
- “Develop appropriate road links to service development areas”; and
- “Enhance pedestrian and cycle safety through the provision of safer road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary.”

The proposed development will help achieve the above aims by providing a ring road to the east of Maynooth town including footpaths and cycleways which can connect to the town centre and railway station via the Royal Canal towpath. The new junctions will provide pedestrian crossing facilities ensuring the safety of pedestrians and cyclists, and segregated cycle tracks.

#### **Local Policy Context**

##### **Kildare County Development Plan 2017 – 2023**

The County Development plan has effect from the 1st March 2017. The aim of the Development Plan is to “promote ease of movement within and access to County Kildare, by integrating sustainable land use planning with a high quality integrated transport system; to support improvements to the road, rail and public transport network, together with cycleway and pedestrian facilities and to provide for the sustainable development of aviation travel within the county in a manner which is consistent with the proper planning and sustainable development of the county”.

The Kildare County Development Plan contains the following list of policies, for which the proposed development will contribute to as outlined below:

- “Prioritise the development of new urban distributor/link/arterial roads to provide access to new communities and employment development to support the economic development of the county. (MT 5)” (P.130)
  - o The Maynooth Eastern Ring Road will provide a distributor/link/arterial road to the east of Maynooth to link the R405 and R148.
- “Seek to address urban congestion with particular emphasis on facilitating improved bus transport movement and reliability and improved links to bus and railway stations. (MT 8)” (P.130)
  - o The proposed development will reduce congestion within Maynooth and on the wider network, while providing potential for new bus routes, and an improved link to the Maynooth Railway station for pedestrians and cyclists via the link to the Royal Canal towpath.
- “Co-operate with adjoining authorities and other public authorities to secure new and/or improved road infrastructure at towns bordering the county boundary including Blessington, Kilcock, Maynooth and Leixlip (RS 9)” (P.136)
  - o The proposed development provides a junction with the R157 Dunboyne Road which will create a new link between the N4 Dublin to Sligo Road and the Dunboyne Road which travels north through to County Meath.

Walking and cycling policies also included in the County Development Plan as below, where the contribution which the proposed development will have to these policies is also outlined:

- *“Promote the development of safe and convenient walking and cycling routes (WC 2)”*
  - o The proposed development will provide safe pedestrian and cycle facilities along the length of the development in addition to a link connecting into the Royal Canal towpath which provides an off road route towards both Maynooth and Dublin.
- *“Ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within the existing areas in order to maximise access to town centres, local shops, schools, public transport services and other amenities (WC 3)”*
  - o Pedestrian and cycle facilities will be provided to enable residents of existing and new housing estates to connect to schools, public transport, the Maynooth Railway Station and Maynooth town centre via the Royal Canal towpath.
- *“Provide for safer routes to schools within the county and promote walking and cycling as suitable modes of transport as part of the Green Schools Programme and other local traffic management improvements. (WC 7)”*
  - o The pedestrian and cycle facilities will link residential areas along the R148 and those in town, with the two schools on the R405 providing safe connectivity for adults and children alike.

#### **Maynooth Local Area Plan 2013 – 2019 (Incorporating Amendment No.1)**

Maynooth Local Area Development Plan 2013-2019 has been developed in accordance with the Regional Planning Guidelines for the Greater Dublin Area 2010-2022. Its overall strategy for Maynooth is to set out proper planning and sustainable development.

The LAP states that *“Traffic congestion is a as a major problem in Maynooth Town”*. The delivery of policies and objectives of the LAP particularly roads infrastructure is recognised as *“vital for the economic development and quality of life of all Maynooth’s residents and visitors”*.

The Maynooth Eastern Ring Road is an objective of the Maynooth Local Area Plan as below under ‘Roads Infrastructure’ contained in Section 7.5.2 of the LAP:

*“TRO 2: To facilitate the future construction of the following roads and in the interim protect these routes from development”:  
“-Between the Celbridge Road (B) and the Leixlip Road (E)(i) or (E)(ii) (TRO 2)”*

In addition, the proposed development supports a number of Policies and Objectives of the Plan, including the following:

*“TRO 1: To develop, maintain and improve as required, the local road network to ensure a high standard of road quality and safety in accordance with the requirements of this Plan and relevant legislation.”*

Amendment No.1 to the Maynooth Local Area Plan 2013-2019 was made in 2018 to align the Maynooth Local Area Plan with the Core Strategy of the Kildare County Development Plan 2017-2023 and to align the zoning matrix with other local area plans in Kildare and the Kildare County Development Plan.

The Maynooth Eastern Ring Road is listed as a roads objective of the Maynooth Local Area Plan 2013-2019 (as amended) and has been listed as an objective as far back as 2002 in the Maynooth Development Plan 2002. This roads objective is included in the LAP as traffic congestion is a major problem in Maynooth town and the delivery of the Ring Road is *“vital for the economic development and quality of life of all Maynooth’s residents and visitors”*.

### *Housing*

HP 1: To facilitate sustainable development in Maynooth in line with its designation as a Major Growth Town II in the RPGs and the CDP and to ensure that this development reflects the character of the existing and historic town in terms of structure, pattern, scale, design and materials with adequate provision of open space, and which also protects the amenities of existing dwellings. The Maynooth Eastern Ring Road will also support the construction of new housing to the east of the town. Kildare County Council amended the Maynooth Local Area Plan 2013-2019 in 2018 for the purposes of rezoning lands from Agricultural to New Residential use in the vicinity of Railpark to release the potential of lands to the east of Maynooth for expansion. Lands within the footprint of the proposed development have been changed from Agriculture “I” to New Residential “C” and from Office “H4” to New Residential “C”. This land will facilitate the development of the Railpark area as the new Key Development Area. The Land Use Zoning map for Maynooth is shown below.

Amendment No.1 to the Maynooth Local Area Plan also identified Railpark as a Key Development Area (Section 7.1.4). The Key Development Area (KDA) is bounded by Parklands and Rockfield estates to the west, the Royal Canal and the Dublin to Sligo rail line to the north, Celbridge Road to the south and agricultural lands to the east.

The vision for the development of these lands is to *“provide for a new residential neighbourhood with a mixture of tenures and housing unit sizes and typologies. The new neighbourhood will be an exemplar of urban housing expansion, outward looking and integrating itself into the surrounding context, prioritising sustainable modes of travel, encouraging innovative design and technologies and driving towards a low carbon and climate resilient place. It will include a new neighbourhood park and network of open space, with community amenities and facilities and capitalising on its setting adjacent to the Royal Canal. It will be a place that engenders a sense of community involvement and ownership of place.”*





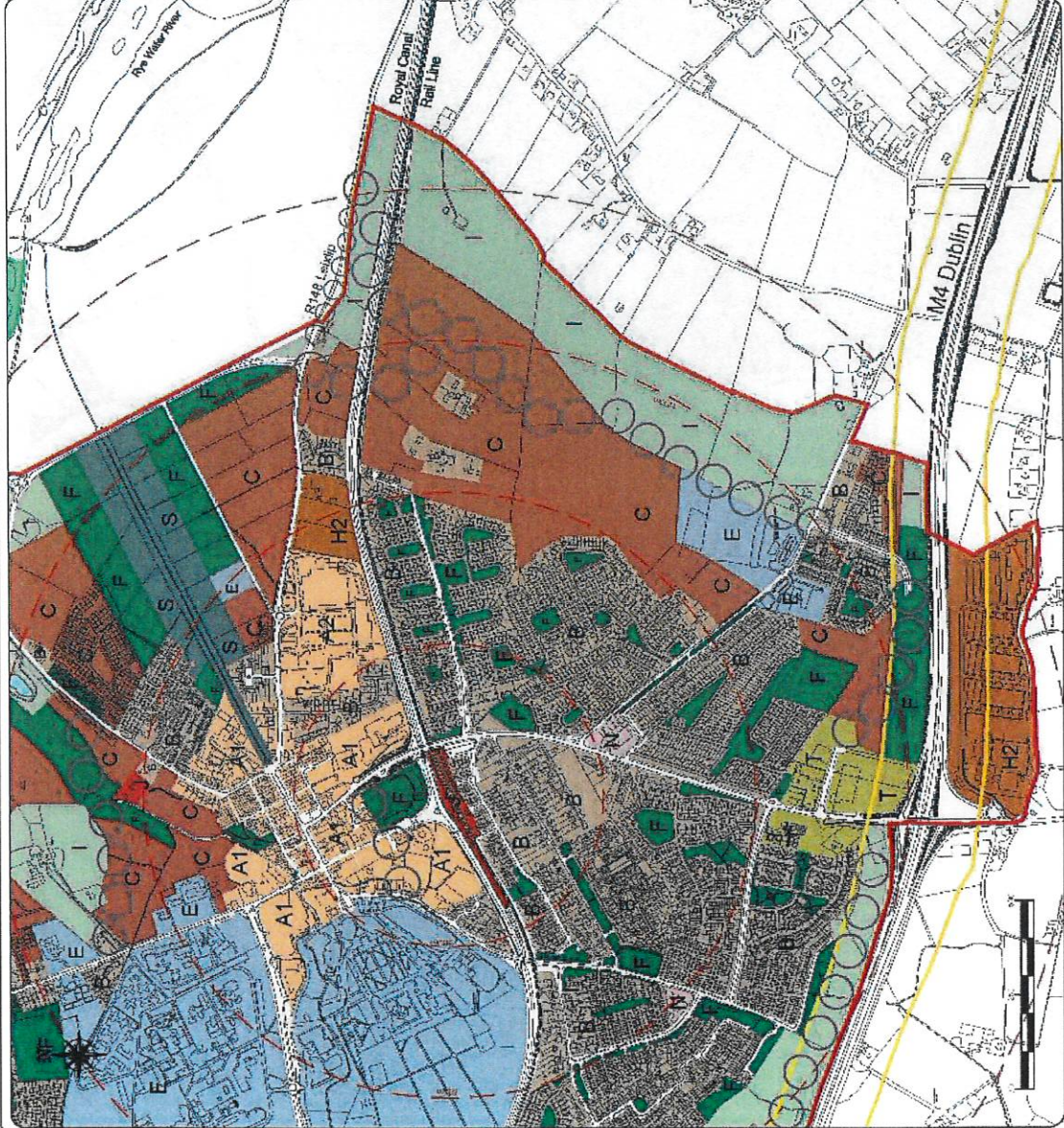
**Maynooth Local Area Plan 2013-2019**  
Incorporating Amendment No. 1  
(Effective from 6th of November 2018)

- Legend :**
- A1 & A2: Town Centre
  - B: Existing Residential & Infill
  - C: New Residential
  - E: Community and Educational
  - F: Open Space and Amenity
  - H2: Office/light Industry & Warehousing
  - I: Agriculture
  - J: Transport and Utilities
  - N: Neighbourhood Centre
  - P: Research and Technology
  - S: Carlin Avenue
  - T: General Development
  - Development Boundary
  - Kildare County Boundary
  - 81m Setback from the M4 Motorway
  - Rivers, Canal & Lales
  - Roads Objective (O) - (W) (Indicative only)

**Land Use Zoning Objectives Map - East.**

Date: 06 November 2018	Map Ref: 6.1
Scale: N.T.S	Drawing No 200716911
License No: 2006070004 Kildare County Council	Checked By: LC
Drawn By: MJK/BR	

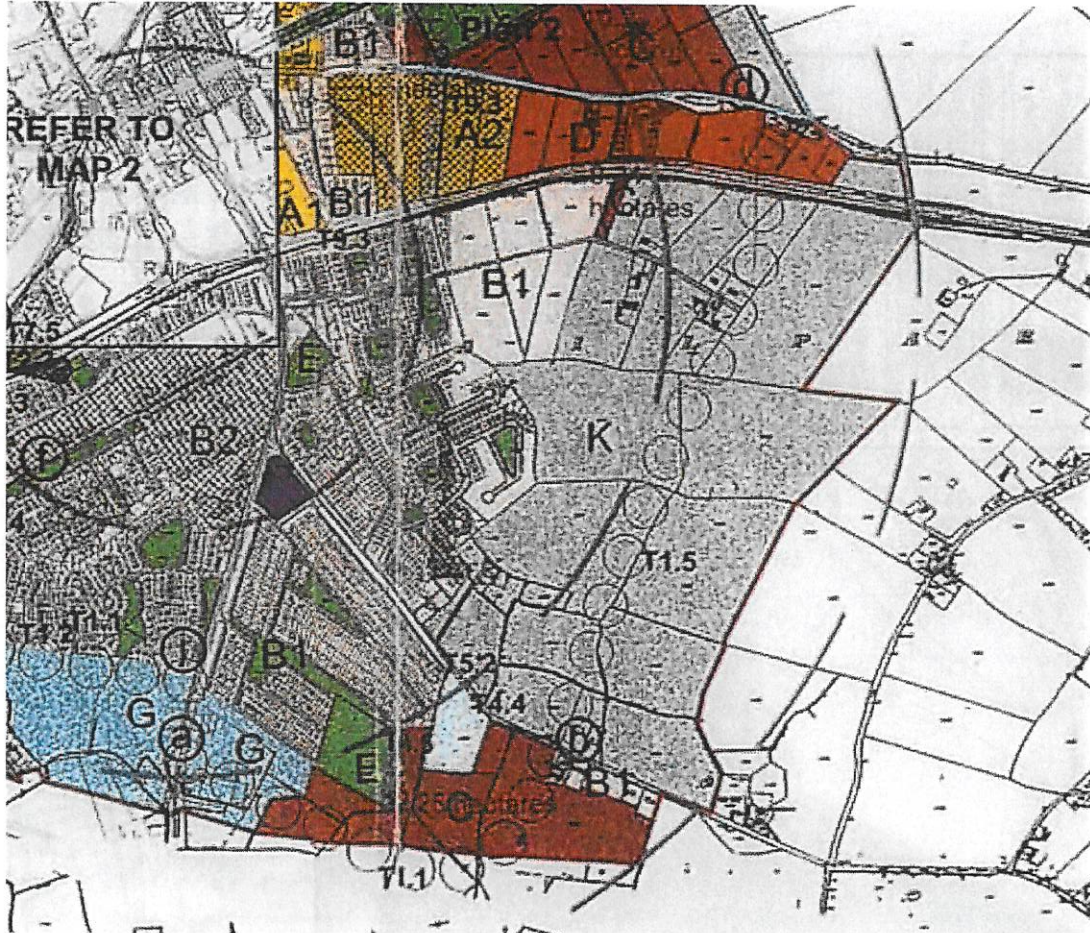
The drawing is to be read in conjunction with the written statement and objectives map





## Maynooth Local Area Plan 2002

The completion of the route has been a long standing objective – see extract from the zoning map of the Maynooth Local Area Plan 2002 below:



## 8. EVALUATION OF PROPOSED DEVELOPMENT

### Principle of Development

This report and Appendices are 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. This report seeks to evaluate whether the proposed development is consistent with proper planning and sustainable development.

