

## 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>	Cycle Track Scheme
<b>Site Location</b>	Craddockstown Road, Naas, Co. Kildare
<b>Development proposed by</b>	Sustainable Transport
<b>Display period</b>	Advertised in the Nationalist and in the Leinster Leader on the 5 <sup>th</sup> July 2022  Public display period from 5 <sup>th</sup> July 2022- 3 <sup>rd</sup> August 2022  Submissions to be made by 17 <sup>th</sup> August 2022
<b>Submissions/observations</b>	14 No. submissions received.  A report on the submissions is included in Appendix B.  A list of people who made submissions/observations is provided in Appendix C
<b>Part 8 Reference Number</