It is noted that it has been a long standing objective of previous and current Maynooth Town Local Area Plans to construct an Eastern Bypass on the approximate route of the current proposal. Specific objectives are contained in the 2002 Maynooth Local Area Plan and later plans.

As noted in the planning history section of this report, a number of housing developments, permitted and under construction, include the southern part of the route.

Further the proposed development will unlock the development potential on lands East of Maynooth Town, on lands between the R405 Celbridge Road and the R148 Leixlip Road, much of these lands – west of the proposed roadway are zoned for residential development.

It is therefore considered that the principle of the proposed development is acceptable and supported by local and national policy.

### Compliance with Council Policy

Section 7 of this report set out the policies, objectives and other provisions of the Kildare County Development Plan 2017-2023 and the Maynooth Local Area Plan 2013-2019 as applicable to the consideration of this proposed development.

The following policies/objectives are of particular relevance and demonstrate that the proposed development of a complies with Council policy:

#### Kildare County Development Plan 2017-2023

*MT 1 Promote the sustainable development of the county through the creation of an appropriately phased integrated transport network that services the needs of communities and businesses*

*MT 5 Prioritise the development of new urban distributor/link/arterial roads to provide access to new communities and employment development to support the economic development of the county.*

*WC 3 Ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within the existing areas in order to maximise access to town centres, local shops, schools, public transport services and other amenities.*

*WC 6 Ensure that all roads in existing and new developments are designed in accordance with the principles, approaches and standards contained in the Design Manual for Urban Roads and Streets 2013, the NTA National Cycle Manual and other appropriate standards*

**RS 8** Ensure that the planning, design and implementation of all road and street networks within urban areas across the county accord with the principles set out in the Design Manual for Urban Roads and Streets (2013), the National Cycle Manual (2010) and other relevant standards where appropriate.

**PC 3** Ensure that future developments are designed and constructed to minimise noise disturbance and take into account the multi functional uses of streets including movement and recreation, as detailed in the Urban Design Manual (2009) and the Design Manual for Urban Roads and Streets (2013).

### **Maynooth Local Area Plan 2013-2019**

The Maynooth Eastern Ring Road is an objective of the Maynooth Local Area Plan as below under 'Roads Infrastructure' contained in Section 7.5.2 of the LAP:

**"TRO 2:** To facilitate the future construction of the following roads and in the interim protect these routes from development":  
"-Between the Celbridge Road (B) and the Leixlip Road (E)(i) or (E)(ii) (TRO 2)".

In addition, the proposed development supports a number of Policies and Objectives of the Plan, including the following:

**"TRO 1:** To develop, maintain and improve as required, the local road network to ensure a high standard of road quality and safety in accordance with the requirements of this Plan and relevant legislation."

It is considered that the proposed development will relieve congestion currently experienced in Maynooth Town Centre and by facilitating improved access for pedestrians, cyclists, buses and cars.

It is considered that the proposed development would assist in the realisation of the relevant development plan and local area plan policies, objectives and related provisions detailed in this report. It is therefore considered that the proposed development complies with specific objectives of the Kildare County Development Plan 2017-2023 and the Maynooth Local Area Plan 2013-2019

### **Route Selection**

As described in the Route Selection Report, several options were considered to provide a link between the R148 Leixlip Road and the R405 Celbridge Road in line with the Maynooth LAP. Four options progressed from the Stage 1 assessment to the Stage 2 assessment and were referred to as Option A, Option B, Option C and Option D. The Stage 2 assessment was undertaken in accordance with the TII Project Management Guidelines and compared the four route corridor options using the six Common Appraisal Criteria of Environment, Economy, Safety, Accessibility & Social Inclusion, Integration and Physical Activity. This assessment identified Option B as the preferred route, and this is discussed in Section 3 of the Part VIII Planning Report.

Based on the comprehensive and rational approach, it is considered that the proposed route is the optimal route available to deliver the objective.

### **Design and Visual Impact**

It is noted that there will be a visual impact to the area in the immediate vicinity of the proposed road. While it is noted that the road has been designed in engineering terms, it is considered that the design of any boundary along the route should be of high quality materials and have continuity in terms of design and visual impact along the route. Additional planting where possible will assist in softening any new boundaries. Some amendments are necessary – discussed below – full details of boundary treatment will need to be agreed with the Planning Department prior to the commencement of development.

#### **Funding**

LIHAF refers to the Local Infrastructure Housing Activation Fund. The objective of the fund is to provide public off-site infrastructure to relieve critical infrastructure blockages. It seeks to enable the accelerated delivery of housing on key development sites in Dublin and in urban areas of high demand for housing. The proposed development has been approved under the LIHAF fund.

#### **Flood Risk Assessment**

In the appended Flood Risk Assessment (FRA), the Maynooth Eastern Ring Road has been assessed for existing and future sources of flood risk. The primary source of flood risk identified for the site is pluvial flooding. The consulted sources indicate that the proposed alignment of the Maynooth Eastern Ring Road is within Flood Zone C as per the 2009 OPW Flood Risk Guidelines for Planning Authorities. The Guidelines state that all types of developments are suitable within flood zone C, therefore the proposed development is suitable for the associated flood risk. The drainage network for the proposed development will incorporate Sustainable Drainage Systems (SuDS) for the purpose for managing surface water in terms of both flow and quality. There is therefore no significant potential for the proposal to cause an adverse effect on flood risk elsewhere as a result of effect on overland flood conveyance or displacement of flood storage. It is noted that the Water Services Section have no objections to the proposal.

#### **EIAR Screening**

A Environmental Impact Assessment (EIA) Screening Report was prepared which concluded that the proposed development does not trigger the threshold for mandatory EIA/EIAR as set out in the Roads Act, 1993 (as amended) and/or in the Road Regulations of 1994. Having been considered and assessed using the appropriate criteria, it was concluded that it is not likely to have any significant effects on the environment and therefore does not require an EIAR to be prepared or an EIA to be conducted.

#### **Appropriate Assessment**

Following an examination of the objective information provided in the “Appropriate Assessment Screening for the Maynooth Eastern Ring Road” (the Screening Report) prepared by a consultant ecologist with Roughan and O’Donovan, Kildare County Council, as the Competent Authority, determined that the Maynooth Eastern Ring Road, individually or in combination with other plans and projects, does not have the potential to give rise to likely significant effects on European sites, their conservation objectives or integrity, and therefore does not require an Appropriate Assessment.

Key points in the determination

- One Special Area of Conservation – the Rye Water Valley/Carton SAC Site Code:001398 – occurs within the likely zone of impact of the proposed development, approximately 0.75km from the subject site.

- There is no potential for significant effects on the local groundwater flow regime and subsequently on any associated qualifying interest of the Rye Water Vally Carton SAC Site Code:001398
- There is no potential for cumulative impacts on the Rye Water Valley/Carton SAC Site Code:001398 or any other European Site.

Therefore a Stage 2: Appropriate Assessment was deemed not to be required.

### **Internal Sections**

It is noted that a number of internal sections of KCC have cited no objections subject to modifications.

### **Concerns raised in Public Submissions**

Roughan and O'Donovan have examined the issues raised in the submissions and a full report is contained in Appendix C of this report. The attached Appendix C provides responses to each of the 33 submissions.

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

### **Noise Barrier at Griffin Rath**

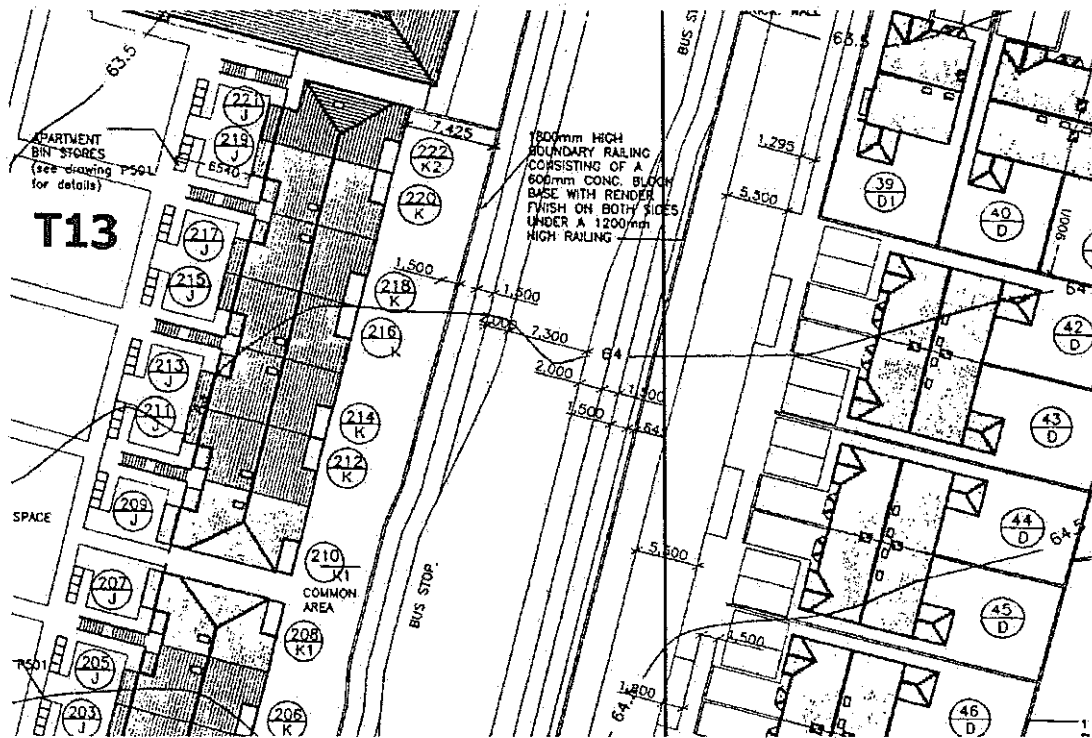
Serious concerns have been raised by the Planning Department regarding the construction of 3m and 2.5m high noise barrier walls in the area of Griffin Rath Road, between Griffin Rath Hall and Griffin Rath Manor. These walls will be on both sides of the road and will create an inhospitable urban environment, they will result in a public open space at the entrance to the estate with a wall on three sides. Although it is acknowledged that the construction of these walls arose in response to issues raised in the noise survey, it is considered that this recommendation fails to take into account the fact that the permitted layout and constructed development had anticipated that this stretch of roadway would be part of the Maynooth Eastern Ring Road and that, even in the submissions made, there is no suggestion of an expectation that this roadway would remain a cul de sac indefinitely.

It is considered that the construction of these walls would:

- prohibit pedestrian accessibility and permeability within and between the Griffin Rath Manor and Griffin Rath Hall,
- would militate against adequate passive surveillance and enable antisocial behaviour
- would reduce visibility, and awareness of the suburban nature of this area, and thus contribute to faster traffic speeds – as such would in itself constitute a traffic hazard,
- would constitute an undesirable precedent for the erection of similar high walls within urban areas
- would be contrary to DMURS design guidance

An extract of the layout permitted under planning application 02/1872 is shown below, the existing walls and railings are consistent with those permitted.





The construction of noise barrier walls as proposed is not acceptable in an urban area and alternative noise mitigation should be proposed, including additional planting and narrower road section or other traffic calming measures. The relocation of the proposed bus stop may also be considered as a noise mitigation measure, any proposed relocation should be within 250m of the current proposed location.

**Use of Signalised Junctions**

It is noted that a number of submissions express a preference for the use of roundabouts to signalised junctions. As pointed out in the Roughan O'Donovan's response, in general, signalised junctions are safer for pedestrians and cyclists due to controlled nature of the crossing. D.M.U.R.S. states that the use of large roundabouts should be restricted to areas with lower levels of pedestrian activities. Given the proximity to existing schools, housing developments and the quantum of future planned residential estates (as outlined in the Maynooth LAP), low levels of pedestrian usage are not envisaged.

**Access Roads and Appropriate Assessment**

The proposed development was screened for Appropriate Assessment by Kildare County Council as the competent authority, all access roads were included in the drawings available for this screening assessment.

**Need for Access Roads**

One of the objectives for the proposed development is to provide the necessary road infrastructure to allow for the future development of zoned lands adjacent to the MERR. The access roads along the MERR are considered necessary infrastructure to meet this objective. The response of Roughan O'Donovan – Point 40 of the Part VIII submissions report – should be noted in this regard. Additional landscaping, including bunding and planting, should be provided at detailed design stage in order to mitigate the impact of the proposal further.

**Pedestrian and Cyclist Safety**

A number of the submissions raised concerns regarding pedestrian and cycle safety at various points along the proposed route. The development shall be the subject of a Stage 2 and Stage 3 Road Safety Audit prepared by an independent, suitably qualified and experienced person. Amendments will be made based on the recommendations of this Audit.

#### **Landscaping**

Landscaping measures will be developed at the detailed design stage and should be submitted to the Planning Department for agreement.

#### **Construction Management – Noise, Vibration, Dust and Traffic**

The Contractor will be required to produce a Construction Management Plan prior to the construction stage which shall be subject to the approval of Kildare County Council.

### **9. CONCLUSIONS**

The Maynooth Eastern Ring Road is an objective of the Maynooth Local Area Plan 2013-2019 (reference TRO 2) the proposal will secure this objective.

The proposal will enable the delivery of a new residential development to the east of Maynooth town centre, funding for the project has been secured under the Local Infrastructure Housing Activation Fund (LIHAF).

Having regard to:

- The provisions of the Kildare County Development Plan 2017 - 2023
- The provisions of the Maynooth Local Area Plan 2013-2019
- Kildare County Council Internal Departmental Reports
- Prescribed Bodies submissions
- Public Submissions
- The EIAR Screening Report
- The AA Screening report
- The location of the proposed development
- The nature and extent of the proposed development
- The recommendations set out below.

It is considered that the proposal would be in accordance with the provisions of the Kildare County Development Plan 2017 –2023, and the Maynooth Local Area Plan 2013-2019, would therefore be in accordance with the proper planning and sustainable development of the area.

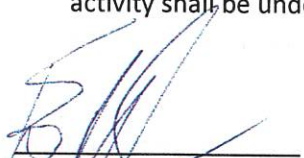
## 10. RECOMMENDATION


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

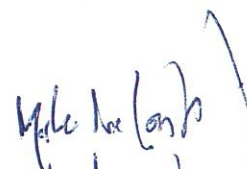
### Modifications

1. The proposed development to be carried out in accordance with the plans and particulars placed on public display on 14<sup>th</sup> May 2019, except where altered or amended by the following modifications.
2. All noise barriers/ boundaries/ walls to be durable and of high quality architectural treatment, full design details of which to be submitted for the written agreement of the Planning Department prior to the commencement of development.
3. Prior to the commencement of development, detailed drawings will be submitted for the written agreement of the Planning Department demonstrating compliance with the following:
  - a) Compliance with all relevant DMURS standards
  - b) Provision of signalised pedestrian crossings including central islands as required by the Road Safety Audit
  - c) Provision of yellow box markings at residential estate accesses shall be considered.
4. The entrance to the lands west of the junction with the R148 shall be relocated to the west of its existing location, a low wall with railings shall be provided along this roadside boundary. Details of the new entrance and wall shall be submitted for the written agreement of the Planning Department prior to the commencement of development.
5. A 2m high wall – for the purposes of screening - shall be constructed at on the boundaries of the lands southeast of the proposed junction with the R148. Details shall be submitted for the written agreement of the Planning Department prior to the commencement of development.
6. Additional landscaping, including bunding and planting shall be provided along the proposed access road south of the proposed railway/canal bridge and west of the proposed roadway. Details shall be included in the detailed landscaping plan submitted for the written agreement of the Planning Department prior to the commencement of development.
7. No noise barrier walls shall be constructed at the existing Griffin Rath Road, between Griffin Rath Manor and Griffin Rath Hall. Alternative noise mitigation may be considered and shall be submitted for the written agreement of the planning authority prior to the commencement of development. The relocation of the proposed bus stop may also be considered as a noise mitigation measure, any proposed relocation must be within 250m of the current proposed location.
8. A landscaping plan will be agreed with the Planning Department prior to the commencement of development to include the following:
  - a) Planting schedules and specifications on boundary treatments. The planting schedule to contain details of species, height, girth and age of all tree and shrub planting, prioritising the use of native species and pollinator planting.

- b) Proposals relating to the removal of any existing trees, where necessary, which should only take place outside the closed period between 1<sup>st</sup> March and end of August.
  - c) Phasing of proposed landscaping which is to be implemented in full by the close of the first planning season following completion of the development.
9. Public lighting will be in accordance with the adopted Kildare County Council Public Lighting Policy.
  10. Pedestrian crossings at the Griffin Rath Road and at the junction between the R157 and R148 shall be the subject of detailed analysis within the Road Safety Audit.
  11. A Stage 2 Road Safety Audit will be carried out by an independent approved and certified Auditor for the proposed road infrastructure works and the recommendations of this audit shall be incorporated into the detailed design. The planning authority shall be notified in writing of the proposed alterations.
  12. 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) and the recommendations of this audit shall be incorporated into the detailed design.
  13. A construction method statement will be agreed between Kildare County Council and all appointed on-site contractors to ensure that:
    - a) Best practice methods shall be employed to control dust emissions arising from construction works, a wheel wash shall be employed.
    - b) Water shall be sprayed on the roads and exposed soil heaps in periods of windy and dry weather in order to reduce the potential impact of dust on neighbouring properties.
    - c) Trucks used for the importation of soil onto the site are equipped to prevent the spillage of material and dust blow.
    - d) Where possible, stockpiles, tips and mounds shall be located away from sensitive receptors.
    - e) The Dust Minimisation Plan included with the application shall be implemented in full. The procedures within the plan will be strictly monitored and assessed at all times.
  14. A qualified archaeologist will be employed to monitor all groundwork associated with the proposed development.
  15. In the interests of residential amenity the hours of construction on the site will be restricted to Monday to Friday 07:00 to 18:00 and Saturday 08:00 to 14:00, or as agreed in writing in advance with the Planning Department to facilitate any exceptional aspects of the project, which may include the construction of the railway bridge. Other than works associated with the construction of the bridge over the railway, no building activity shall be undertaken on Sundays and Bank Holidays.

  
 Eoghan Lynch  
 Senior Executive Planner

 23/7/19

  
 M. Lee (on behalf of) Director of Services  
 23/7/19

**APPENDIX A  
CIRCULATION LIST**





# Comhairle Contae Chill Dara Kildare County Council

## Maynooth Eastern Ring Road - Planning Ref. P82019.08

### Part 8 Development - Circulation List

#### Elected members:

Members of Maynooth Municipal District

#### Members of the Oireachtas

Sean O'Fearghail TD

Martin Heydon TD

Fiona O'Loughlin TD

Frank O'Rourke TD

Catherine Murphy TD

Bernard Durkan TD

James Lawless TD

Senator Anthony Lawlor

#### Kildare County Council

##### Planning Department

Peter Minnock – DOS

Ken Kavanagh - SEO

Michael Kenny – Senior Planner

Liam McGree – Senior Planner

Amy Granville – Senior Executive Planner

Patricia Conlon – Senior Executive Planner

Bridget Loughlin – Heritage Officer

Peter Black – Architectural Conservation Officer

##### Housing Department

Tadhg McDonnell, Director of Services

David Creighton – A/Senior Architect

Annette Aspell – Senior Executive Officer

**Roads, Transportation, Public Safety & Development Control**

Niall Morrissey, Director of Services

John Coppinger, SE

John McGowan, SE

Jonathan Deane - Municipal District Roads Engineer

Cyril Buggie – Municipal District Roads Engineer

George Willoughby, SEE

Evelyn Wright, SEO

Gerry Halton, SEO

John O'Neill, SEE

Jonathan Walsh, Traffic Management

**National Roads Office**

John Grealish, A/SE

**Climate Action**

Alan Dunney, Eastern & Midlands Regional Co-ordinator

**Environment Department**

Colm Flynn, SEE

Michael Holligan, SE

Liam Dunne, SEO

**Water Services Department**

Joe Boland, Director of Services

Gerry Conlan, SE

Ibrahim Bargouthi F, A/SE

**Fire Services**

Celina Barrett, Chief Fire Officer

**Health & Safety**

Michael Hurley, Health and Safety Officer

**Economic, Community and Cultural Development**

Sonya Kavanagh, Director of Services

Mairead Hunt, SEO

Maura McIvor, SEO

Ann Marie Conneely, A/SEO

## **Prescribed Bodies & Third Parties**

An Comhairle Ealaíon (The Arts Council)

An Taisce

Department of Culture, Heritage, and the Gaeltacht (also sent by email)  
(and Development Applications Unit of the Dept. in Wexford)

Department of Housing, Planning, Community and Local Government

Department of Communications, Climate Action & Environment

Inland Fisheries Ireland

Health & Safety Authority

Heritage Council

Irish Water

National Transport Authority

National Tourism Development Authority

Transport Infrastructure Ireland

Faite Ireland, Environment & Planning Unit

Road Safety Authority

Health Services Executive

Minister for Transport, Tourism and Sport

Department of Transport, Tourism and Sport

An Garda Síochána, Garda Headquarters, Phoenix Park

The Superintendent, Leixlip Garda Station

ESB Head Office

Minister for Culture, Heritage, and the Gaeltacht

Minister for Housing, Planning, Community and Local Government

Irish Wildlife Trust

Bird Watch Ireland

Eastern & Midland Regional Assembly (by email only)

The Tree Council of Ireland

National Parks & Wildlife Service

IFA

Gais Networks Ireland

Ervia (Bord Gais)

Eir Group HQ

Environmental Protection Agency

Coras Iompair Eireann

Bus Eireann

Industrial Development Authority

Department of Business, Enterprise & Innovation

Minister for Business, Enterprise & Innovation

Minister for Communications, Climate Action and Environment

Irish Aviation Authority

Geological Society of Ireland

Commission for Railway Regulation

Waterways Ireland

Iarnrod Eireann

Commission for Regulation of Utilities

Office of Public Works

Meath County Council

Fingal County Council

Gaelscoil Uí Fhiaich

Maynooth Educate Together National School

**APPENDIX B**  
**APPROPRIATE ASSESSMENT SCREENING REPORT**



COMHAIRLE CONTAE CHILL DARA

KILDARE COUNTY COUNCIL

Record of Executive Business and Chief Executive's Orders

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

**Maynooth Eastern Ring Road**

**Appropriate Assessment (AA) Screening Determination**

Pursuant to the requirements of the above, , Kildare County Council is proposing to construct a single carriageway road of 1.55km in length linking the R148 Leixlip Road and the R405 Celbridge road within the townlands of Maynooth, Railpark and Money Cooley, Co. Kildare.

The proposed development will comprise a single carriage way road of 1.55km in length, the upgrade of two junctions at the northern and southern tie-ins to provide access onto the new development. A bridge crossing is also required as part of the proposed development to bridge over the Royal Canal and the Dublin to Sligo railway line. The route will provide pedestrian and cycle facilities and an access link to the Royal Canal Towpath. A detailed description of the proposed development has been provided in the Section 2 of the Appropriate Assessment Screening Report with drawings provided in Appendix A.

Having regard to Article 6(3) of the Habitats Directive and Part XAB of the Planning and Development Act 2000 (as amended), the guidance contained in the document entitled "*Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities*" (published by the Department of Environment, Heritage and Local Government in 2009) and following an examination of the objective information provided in the "*Appropriate Assessment Screening for the Maynooth Eastern Ring Road*" (the Screening Report) prepared by a consultant ecologist with Roughan and O'Donovan, Kildare County Council, as the Competent Authority, determines that the Maynooth Eastern Ring Road, individually or in combination with other plans and projects, does not have the potential to give rise to likely significant effects on European sites, their conservation objectives or integrity, and therefore does not require an Appropriate Assessment.

Key points in the determination

- One Special Area of Conservation – the Rye Water Valley/Carton SAC Site Code:001398 – occurs within the likely zone of impact of the proposed development, approximately 0.75km from the subject site.
- There is no potential for significant effects on the local groundwater flow regime and subsequently on any associated qualifying interest of the Rye Water Vally Carton SAC Site Code:001398
- There is no potential for cumulative impacts on the Rye Water Valley/Carton SAC Site Code:001398 or any other European Site.

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



Eoghan Lynch,  
Senior Executive Planner  
10<sup>th</sup> May 2019



**ORDER:** That Kildare County Council as the Competent Authority, having considered the AA Screening Report prepared by Roughan & O'Donovan, makes a determination that a Stage 2: Appropriate Assessment will not be required to inform the Maynooth Eastern Ring Road project, either alone or in combination with other plans or projects, with respect to any Natura 2000 sites and their Conservation Objectives.

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Date: 10/05/2019

  
\_\_\_\_\_  
Chief Executive

**APPENDIX C**

**SUBMISSIONS REPORT  
PREPARED BY THE TRANSPORTATION DEPARTMENT AND  
ROUGHAN O'DONOVAN AND ASSOCIATES**

### 3. RESPONSES TO SUBMISSIONS

Roughan & O'Donovan Consulting Engineers, on behalf of Kildare County Council, have examined and reviewed the submissions made by the contributors listed in Section 2 and compiled the following principal points made. These are considered to be a fair representation of the submissions made during the observation period.

**Point 1:** Signalised junctions are not a preferred option for the junctions and the use of roundabouts should instead be considered.

*Response:* In general, signalised junctions are safer for pedestrians and cyclists due to controlled nature of the crossing. It is important to note the priority of road users as identified in D.M.U.R.S. (Design Manual for Urban Roads and Streets) which is as follows, where 1 is the highest priority and 4 is the lowest priority for consideration:

1. Pedestrians (Consider First)
2. Cyclists
3. Public Transport
4. Private Motor Vehicles (Consider Last)

*D.M.U.R.S. states that the use of large roundabouts should be restricted to areas with lower levels of pedestrian activities. Given the proximity to existing schools, housing developments and the quantum of future planned residential estates (as outlined in the Maynooth LAP), low levels of pedestrian usage are not envisaged.*

*Notwithstanding the above, the inclusion of roundabouts at both junctions was assessed given the preference from the public. At the southern junction, along the R405 Celbridge Road, adequate space was not available to accommodate a roundabout of sufficient size to cater for the predicted traffic flows without significantly impacting on adjacent properties. The proposed signalised junction is of such a scale that there is no significant impact on the majority of properties in the area. Two detached properties to the north-east of the junction will be impacted as an approx. 5.5m wide strip of land will be required to accommodate the widening of the R405 Celbridge Road.*

*At the northern junction, a signalised configuration was brought forward due to the need to raise the level of the existing priority junction. A roundabout was determined not to be technically viable at the preliminary design stage due to space restrictions. It is noted that, if a roundabout was feasible, the area of the roundabout would need to be raised significantly with consequent impacts on the R148 Leixlip Road and the R157 Dunboyne Road as they would need to be raised*

*even further to create safe tie-ins. This would likely have resulted in increased impacts on adjacent properties and on the wall of Carton Demesne.*

**Point 2:** The proposed cycle tracks should not be a shared surface instead be clearly delineated in the interest of safety of the users. They should also be grade separated and the widths be sufficient for separate lanes. Are they on-road or off-road? Why are there different cyclist facilities provided along the R148 and R405?

*Response: In general, cycle tracks along the MERR will be grade separated and segregated from the carriageway by way of a grass verge. A shared surface for pedestrians and cyclists has been proposed along the eastern side of the MERR as the level of usage is estimated to be low given the current zoning of lands. This shared surface is typically 4.0m wide. A separate 2.0m footpath and 4.0m two-way cycle track has been proposed on the western side of the MERR as usage is estimated to be significantly greater than the eastern side. This is in part due to the quantum of housing developments envisaged in the lands zoned "New Residential" in the LAP and in part due to the western side of the road being the town side, attracting a greater number of users than the remote side.*

*On the R405 Celbridge Road, it is not proposed to provide cycle facilities along the eastern approach to the junction in line with the Maynooth Traffic Management Plan (TMP) published by AECOM in 2017. A shared surface is proposed on the western approach to allow for two-way flow of both pedestrians and cyclists given the proximity to primary schools. There is insufficient space available at this location to provide two-way cycle tracks and footpaths on both sides of the road without needing to compulsorily purchase lands from the adjacent properties resulting in significantly increased impacts to these properties. Additionally, providing one-way cycle lanes would require cyclists to cross the road twice which was seen as undesirable given the number of children anticipated to use the route to travel to school.*

*On the R148 Leixlip Road, it is not proposed to provide cycle facilities along the eastern approach to the junction in line with the Maynooth TMP. However, a connection to the Royal Canal towpath is proposed which provides a pedestrian and cycle route continuing beyond the extents of the proposed development. The TMP envisages that this section of the towpath will be upgraded to a greenway, although this will be subject to a separate planning process. On the western*



*approach, separate 2.0m cycle tracks and 2.5m footpaths are proposed. On the northern side, this cycle track will tie-into the existing one-way cycle track. On the southern side, a proposed one-way cycle track will permit cyclists to travel towards Maynooth in a safer manner than presently available.*

**Point 3:** The need for the road needs to be justified given the current climate emergency. New roads will only serve to increase existing traffic levels resulting in demand for new roads.

*Response: The need for the proposed development is discussed in depth in Section 1.2 of the Part VIII Planning Report.*

**Point 4:** Not Used

*Response: Not Used*

**Point 5:** Any stockpiling of topsoil must be considered and planned such that risk of pollution from these activities is minimised. Drainage from the topsoil storage area may need to be directed to a settlement area for treatment.

*Response: Referring to Section 4.6.4 of the Part VIII Planning Report, industry best practice pollution prevention measures in accordance with guidance documents (for example CIRIA Guideline Document C532 Control of Water Pollution from Construction Sites and C648 Control of water pollution from linear construction projects), during both construction and operation in order to control the risk of pollution to surface waters shall be implemented.*

**Point 6:** The Invasive Species and Biosecurity Plan should be included to treat and manage identified invasive species.

*Response: No invasive species have been identified on the site. If any invasive species are identified during the construction stage, they will be treated in accordance with TII guidance on the management and treatment of noxious weeds and non-native species on National Roads.*

**Point 7:** Any dewatering of ground water during construction must be treated by infiltration over land or into an attenuation area before being discharged off site.

*Response: Referring to Section 4.6.4 of the Part VIII Planning Report, industry best practice pollution prevention measures in accordance with guidance documents (for example CIRIA Guideline Document C532 Control of Water Pollution from Construction Sites and C648 Control of water pollution from linear construction projects), during both construction and operation in order to control the risk of pollution to surface waters shall be implemented.*

**Point 8:** All works will be completed in line with a Construction Management Plan (CMP) which ensures that good construction practices are adopted throughout the construction period and contains mitigation measures to deal with potential adverse impacts identified in advance of the scheme. The CMP should provide a mechanism for ensuring compliance with environmental legislation and statutory consents.

*Response: The Contractor will be required to produce a Construction Management Plan prior to the construction stage which shall be subject to the Approval of Kildare County Council.*

**Point 9:** All discharges must be in compliance with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010.

*Response: Referring to Section 4.6.4 of the Part VIII Planning Report, industry best practice pollution prevention measures in accordance with guidance documents (for example CIRIA Guideline Document C532 Control of Water Pollution from Construction Sites and C648 Control of water pollution from linear construction projects), during both construction and operation in order to control the risk of pollution to surface waters shall be implemented. Discharges will comply with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010.*

**Point 10:** Waterways Ireland should be consulted in relation to any works that could potentially impact on the canal.

**Response:** *Waterways Ireland have been consulted prior to the publication of the Part VIII Application and will continue to be a consultee during the detailed design and construction stages of the development.*

**Point 11:** Can the extent of proposed noise barriers along the eastern boundary to Carton Wood be clarified.

**Response:** *There are no noise barriers proposed along the eastern boundary of Carton Wood. The Noise and Vibration assessment by AWN Ltd found that the predicted noise levels for the year 2036 would result in a Negligible change at Receptors no. 1, 2 and 3 located along the eastern boundary of Carton Wood (note error in Part VIII document, where the Receptors R1 and R2 and R3 refer to Carton Grove instead of Carton Wood). The residual impact at receptor locations R1 is an increase of 1db as a result of the proposed development, and for R2 and R3, No Change / Reduction occurs. Therefore, no noise barriers are proposed along the eastern extent of the Carton Wood Estate.*

**Point 12:** What improvement plans are in place to upgrade the Dunboyne Road given the increase in traffic?

**Response:** *The section of the R157 Dunboyne Road within the extents of the proposed development will be upgraded to accommodate the development of the MERR and is designed to cater for the predicted future traffic demand. Any works beyond the extents of the proposed development will be subject to a separate planning process and is outside the scope of this development.*

**Point 13:** Ensure that there is adequate drainage of the road to ensure that no flooding to existing properties occurs.

**Response:** *A new surface water drainage network will be constructed to serve the proposed road scheme. The proposed road drainage will be designed to incorporate attenuation storage for the 1 in 100 Year rainfall event, including a 10% increase in rainfall intensities to allow for the effects of climate change. Runoff from the proposed road will be attenuated to greenfield runoff rates, in accordance with the Greater Dublin Strategic Drainage Study and Local Authority requirements. Attenuation storage will be provided in the form of detention systems throughout the scheme prior to discharging to the existing surface water drainage network. Runoff from the scheme will also pass through Class 1 bypass petrol interceptors at the outfall locations prior to discharging to the existing surface water network.*

**Point 14:** The proposed drawings are not clear in how residents of Griffin Rath Hall will safely turn right heading towards Straffan Road. Can a yellow box or table-top ramp be incorporated into the design of this junction to allow for safe access?

*Response:* Access to and from Griffin Rath Hall will be reviewed during the detailed design stage of the development to ensure safe access is provided. With reference to the proposals in the submissions, the provision of a yellow box will be assessed while a table-top ramp will not be incorporated on the grounds of safety, among other reasons, given the predicted AADT.

**Point 15:** The speed limit of 50km/hr envisaged for Griffin Rath Road should be 30km/hr.

*Response:* Applications for introducing a 30km/hr speed limit for Griffin Rath Road and Maynooth Eastern Ring Road need to be submitted to Local Authorities for consideration.

**Point 16:** The safety of pedestrians, and in particular children, in Griffin Rath Manor and Griffin Rath Hall is of paramount importance. What measures are being included to ensure their safety.

*Response:* Specific measures to ensure the safety of all pedestrians, particularly children, within the Griffin Rath Manor and Griffin Rath Hall environs will be considered further during the detailed design stage of the development, however as noted in the Part VIII Planning Drawings, a signalised crossing point will be provided along the road, the location of which will be reviewed during the detailed design stage. A review of the existing ingress and egress points into both estates will be carried out with suitable measures put in place to safeguard children.

**Point 17:** What signage is proposed to be included along the MERR and within the environs of Griffin Rath Road? Will "Children Crossing" signs, speed signs and automatic speed readers be included?

*Response:* The signage strategy will be developed during the detailed design stage of the development.

**Point 18:** What measures are being incorporated to prevent parents of school children parking in Griffin Rath Manor and Griffin Rath Hall given that the road they currently park on will no longer be suitable.

*Response: Adequate road markings and signage at Griffin Rath Road will be developed during the detail design stage.*

**Point 19:** What are the proposed landscaping measures in Griffin Rath Manor and Griffin Rath Hall? Will the existing landscaping be removed?

*Response: The existing trees along the western side of Griffin Rath Road between the entrance to Griffin Rath Hall and the junction with the R405 will be removed, while those between Chainage 0+000 on the eastern side of Griffin Rath Road, to the R405 junction will also be removed to accommodate the new junction tie-in. Landscaping within the corners of the junction with the R405/entrance to Griffin Rath Road will be retained as far as possible.*

*Any landscaping within the estate boundaries will not be impacted as works will be limited to the Griffin Rath Road. Landscaping measures will be developed the at detailed design stage.*

**Point 20:** At the junction of the R405 and Celbridge Road, cars will back-up, especially during school times.

*Response: Junction analyses were undertaken using the estimated traffic volumes in the design year, 2036 and the proposed junction layout was developed based on the results of these analyses. The junction design will be further developed during the detailed design stage of the project.*

**Point 21:** No HGVs on the link road between the R405 Celbridge Road and Straffan Road.

*Response: Any decision to restrict motor vehicles on public roads is taken by Kildare County Council and is outside the remit of the proposed development.*

**Point 22:** What is the timeframe for construction and the opening of the MERR? What will be the permitted construction times and days?

**Response:** *Construction of the project is anticipated to commence in the first quarter of 2020 with a predicted construction time frame of 18 months. Project completion is estimated to be during the second quarter of 2021.*

**Point 23:** For the past 12 years we have enjoyed a very quiet residential amenity. The new ring road will have a big impact on the noise levels, increased security risk and greatly reduce our privacy. What noise mitigation is proposed for Griffin Rath?

**Response:** *The provision of a transport link between the R148 Maynooth to Leixlip Road and the R405 Maynooth to Celbridge Road through the Railpark townland to the east of Maynooth town has been a roads objective for Maynooth dating back to the Maynooth Town Plan 2002, a plan that predates the Griffin Rath Manor and Griffin Rath Hall housing developments, and is currently an objective of the Maynooth Local Area Plan (LAP) 2013 – 2019 Incorporating Amendment No. 1. This link has also been envisaged to connect into another transport link between the R406 Straffan Road and the R405 Maynooth to Celbridge Road which was similarly included in the 2002 Maynooth Town Plan and is also an objective of the Maynooth Local Area Plan (LAP) 2013 – 2019 Incorporating Amendment No. 1. This is further evidenced by the inclusion of one of the conditions, Condition No. 57, associated with the granted planning permission for the two estates (Planning Ref. 02/1872) requiring the applicant to “construct a section of the distributor road, including boundary walls/rails, from the junction with the R405 to the north-western site boundary to the written satisfaction of the planning authority”.*

*Furthermore, while the proposed development will further impact the Griffin Rath Manor and Griffin Rath Hall estates, it should be noted that the link road from the R406 Straffan Road and the R405 Celbridge Road, which was granted planning in 2017 under Planning Reference 16-1153, will create the majority of traffic through the estates without providing, in particular, noise mitigation measures along the existing road. The proposed development of the MERR will account for this traffic and resulting noise increase through the provision of noise barriers which are proposed along Griffin Rath Road as detailed in Section 4.8.6 of the Part VIII Planning Report and as shown in the Appendix A drawings. The barriers will range from 2.0m above road level to 3.0m above road level, the form of which will be decided during detailed design.*



**Point 24:** Residential amenity – without doubt this road will have an adverse effect on our residential amenity, current enjoyment, property value, noise, disturbance, overlooking, privacy and current access to our home and rear site.

*Response:* *The impact on residents and existing properties will be mitigated so far as is reasonably practicable.*

**Point 25:** Entrance – should we agree to the proposed relocation of the current Celbridge Road entrance we would expect the existing 14m entrance to be replicated identically on the MERR, including a layby a minimum of 4m back from our boundary, as existing. We would fully expect this new access to guarantee the equivalent safe access to and from our home, prevent any health and safety risks and enable us to pursue any future access required.

*Response:* *The matter of accommodation works forms part of the land acquisition process which is a separate statutory process.*

**Point 26:** Wall / boundary treatment – we would require the proposed 2.5m wall to follow the levels of the new road and to rise and fall in keeping with these changing levels providing a 2.5m wall (above ground level) and sound barrier to all areas of the site and the entire length of the boundary equally. This will hopefully prevent overlooking, noise and further loss of privacy and security upon our home.

*Response:* *The proposed 2.5m wall will follow the levels of the proposed new ground level.*

**Point 27:** Noise – a vast increase in noise levels, cars stopping and accelerating, traffic lights will impact upon the current acoustic levels enjoyed. We would expect noise barriers, the 2.5m wall and new triple glazed windows and doors to be provided to compensate in some way for this intrusion.

*Response:* *The matter of accommodation works forms part of the land acquisition process which is a separate statutory process.*

**Point 28:** Street lighting columns - height, position, light pollution and what impact this will have upon our home and living conditions.

*Response:* The detail of the lighting design will be finalised during detailed design. As outlined in Section 4.4.4 of the Part VIII Planning Report, the lighting design will ensure that all luminaries will be LED which lack UV elements and will have peak wavelengths greater than 550nm (~3000°K). This will produce a warm white colour, and, in tandem with maintaining the minimum allowable lux levels, will reduce the impacts of lighting on wildlife. Streetlights will be designed to minimise light spill outside the intended area. This will include the use of light shields or cowls to prevent light spill onto habitats outside the site, particularly the Royal Canal, if necessary.

**Point 29:** Property value - the existing value of our property and the negative impact of the proposed road development upon this.

*Response:* The matter of compensation for loss will be governed by the CPO process, which is a separate statutory process.

**Point 30:** CPO – we await written confirmation of land required at the front of our property and the CPO procedure and timeline to be applied.

*Response:* Kildare County Council will contact affected landowners with regards to CPO procedures and timelines.

**Point 31:** Mains water and sewerage – we would request that our property be included and connected to the foul, sewer and mains water provisions being constructed and laid within the MERR.

*Response:* All existing connections to the public watermain and foul networks will be maintained. Requests to provide new connections will not form part of the scheme. Any future connection to the public watermain and drainage network will be required to go through a separate planning application and subject to Irish Water approval.

**Point 32:** Garden – we require further details in relation to the redesign of our garden following the proposed CPO. We would expect KCC to respect and not undermine the existing landscaping, trees, grass areas and provide full reinstatement of all landscaping following works. We would expect the trees along the boundary to be protected and retained as was intended when the garden was planted and created over 30 years ago.

*Response: The matter of accommodation works forms part of the land acquisition process which is a separate statutory process.*

**Point 33:** Flood risks – we would request assurances that all drainage risks and impacts upon our home be considered.

*Response: As outlined in Point 13, a new surface water drainage network will be constructed to serve the proposed road scheme. The proposed road drainage will be designed to incorporate attenuation storage for the 1 in 100 Year rainfall event, including a 10% increase in rainfall intensities to allow for the effects of climate change. Runoff from the proposed road will be attenuated to greenfield runoff rates, in accordance with the Greater Dublin Strategic Drainage Study and Local Authority requirements. Attenuation storage will be provided in the form of detention systems throughout the scheme prior to discharging to the existing surface water drainage network. Runoff from the scheme will also pass through Class 1 By-Pass petrol interceptors at the outfall locations prior to discharging to the existing surface water network.*

**Point 34:** Dust / dirt from construction of the MERR – assurances that our property and windows will be kept clean during works and walls repainted following construction.

*Response: Mitigation measures to control the emissions of dust for the construction of the proposed development have been included in the form of a dust minimisation plan. The Dust Minimisation Plan is included as Appendix B of the Part VIII Planning Report and follows recommendations and guidance contained in the Institute of Air Quality Management Guidance on the Assessment of Dust from Demolition and Construction 2014, for sensitive receptors. The procedures within the plan will be strictly monitored and assessed at all times, as per the Part VIII Planning Report.*

*In addition, the Contractor will be required to produce a Construction Environmental Management Plan prior to construction which shall implement the mitigation measures and guidelines to be followed during construction and will be subject to the Approval of Kildare County Council.*

**Point 35:** Time / Programme for build – we require confirmation of the timeline for construction and when the boundary walls will be completed.

*Response:* As outlined in Point 22, construction of the project is anticipated to commence in the first quarter of 2020 with a predicted construction time frame of 18 months. Project completion is estimated to be during the second quarter of 2021.

**Point 36:** At present, congestion occurs at peak periods on the Straffan Road from the M4 junction north into Maynooth and extends beyond the junction that will facilitate the link to the proposed ring road, i.e. the signalised junction to Lidl. A signalised junction is also located approximately 150m north of the Ring Road tie-in junction on the Straffan Road. This latter junction accesses new residential lands off the Meadowbrook Link Road and as a result brings a significant amount of traffic into the cluster of junctions between the Meadowbrook Link Road and the M4 junction. The proposed new Ring Road will facilitate access to the Straffan Road in the middle of this cluster of major junctions.

The planning report for the Ring Road includes a traffic and transport assessment. This includes LinSig capacity analyses of junctions on the proposed Ring Road with the Celbridge Road and Leixlip Road / Dunboyne Road. No analysis has been provided of impacts on the Straffan Road. In the absence of any analysis of the impacts of the proposed ring road on the Straffan Road, and how traffic can be managed on the Straffan Road between the M4 Junction 7 and the Meadowbrook Link Road, the application has not demonstrated that the provision of the new route can be developed complementary to the efficient and safe operation of the M4 and associated Junction 7. TII considers that demonstration that the Ring Road proposal can be developed complementary to safeguarding the efficient and safe operation of the M4 and associated Junction 7 is especially important having regard to the on-going analysis of MSO Resilience between MSO Junction 6 and Junction 7 N3 to N4 Link which includes an option for route diversion via M4 Junction 7.

In addition, undertaking a strategic transport assessment for the area would enable the Council to demonstrate how the specific road proposal is consistent with land use and transport planning objectives for the area.

In TII's opinion the absence of such critical analysis should be addressed prior to any decision being made on the Part VIII proposal. Any required mitigation should be clearly identified and provided for in a revised proposal.

*Response: In the interest of clarity, the proposed MERR development does not facilitate a link to the R406 Straffan Road, instead it ties into an existing cul-de-sac between Griffin Rath Manor and Griffin Rath Hall. The road creating a link between the R405 Celbridge Road and the R406 Straffan Road was granted planning by Kildare County Council in 2017 under the Planning Reference 16-1153. In total, 49 no. conditions were attached to the planning application of which 2 no. of are particular note and are summarised below. Refer to Appendix F for the full list planning conditions for the development.*

- *Condition No. 23 requires the developer to submit, for the written agreement of the Planning Authority, a detailed design for the junction improvements at the junction of the Straffan Road/Lidl junction. The developer is also required submit, for the written agreement of the Planning Authority, a detailed upgrade and junction improvement design for the existing traffic signals.*
- *Condition No. 24 requires the developer to submit, for the written agreement of the Planning Authority, a detailed design for the provision of junction improvements to include traffic signals at the intersection of the Straffan Road/Meadowbrook Link road. The junction layout and signal provision shall be constructed and implemented prior to the occupation of housing units.*

*The approval mechanism under Conditions No. 23 and No. 24 will ensure that the junction is adequate for the needs of all traffic at this junction.*

*The projected future traffic demand and associated impacts on junction sizing took account of the link road between the R406 Straffan Road and R405 Leixlip Road as planning had been granted. It was therefore assumed in the Traffic Modelling Report (TMR), undertaken by AECOM and included in the Route Selection Report for the proposed development which is publicly available on the Kildare County Council website, that this link road would be constructed in the design year and was included in the Do-Minimum and Do-Something scenarios. The 2031 AADT for this link road in the Do-Minimum was predicted to be 11000 at the junction with the R405 Celbridge Road and 12700 at the junction with the R406 Straffan Road. In the Do-Something Scenario 2b, which accounts for the development of the MERR with committed and development demand only, the predicted*

*2031 AADT at the junction with the R405 Celbridge Road is 14900 and the R406 Straffan Road is 16500; an increase of between 30% and 35% along the link road.*

*A strategic transport assessment was undertaken as part of the Maynooth TMP in 2017 and included in the Traffic Modelling Assessment for the MERR.*

*Given the above, it is determined that the while there will be an increase in AADT on the link road due to the proposed development, the impact of this increase on the M4 junction and Straffan Road will be mitigated through the conditions to the grant of planning for the link road.*

**Point 37:** The proposed slip roads are not described in the statutory public notices and is not described in the description of the Proposed Development; therefore, the Part 8 Proposal is invalid. The Submission also suggests that notwithstanding the size of the proposed attenuation tanks they are not specified in the description of the Proposed Development.

**Response:** *The submission makes a complaint in relation to the notice for the proposed road development and in particular that "the proposed slip roads are not described in the statutory public notices and is not in the description of the Proposed Development". The Submission suggested that as a result the "Part 8 Proposal is invalid". The Submission also suggests that "notwithstanding the size of the proposed attenuation tanks they are not specified in the description of the proposed development".*

*Article 81 of the Planning and Development Regulations 2001 (as amended) outlines the matters which must be indicated in the notice of proposed development, including at Article 81(2)(b) the "nature and extent of the proposed development". Kildare County Council are satisfied that the notice of the proposed development is in accordance with Article 81 of the Planning and Development Regulations 2001 (as amended).*

*The purpose of the notice of proposed development is to inform the public of the proposed development and alert them as to its nature and extent so as to enable those members of the public who are interested in the environment or may be affected by the proposed development to ascertain whether they may have a reason to make a submission/*



*observation in relation to the proposed development. The submission does not suggest that individuals for whom the submission made on behalf of were under any sort of misunderstanding as to the access road, the attenuation tanks and/or the proposed development, in fact by virtue of them having made a submission, through Ger Fahy Planning, it is clear that they are aware of the access road and attenuation tanks and have made a detailed submission in relation to these matters.*

*Furthermore, any party interested in the nature and extent of the proposed development was afforded the opportunity to attend at the offices of Kildare County Council; Maynooth Municipal District Office; and Maynooth Community Library to inspect and/or purchase a copy of the plans and particulars of the proposed development and/or to view such plans and particulars online on Kildare County Council's website. Members of the public had requisite notice of the proposed development pursuant to the Planning and Development Regulations 2001 (as amended). Ger Fahy Planning (on behalf of their Client) took that opportunity and made a detailed submission.*

**Point 38:** The proposed slip roads and attenuation tanks are not referred to in the Screening for Appropriate Assessment and therefore did not form part of the screening assessment. This would be contrary to the ECJ Judgement: C-323/17 People Over Wind and Peter Sweetman v Coillte, the Court of Justice of the European Union (CJEU).

*Response: The access roads have been assessed as part of the Screening for Appropriate Assessment Report, see Section 2.4 referring to "access into existing lands" and also to Figure 2.1 within the Report.*

*As this is a Part VIII planning application, the detailed drainage design has not yet been developed, however the requirement for attenuation has been calculated and has been provided for within the development boundary as shown on the proposed development drawings. The Appropriate Assessment Screening Report has assessed the impact of these attenuation provisions and the drainage provisions as described in section 2.4 of the AA Screening Report.*

**Point 39:** Having regard to the fact that the proposed slip roads did not form part of the route selection process and the examination of alternatives, the public consultation process is flawed and the impact of the proposed

slip roads on the residential amenity of the four properties including our clients' home has not been considered.

*Response: The provision of access to severed lands is a matter of design specific to each route as ancillary works and therefore was not developed at the high-level stage of route selection.*

**Point 40:** The proposed slip roads are not necessary and serve only to benefit private development lands and should not form part of the public infrastructure budget.

*Response: The need for the development, as described in Section 1.2 of the Part VIII Planning Report, identifies that one of the objectives for the proposed development is to provide the necessary road infrastructure to allow for the future development of zoned lands adjacent to the MERR. The access roads along the MERR are considered necessary infrastructure to meet this objective.*

*Furthermore, the submission states that the western access road only serves one field and one landowner. This statement is not accurate as the western access facilitates access to three fields, all of which are zoned "New Residential". It should be noted that as outlined in the Maynooth Local Area Plan 2013 – 2019 incorporating Amendment No. 1, future developments on these lands will not be permitted to use Rail Park Lane and the Parklands estate for access due to significant objection from the residents in the area. The submission also states that eastern access road only provides access to a limited holding to the north. As before, this statement is not accurate as the eastern access road provides access to four fields that are zoned for "New Residential".*

*The proposal in the submission to provide the access roads further south is not considered a viable solution. The access roads have been sited such that they provide access to the lands in question and siting them at another location along the road would not facilitate access to these lands.*

**Point 41:** The proposed slip roads would have detrimental impact on our clients' residential amenity by surrounding their home on 3 sides.

*Response: The proposed access roads have been incorporated in the landscape and visual assessment within the Part VIII Planning Report and*

*sufficient screening has been proposed as mitigation. A photomontage has been prepared for the view north from the end of Parklands Grove (see Viewpoint 10). A 2.5m wall has been provided at the request of the landowner to provide privacy and has been screened by planting on the inside. This wall will screen the traffic on the proposed access road to the zoned lands which is located to the back of the wall.*

*Furthermore, the vegetation at the end of Parklands Grove has been marked for retention and will not be impacted during construction. The existing landscaping in front of the house in question and along Parklands Grove, will not be impacted by the proposed development.*

**Point 42:** The proposed development would have a serious negative impact on our clients by reason of noise.

*Response: The noise impact assessment has taken into consideration the impact of the proposed road development on the property in question and has provided appropriate noise mitigation measures including low noise road surfacing and noise barriers along the embankment to the north of Parklands as per the Part VIII Planning Report (see Section 4.8.6 of the Part VIII Planning Report) . The residual noise level of 58dB Lden is below the traffic noise design goal of 60dB contained within the TII Good Practice Guide for the Treatment of Noise during the Planning of National Road Schemes (2014).*

**Point 43:** The visual impact of the proposed slip road would be seriously negative when viewed from our clients' home.

*Response: The proposed access road has been incorporated in the landscape and visual assessment within the Part VIII Planning Report and sufficient screening has been proposed as mitigation. A photomontage has been prepared for the view north from the end of Parklands Grove (see Viewpoint 10). A 2.5m wall has been provided at the request of the landowner to provide privacy and has been screened by planting on the inside. This wall will screen the traffic on the proposed access road to the zoned lands which is located to the back of the wall.*

*Furthermore, the vegetation at the end of Parklands Grove has been marked for retention and will not be impacted during construction. The existing landscaping in front of the house in question and along Parklands Grove, will not be impacted by the proposed development.*

**Point 44:** The proposed development as it currently stands with the slip road surrounding our clients' property would seriously devalue our clients' home and would therefore be contrary to the proper planning and sustainable development of the area.

Our clients' home is currently in a rural area and they purchased it to enjoy the amenity of that dwelling. The proposed development in its current form would have a detrimental impact on their residential amenity and would unquestionably devalue their property. The devaluation of property is an important consideration in planning and development terms.

*Response: The provision of a transport link between the R148 Maynooth to Leixlip Road and the R405 Maynooth to Celbridge Road through the Railpark townland to the east of Maynooth town has been a roads objective for Maynooth dating back to the Maynooth Town Plan 2002 and is currently an objective of the Maynooth Local Area Plan (LAP) 2013 – 2019 Incorporating Amendment No. 1.*

**Point 45:** We are requesting that measures be put in place for the reduction of ongoing operational and construction noise, vibration and dust.

*Response: Mitigation measures to be put in place to reduce construction noise and vibration as a result of this project are outlined in Section 4.8.6 of the Part VIII Planning Report. The contractor will be required to comply with the recommendations of BS 5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Noise and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations 2001.*

*Mitigation measures to control the emissions of dust for the construction of the proposed development have been included in the form of a dust minimisation plan. The Dust Minimisation Plan is included as Appendix B of the Part VIII Planning Report and follows recommendations and guidance contained in the Institute of Air Quality Management Guidance on the Assessment of Dust from Demolition and Construction 2014, for sensitive receptors. The procedures within the plan will be strictly monitored and assessed at all times, as per the Part VIII Planning Report.*

*In addition, the Contractor will be required to produce a Construction Environmental Management Plan prior to construction which shall implement the mitigation measures and guidelines to be followed during construction and will be subject to the Approval of Kildare County Council.*

**Point 46:** Concerns regarding the dangers with large construction machinery in the area. The builders currently working on the Educate Together school have no regard for the safety of residents in the way they park illegally park and block views.

*Response: The majority of the development works will be undertaken offline in which construction compounds will be provided by the Contractor. Where works are required on existing public roads, the Contractor will be required to provide adequate traffic management with the safety of all road users considered.*

*In addition, the Contractor will be required to produce a Construction Management Plan prior to the construction stage which shall be subject to the Approval of Kildare County Council.*

**Point 47:** There are 2 schools in the vicinity of the proposed development. What is KCC doing to protect children attending these schools during construction and afterwards - the plans would suggest there is very little consideration given to the 100's of children in a small area at certain times of the day.

*Response: The Contractor will be required to produce a Construction Management Plan prior to the construction stage which shall be subject to the Approval of Kildare County Council.*

**Point 48:** What traffic calming measures are proposed in Griffin Rath, along the R405 Celbridge Road for the schools and along the R148 Leixlip Road?

*Response: An assessment of any traffic calming measures that may be required will be undertaken during the detailed design stage of the development. Notwithstanding this, the provision of signalised junctions will act to calm traffic.*

**Point 49:** The centre filter lanes are too small and will result in traffic being backed up by those trying to continue straight ahead. In addition, are three lanes really necessary?

*Response: Junction analyses were undertaken using the estimated traffic volumes in the design year, 2036 and the proposed junction layout was developed based on the results of these analyses. The junction designs will be further developed during the detailed design stage of the project.*

- Point 50:** Will the traffic lights be smart, i.e. allow traffic to make left/right turns if nothing is coming?
- Response:* Signal controls will be assessed during the detailed design stage of the development.
- Point 51:** Why trees in Griffin Rath are being removed and will they be replaced?
- Response:* As per Point 19 above, the trees along Griffin Rath Road are required to be removed to accommodate the upgraded traffic lanes approaching the R405 junction. The width of the alignment proposed is required to comply with D.M.U.R.S. and there is no additional space available within the proposed landtake along Griffin Rath Road to provide replacement trees.
- Point 52:** There is an embankment being put on either side of the entrance to GRH. I assume this will consist of more than a mound of muck? It is not clear on your plans. It is currently a green area with shrubs and a concrete sign for the estate.
- Response:* There is a minor level change required at the entrance to Griffin Rath Manor and Griffin Rath Hall to accommodate the new junction. The green areas at the entrance to Griffin Rath will be landscaped with trees and shrubs as part of the landscape design as proposed by the Landscape Masterplan within the Part VIII Appendix A.
- Point 53:** Lighting on the road needs to take into consideration the residents.
- Response:* The detail of the lighting design will be finalised during detailed design. As outlined in Section 4.4.4 of the Part VIII Planning Report, the lighting design will ensure that all luminaries will be LED which lack UV elements and will have peak wavelengths greater than 550nm (~3000°K). This will produce a warm white colour, and, in tandem with maintaining the minimum allowable lux levels, will reduce the impacts of lighting on wildlife. Streetlights will be designed to minimise light spill outside the intended area. This will include the use to light shields or cowls to prevent light spill onto habitats outside the site, particularly the Royal Canal, if necessary.



**Point 54:** It is only necessary to retain sufficient lands as necessary to provide the carriageway, verges, cycle lanes, footpaths and entrances as proposed. Any land take in excess of this minimum requirement reduces the development potential immediately adjoining the proposed road and consequently mitigates the primary overriding objective of housing delivery.

*Response: All lands purchased as part of a permanent CPO will remain in Kildare County Council's ownership and any handing back of surplus lands will be made through agreement between Kildare County Council and the interested party.*

**Point 55:** Notwithstanding the indicative future access locations identified on the site plan as access points for development purposes, it is also necessary to clearly identify access points for agricultural purposes.

*Response: Lands requiring agricultural access shall be provided with access as appropriate.*

**Point 56:** Because of the specifics of our site, our special education classrooms in the Maynooth Educate Together School are within metres of the boundary with MERR. While this is unavoidable it leaves the school with significant issues in terms of the impact of noise as it has a more significant impact on children with Autism. The proposed three metre sound barrier is completely inadequate in these circumstances and we would like to engage the design team to increase the level of traffic sound mitigation particularly as at this point on the road traffic will be either accelerating or slowing down.

*Response: Two receptors were modelled within the site of the Maynooth Educate Together School as part of the Part VIII Noise and Vibration section targeting the quietest location to the back of the site, which would therefore experience the biggest change in noise. The three locations along the R405 which were monitored for baseline noise recorded levels of 56, 61 and 72 dB Lden. The Do-Minimum 2036 values for the receptors within the Maynooth Educate Together School R19 and R20 are 59 and 61 dB Lden respectively, while the Do-Something values are 65 and 63 dB respectively. With low noise road surface and a 3m high noise barrier installed along the perimeter of the Maynooth Eastern Ring Road at the boundary of the Maynooth Eastern Ring Road, the residual noise levels are 61dB and 60dB Lden for receptors R19 and R20 at the Maynooth Educate Together School. These*

*results were found to have a negligible magnitude of change between the Do-Minimum and Do-Something scenarios. Further investigation will be carried out to assess the impact of noise across the site, including receptors in closer proximity to the proposed development. If additional mitigation is found to be required, it will be provided as part of the detailed design stage,*

**Point 57:** The proposed site for the drainage attenuation is also of concern. We are conscious that the school has attenuation tanks on site as well. However, the proposed site for the tanks on the MERR will impact on other issues such as the potential planting as the tank will need to be accessible. Can the tank be sited further up along the verge of the MERR?

*Response: The proposed road drainage will be designed to incorporate attenuation storage for the 1 in 100 Year rainfall event, including a 10% increase in rainfall intensities to allow for the effects of climate change in accordance with the Greater Dublin Strategic Drainage Study and Local Authority requirements. The location of drainage attenuation and adjacent facilities will be assessed during the detailed design stage of the development.*

**Point 58:** We are disappointed that there are no trees being planted outside the boundary wall of the school.

*Response: Landscape Architects have been engaged in the development of scheme. The landscaping design will be further developed and refined during the detailed design stage of the project.*

**Point 59:** While we accept the need to move the bus stop we have some concerns for child safety because of the new location. We already had two incidents where children on our site were approached by people who were waiting at the existing bus stop. While we accept that the fact that we have children playing in areas close to the road as a consequence of the small school site we would be anxious to work with Kildare County Council and Dublin Bus to review the impact of the new bus stop location. We would also question the proposals for the boundary treatment with an embankment. We would propose that short-term parking spaces be provided instead for school visitors. This would improve road safety as our school cannot permit visitors with vehicles to enter our site during the school day deliveries and unscheduled children pick-ups as well as other visitors could use these parking spaces.

*Response: The location of the bus stops will be developed during the detailed design stage following consultations with relevant stakeholders.*

**Point 60:** We note that there are a number of options for the route of the MERR. We would urge that within the expanded development area for the Maynooth LAP that Kildare County Council opt for a road line that maximises residential development on the town side of the MERR. It makes no sense to split the community by having large residential development on both sides of the MERR with the consequent implications for the safe routes to school for children attending our school.

*Response: The route selection process identified the proposed route as the preferred option with respect to the six common appraisal criteria while also respecting the Maynooth Local Area Plan 2013 – 2019 (Incorporating Amendment No. 1).*

**Point 61:** As a school at the heart of the community we welcome the plans to facilitate permeability of movement within the development area. We would urge that the routes are designed to maximise the safe route to schools and that they be made easy to maintain and manage for the long-term. The design needs to be conscious of sight lines and that the areas are not designed in a way that would encourage loitering or graffiti. Our school would welcome access to our school site directly from the new developments so as to avoid the need for young children to access the school by having to use the existing entrance on the R405. A second entrance to the rear of our school site should be considered.

*Response: The design of the road and associated boundary treatments will be carried out in such a way that antisocial tendencies will be mitigated where possible. With regard to access to new developments at the rear of the school, this is matter for future developments.*

**Point 62:** The proposal appears to be primarily designed to cater for motorised vehicles. Active modes of travel — walking and cycling — are not prioritised as they should be in accordance with D.M.U.R.S. The design also does not adequately reflect the place of active travel in the recently published Climate Action Plan 2019.

*Response:* The proposed development has been developed in line with the D.M.U.R.S. whereby pedestrians have been considered first followed by cyclists, public transport and finally private motor vehicles considered last. Ample pedestrian and cyclist facilities have been provided throughout the scheme, including a link onto the Royal Canal towpath. This towpath allows for safe, segregated access to the centre of Maynooth for pedestrians and cyclists. Additionally, all arms of the two major signalised junctions have been designed with toucan-style crossings to provide these vulnerable road users a safe crossing point.

**Point 63:** It is accepted that additional width to the bridge adds significantly to the cost. However, the traffic lanes should be reduced to 3m. This would allow the cycle track to be increased from 2.5m to a 3m two-way cycle track. It would also allow an increase in the width of the shared surface (on east side) to 4.5m which would permit would a 2m footpath and 2.5m two-way cycle track. The report acknowledges that pedestrian and cycle traffic on the east will be less than on the west side. As there are few facilities for vulnerable road users to cross the road, the provision of two-way directional facilities will reduce the need for them to cross.

*Response:* Cycle facilities will be developed during detailed design stage.

**Point 64:** The bus stop should be on traffic lane rather than space taken from cyclists or pedestrians in line with D.M.U.R.S.'s prioritising of pedestrians and cyclists over drivers. The potential bus stop should be on the travel lane of the Ring Road rather than encroach on the grass verge with the area of the verge reserved for bus passengers.

*Response:* The location of the bus stops will be further developed during the detailed design stage following consultations with relevant stakeholders. The design will be to D.M.U.R.S.

**Point 65:** Zebra crossings (without belisha beacons) should be added at the crossing where pedestrians cross the separate cycle track in line with best international practice.

*Response:* Pedestrians facilities will be developed during detailed design stage. The design will be to D.M.U.R.S.

**Point 66:** The left and right secondary road at Ch 0+900 should have segregated cycle facilities. If it is not safe to put pedestrians on road, it is not safe for cyclists. Traffic speeds are likely to be high due to the lack of development adjacent to the road.

*Response:* Pedestrians facilities will be developed during the detailed design stage and will follow D.M.U.R.S.

**Point 67:** Vulnerable road users — pedestrians and cyclists should have filtered permeability to Parklands in the interests of road safety.

*Response:* Any connection between the MERR and existing residential estates is a matter for the planning department of Kildare County Council and is outside the scope of this project.

**Point 68:** The link between the Royal Canal towpath and the Ring Road and R148 pedestrian and cyclist facilities should be a shared path rather than a footpath as indicated and should be a minimum width of 3m and with a sealed surface.

*Response:* As outlined in Section 3.3.2 of the Part VIII Planning Report, the link to the Royal Canal towpath will be a shared surface for pedestrians and cyclists.

**Point 69:** On the east (Leixlip) side of the junction, there are four lanes of traffic but no space for cyclists — this is not in line with D.M.U.R.S. which prioritizes cycling. The extent of the project should be extended as far as the start of the hard shoulder adjacent to Carton Harbour.

*Response:* As noted in the Maynooth Traffic Management Plan and in Section 3.3.3 of the Part VIII Planning Report, pedestrian and cyclist facilities are not envisaged along the R148 Leixlip Road between the junction of MERR/R148/R157 and Carton Harbour as the Royal Canal towpath provides for a safer environment for such vulnerable users. The Maynooth Traffic Management Plan also envisages this section of the towpath also be upgraded to a Greenway, however this would be undertaken as a separate project to the MERR.

**Point 70:** The junction of the R405 and Ring Road is unsafe for a person cycling in a southerly direction with motorised vehicles to the left and right and will only be used by existing "brave" cyclists rather than people who would like to cycle but refuse to under current road environment. Best international practice is that this design is only used in low traffic situations rather than where traffic levels and speeds are high. A protected junction should be provided at both this location and at the junction with the R148.

*Response: Pedestrians and cyclists at the two major junctions will be catered for through the provision of toucan-style crossing points which will accommodate a safe crossing of the road.*

**Point 71:** Currently residents in Rockfield Estate are subjected to environmental noise emanating from the adjacent motorway (all day) and railway line (reverberating noise from train engines during the night). To reduce additional noise from the new MERR, it is imperative that:

- a) A noise reducing pavement is used in the construction of the Link Road, and
- b) That noise abatement interventions are implemented i.e. a buffer zone, vegetation and baffling along the length of the road.

Relying on a 50km/hr speed limit as a means of controlling the noise emanating from the new link road is unacceptable as there are insufficient Garda resources to enforce the speed limit.

*Response: It is envisaged that a low noise road pavement will be used for the construction of the MERR. With regard to interventions, noise specialists were engaged in the preparation of the Part VIII application and will, where required, be engaged during the detailed design stage to ensure that the impact due to noise is mitigated where possible.*

**Point 72:** The road level required to traverse the canal/railway line may mean that the bypass will be visible from the estate and the associated noise levels may be higher. RRA require that the necessary planting takes place to screen the road from view and the appropriate noise abatement interventions are implemented.

*Response: The road level at the bridge crossing is due to requirements set out by Iarnród Éireann. Planting will be provided on embankments to screen the bridge from views while noise mitigation has been proposed within the design for the affected areas.*

**Point 73:** During school term parents, guardians and childminders park their cars on the footpaths outside Gaelscoil Uí Fhiaich and the Educate Together School (which is close to the junction of the Celbridge Rd with the new Eastern Ring Road) as well as along the Link Road in Griffin Rath. The opening of the new road will displace these vehicles elsewhere. For health and safety reasons RRA do not want their estate used as an over-flow carpark for the adjacent schools. It is imperative that KCC make provisions for these vehicles as well as the additional cars that are going to come on stream with the opening of the second stream in Educate Together. The opening of a carpark (at a site adjacent to the new Eastern Ring Road) similar to the carpark in the Bawnogues in Kilcock is required.

*Response: The provision of a car park is not envisaged in the proposed development. Kildare County Council should be contacted with regard to reviewing the measures to prevent unauthorised parking.*

**Point 74:** During school term residents in Rockfield often have difficulty exiting and entering the estate due to the build-up of traffic making their way to and from the local schools. RRA support the provision of cycle lanes along the Celbridge Rd not just to ensure the safety of school children cycling to school but also as a means of reducing vehicular traffic on the Celbridge Rd. The junction of the Eastern Ring Road and the Celbridge Rd will be controlled by traffic lights, the RRA request that the sequencing of the lights will improve residents' ease of ingress and egress at peak times.

*Response: The sequencing of lights at the junction of the MERR / R405 Celbridge Road / Griffin Rath Road will be such that pedestrians and cyclists will be considered first and second in line with D.M.U.R.S. and also given the proximity to two primary schools.*

*Furthermore, the junction referred to in the submission is beyond the extents of the proposed development. Kildare County Council should be contacted with regard to reviewing the accessibility of the estate during school term peak hours.*

**Point 75:** The Celbridge Rd from the Maxol interchange to the intersection with the new Eastern Ring Road is in urgent need of an upgrade. RRA are requesting that the road is resurfaced and relined, and that concrete kerbing is provided along the soft grass verge at the front of Rockfield



Estate consistent with the kerbing that is in place along the front of Railpark.

*Response: Any works undertaken between the section of road along the R405 Celbridge Road from the junction with the R406 Straffan Road to the start of the proposed development is outside the scope of the proposed development and should be identified, planned and executed by the Local Authority.*

**Point 76:** The first point I would like to make is in relation to the scoring system used to choose this route as the preferred option. While I understand this may be a standard practice it's hard to believe that protected views and stone walls are given greater rights and consideration over Human Health. Both Air Quality and Noise scored as the least preferred on this proposed route. I also feel there may have been an element of bias in relation to the safety score as not all routes were scored using the same Junction layout. This route had a traffic light-controlled junction whereas other routes were scored using roundabouts which give a poorer score. Surely all routes should have been scored firstly with traffic lights and then again with roundabouts at their junctions to see which scored best. I'm not wholly convinced traffic lights are the best option for the junction beside our property as it allows traffic to build up while stopped at lights adding to the problem of noise and air pollution. I personally feel a roundabout here would firstly slow traffic down in all directions and keep traffic flowing more freely especially during peak times.

*Response: The route selection was undertaken considering the six Common Appraisal Criteria of Safety, Environment, Economy, Accessibility and Social Inclusion, Integration and Physical Activity. With regard to the comment relating to the assessment of the Environment criterion, 11 no. sub-criteria were assessed which resulted in Option B being the preferred option.*

*As noted in Point 1, all junctions were assessed with both roundabouts and signalised junctions. The process by which routes are selected resulted in signalised junctions being more preferable for Options A and B while roundabouts were more adjudged to be more preferable for Options C and D. Regarding the assessment of different types of junctions and therefore a perceived bias in the safety scorings towards the signalised junctions, it should be noted that in Options C and D a signalised junction would have been required at the existing R148/R157 priority junction given the predicted traffic volumes along*

*with a modification to this junction also required to accommodate the change in priority of traffic flows. Given the need for two junctions instead of one, as in Options A and B, both roundabout options were considered to be less safe and therefore given a less preferable ranking.*

*Taking into account the criteria, the proposed development was preferred overall when compared directly to the three other options which themselves were adjudged to be the three other most preferable options.*

**Point 77:** Based on these recommendations [please refer to Item 1 in Submission No. 26 in Appendix E for further text on which the below recommendations are based], I would think it appropriate to include a provision for a path intervention via the construction of a barrier around the property adjacent to the proposed new development. To keep it sympathetic to the current surroundings and area I would ask for serious consideration for construction of a stone wall min 2.5 metres in height and for it to be included in the plan and make it a condition of the planning permission being sought. Along with this, landscaping through hedging/ trees to both soften the landscape and also help with some absorption of sound waves from traffic. From what I can see from the current plan these provisions have already been put in place for other properties along the current proposed route in similar proximity to the road.

*Response: This request will be considered during the detailed design stage.*

**Point 78:** It is concerning that the planning report acknowledges that there will be deterioration in air quality and especially in the immediate vicinity of our property. Should this route be given permission I would ask that all measures possible be implemented to improve this scenario during the operational phase of the project. Consideration should be given to which trees and hedging etc. might act better at filtering out particles. In the vicinity of junctions where congestion will occur and ultimately a build-up of emissions, mature planting should be considered to help counter emissions immediately and retention of all current mature landscapes should be retained. Other restrictions around HGVs should also be considered. But also, selection of an alternative route would have the biggest positive effect on air quality for those sensitive receptors of which our property is one.

**Response:** *Mitigation measures for Air Quality during the operational stage of a road development are limited and are only implemented when impacts are significant. As the residual impact was found to be imperceptible to slight, mitigation measures are not proposed. The types of trees and hedging etc. will be considered by the landscape architect and Kildare County Council during the detailed design.*

*Restrictions to the movement of HGVs around Maynooth is a decision to be made by Kildare County Council. With regard to selection of an alternative route, the route selection report discusses how the proposed route was chosen and that the alternative routes assessed were not preferable in comparison to the proposed.*

**Point 79:** Given the significant danger that the slip road on the R157 Dunboyne Road introduces to the plan, we would ask that the inclusion of the slip road be removed from the design on the grounds of health and safety.

**Response:** *The safety of pedestrians and cyclists is of utmost importance and the inclusion of the slip road will take this into account. The intricacies of the junction layout will be further developed during detailed design stage.*

**Point 80:** The proposed entrance to and from the laneway is a concern in relation to safe passage especially when leaving the lane to turn right out onto the Leixlip road. In the worst-case scenario as we try to exit onto the R148 we are going to be looking at the back of 3 lanes of traffic stopped at the lights. This will block our view of oncoming traffic which may be travelling at excessive speed. Under the current layout to exit the lane we will need to keep an eye on traffic coming around a slightly blinded bend from Leixlip to our right and at the same time keep eyes on traffic coming through the junction along the R148 towards Leixlip while having our view blocked by congestion at the lights. while at the same time watching for traffic exiting the left turning slip road from the Dunboyne road onto the R148. This is potentially a very dangerous combination and not one we are willing to undertake on a daily basis. Additionally, we propose a speed limit of 50km/hr to the R148 to the front of the property to allow safe passage to and from the proposed laneway onto and off the main road.

**Response:** *Measures will be reviewed and included as appropriate to ensure safe access into and out of the local access road for the group of properties to the east of the junction of MERR / R148 Leixlip Road / R157 Dunboyne Road.*

**Point 81:** Not Used.

*Response:* Not Used.

**Point 82:** There is a significant concern that the proposal may be visually obtrusive given how elevated it will be relative to our property. In addition, acoustic barriers which would be necessary at this location to mitigate its impact at this location may also have a negative visual impact. We note that no photomontage provided on Kildare County Council's website attempts to render visually the proposed impact on our properties, despite our properties being the most adversely affected from an aesthetic perspective by the new development.

We would therefore ask that planting of premium quality trees and foliage takes place immediately along the road and bridge to ensure the visual impact of the proposed road and bridge over the canal will be reduced.

We would ask that Kildare County Council support the residents of our small community in minimising the visual impact of the proposed development by planting trees at the borders of our properties to conceal the bridge and road development.

*Response:* A landscape architect will be involved in the detailed design stage of the development where required. The landscaping design will mitigate the impact of the bridge as much as is reasonably practicable.

**Point 83:** We have concerns that the proposed road and associated junction at the Dunboyne Road will significantly adversely affect permeability to the town of Maynooth. Already the footpath, cycle ways and public lighting stop short of our properties at the town-side of the Dunboyne Road junction. There are currently no footpaths on either side of the road at our houses and no public lighting. We feel the addition of this major intersection at the Dunboyne junction will result in our houses being physically segregated/our-off from the town of the Maynooth and head to significant social isolation for ourselves and our children.

For permeability to the town of Maynooth, we would therefore ask that a high-quality footpath be instated from our house to the proposed pedestrian crossing. This pathway should lead us past our neighbours (the Mullens) to our left and through the proposed grassed area/embankment to open out at the proposed pedestrian crossing.

*Response: A 2.0m public footpath is proposed on both sides of the R148 Leixlip Road on the eastern approach to the junction with the MERR and the R157 Dunboyne road. This footpath extends from the junction to the road providing access to the group of properties to the east of the junction. Any further provisions of footpath shall be considered during the detailed design stage.*

**Point 84:** The new road is a huge project and will have significant impact on the town and its environs. We would ask that the appropriate engineers/designers/planners meet with representatives of Maynooth Community Council during the detailed design phase to work out how best to handle the issues affecting our community.

*Response: Should individuals or communities wish to meet with Kildare County Council regarding the proposed development, they are advised to contact Kildare County Council with this request.*

**Point 85:** We ask that the work be scheduled to minimize disruption to motorists and residents. We also ask for reasonable working hours during construction to minimize the noise when residents are sleeping. please use the street sweeper to keep the roads clean during construction and minimize dust.

*Response: A Traffic Management Plan will be developed by the successful contractor to minimise impacts on local traffic and residents. A Dust Minimisation Plan will be implemented during construction as per Appendix D of the Part VIII Planning Report to control dust and spoil.*

*As outlined in Section 4.8.6 of the Part VIII Planning Report, normal working times are envisaged to be 07:00 to 19:00hrs Monday to Friday and 08:00 to 13:00hrs on Saturday. These normal working hours may be subject to change due to requirements set by Kildare County Council. Construction works for the bridge crossing which require possession of the railway line will also be required to be undertaken at night or at weekends however these will be temporary.*

*Additional works other than the pumping out of excavations, security and emergency works will not be undertaken outside these working hours without the written permission of the Contracting Authority. This permission, if granted, can be withdrawn at any time should the working regulations be breached.*

*When overtime and shift work is permitted, the hauling of spoil and delivery of materials outside normal working hours is prohibited and the noise limits outlined in Table 4.13 of the report will apply.*

**Point 86:** From the plans, we understand that the bridge has to have sufficient clearance above the railway line to allow for electrification. However, it has been recently announced that Irish Rail will purchase battery carriages so perhaps the overhead wires will not be needed, and the bridge can be lower. The greater the height the more noise and light pollution there will be. If the bridge height is unavoidable, we ask that it be well screened with vegetation.

*Response: Iarnród Éireann have set the constraint for the minimum clearance required for the bridge. Appropriate screening has been provided while also respecting the requirements of Iarnród Éireann.*

**Point 87:** The NTA recommends that the Grassed Verges should be widened to 2.5 metres on either side of the carriageway to facilitate the potential for the future provision of bus lanes.

*Response: The design complies with the National Cycle Manual and D.M.U.R.S. and the request will be considered during the detailed design process.*

**Point 88:** Why will there be a 75% increase in heavy goods traffic, but only 10% growth in cars? Why is the "do something" AADT estimation about the same or worse than the "do minimum"?

*Response: As outlined in Section 4.2.4 of the Part VIII Planning Report, traffic growth is influenced by the geographical location of the site, as well as by the type of vehicles in question. Growth in heavy vehicles is dependent on different factors to that of growth of light vehicles and therefore regional growth rates need to be calculated separately for different vehicle types. The difference in overall growth percentages was due to higher growth factors being applied to a lower figure of heavy vehicles resulting a larger overall increase.*

*Regarding the difference between projected AADT in the Do-Minimum and Do-Something scenarios, this is also discussed in Section 4.2.4 of the Part VIII Planning Report. To summarise, the Do-Something scenario accounts for the development of the MERR and surrounding zoned lands while the Do-Minimum scenario assumes that only*

*developments which have already received planning permission will be developed. In both scenarios, the existing traffic levels will increase between the present year and the design year, albeit at different rates relative to other developments. The introduction of the MERR allows for an additional route for the traffic to distribute to and thus the increase on the existing road network is not as significant.*

**Point 89:** The estimated noise in both Griffin Rash Hall/Griffin Rath Manor (R34-R45) and in Carton Wood/R148 (R1 -R7) is significantly above the acceptable levels of 60dB. However, only the Griffin Rath location will get extra noise mitigation. Even though the noise in locations R1-R7 is present in the "do nothing scenario", mitigation should still be installed to reduce thus noise to acceptable levels.

*Response: The increase in noise levels are higher for those properties within Griffin Rath Hall / Griffin Rath Manor resulting in a Minor to Moderate Magnitude of Change, compared to the increases predicted for Carton Wood, which resulted in No Change / Reduction to Negligible Magnitude of Change. Therefore noise barriers have not been proposed for the perimeter of Carton Wood.*

**Point 90:** The low noise tarmac is welcome but will only significantly reduce noise if long sections of the surrounding roads are surfaced with it. How far will the low noise surface extend? Will it extend from at least the Tesco roundabout to the Maynooth boundary along the R148? Will it also extend from the roundabout on the R157 through the whole of the MERR?

*Response: Section 4.8.6 of the Part VIII Planning Report identifies the provision of low noise road surfacing along the length of the proposed road development, the realigned R157 Dunboyne Road, the realigned R148 Leixlip Road, the realigned R405 Celbridge Road and along the modified sections Griffin Rath Road within the extents of the site boundary. Existing roads outside the boundary of the site identified in the Part VIII Planning drawings will not be modified under the proposed development.*

**Point 91:** Road frontage along Plot A is being used to widen the junction to the west of the proposed new link road. We request that the Roads Section facilitate an entrance from the north west of Plot A on to the R148 with appropriate sightlines to facilitate future housing development on Plot A lands.



*Response: A new access will be provided and detailed in consultation with the relevant landowner during the detailed design stage,*

**Point 92:** Plot B and C currently use the access route from Plot A to gain access to the public road. Due to the proposed Link Road access from Plot A to Plot B and C will no longer be facilitated. The Housing Section requires an entrance to be provided from Plot B and C on to R148 to the east of the proposed Link Road. This entrance should be created on the north of Plot C, which will allow access on to the public Road with the required appropriate sightlines. The location is to be agreed with the Architects Section. The footpath should be extended to this entrance.

*Response: A new access will be provided and detailed in consultation with the relevant landowner during the detailed design stage, However, continuation of the footpath to the new access is outside the scope of the development.*

**Point 93:** Due to the works encroaching on to the North boundary of Plot A, a boundary should be created along the northern boundary of Plot A. This proposed boundary, as indicated on the attached map at Appendix A is to be agreed with the Architects Section and constructed as part of the proposed link road contract. A low-level stone wall with railing over is proposed.

*Response: As the existing boundary treatment is mature hedging and will be impacted upon by the proposed development, the proposed replacement boundary treatment will be timber post and rail fencing with planted hedging. The detail of this treatment will be developed during the detailed design stage.*

**Point 94:** There is a timber post and rail fence proposed to the Eastern boundary of Plot A. We request that a Native hedgerow mix (bare root transplants) with Native woodland trees placed behind the hedgerow be included as part of this boundary treatment.

*Response: The requested boundary treatment will be considered as part of the landscaping design which will be developed in the detailed design stage in consultation with a landscape architect.*

**Point 95:** We note the following regarding sound pollution.

AWN have completed a noise model for predicted sound. This model used the location of Blacklion halting site Ground floor (R7, R8, R9) as the closest location to our site. The levels increased by 2 to 3 dB once the road is completed, however these units have high walls built around them meaning less noise can gain access to the ground floor. The predicted noise levels are 57-64 dB which are over 150 meters from the proposed road edge. This noise level will increase as Plot A is closer than the area tested and could be similar to the test results from Plot B.

For Plot B they used the houses closest to the site. Again these changes were slight 2 to 3 dB but the dB rating ranges from 71-64 dB which is significantly higher than those tested in Plot A. We request that noise modelling is carried out for Plot A at a distance just outside the 30m exclusion zone to determine the possible noise impact on housing proposed for Plot A. Any mitigation measure to reduce the noise level down to acceptable levels for residential development in Plot A are to be agreed with the Architects Section.

*Response: The mitigation of noise is based on current land use or approved planning. Noise mitigation is not based on the Zoning of lands. Noise modelling for this site, and any other site adjacent to the MERR, should be carried out as part of the housing development application and mitigation measures proposed therein.*

**Point 96:** The link roads, north and south of the ring road include access points to various parcels of land (marked A1-A7 on accompanying document). There is no link to the land marked B - the nearest point is A5. This has been brought to my attention by my auctioneer. I would be grateful for clarification on this query.

*Response: This request will not form part of the scheme. Any future connection to a public road will be required to go through a separate planning application.*

**Point 97:** The proposed drainage attenuation at Point C and the proposed area of required drainage works along Rail Park lane towards Parklands will undoubtedly impact on the residents here. How will access and egress be maintained during this work and will this relatively new road be fully re-instated following the works? I should point out that the water mains

along this lane was laid down by the 2 families on the lane at that time and comprises 1x25mm and 1x50mm Hydrocare pipes lying together and running to the Celbridge Road junction. These are on the southern side of the lane, with connections under the road to residences on the other side. Will this scheme be left in situ after the proposed drainage works or will it be replaced? Will the hedgerows be maintained as is or replaced?

*Response: The Contractor will be required to maintain access to properties at all times. Where short-term restrictions are required, these shall be submitted in writing to Kildare County Council for approval and adequate notice to affected residents will be given. The road will be reinstated where required to the Approval of Kildare County Council following the works.*

*The existing watermain utility along Rail Park lane will be unaffected by the proposed development.*

*Where possible, hedgerows will be maintained in their current location throughout the development. Where replacement hedgerows are required, these will be assessed and scheduled by a landscape architect.*

**Point 98:** Very important to have real focus on biodiversity concerns in the planting and landscaping of the new road. It is requested that wildflowers are mixed with grass seed for the landscaping.

*Response: The Landscape Master Plan included in the Part VIII Planning Report illustrates that the embankments will be seeded with two types of Wildflower Meadow Grass.*

**Point 99:** To whom it may concern. The folio no. for our site is 11692 please find map enclosed. Planning references 03/2558 - 04/483 - 04/1623 - 042258. I notice that the new ring road is on display at the moment. I noticed while looking at the plans for same that there is going to be new drainage coming down Rail Park lane from the new ring road and connecting in to the drainage at the bottom of Parklands. Could you make a request on our behalf that there are connections taken off the new drainage to service our site, during construction of same.

*Response: This request will not form part of the scheme. Any future connection to the public drainage network will be required to go through a separate planning application and subject to Irish Water approval.*

**Point 100:** I would like to make a submission to have my site connected to the new Maynooth eastern relief ring road. I have two sons living at home who would like to build a house each at the rear of my existing home, at present it is not possible to do this as we have no way of accessing the rear of my property. I noticed all the surrounding fields and houses have a new entrance included in the ring road plan. I have attached two drawings of what might be possible to consider as this may be the only chance of me getting connected to the new road.

*Response:* This request will not form part of the scheme. Any future connection to a public road will be required to go through a separate planning application.

**Point 101:** Given the existing provision of a 300mm diameter foul sewer and a 900mm diameter surface water that transverse the lands, I wish to explore with Irish Water the use of these outfall routes as the service means of draining the subject lands. Subject to agreement with the relevant regulatory authorities and notwithstanding an appropriate agreed design, I submit that the proposed construction works shall not impede any future proposed connections that facilitate the drainage of lands that are zoned for development. In this context and again subject to agreement it would appear reasonable that any future proposed road crossings can be accommodated and included as part of the scope of works for the proposed road.

*Response:* This request will be considered during the detailed design stage.

**Point 102:** We would also ask that the bridge over the railway be clad in cut-stone, to soften its impact and make it more sympathetic to the architectural aesthetic of the monastery town of Maynooth.

*Response:* This request will be considered during the detailed design stage in consultation with Iamród Éireann.

**Point 103:** There is currently very little information available regarding the proposed work being carried out to the front of our house. For example, there is no indication of the proposed distance between our home and the new road layout or what finish will be applied to our property entrance. We would ask that further detail regarding dimensions be furnished as soon as possible and that any decisions being made regarding the development: to the front our house be done

so in consultation with ourselves given how significantly our properties will be affected by the works.

*Response: This request will be considered during the detailed design stage.*

**Point 104:** Will it be possible for the existing residences at the end of Rail Park lane to be connected to this drainage scheme while it is being constructed?

*Response: This request will not form part of the scheme. Any future connection to the public drainage network will be required to go through a separate planning application and subject to Irish Water approval.*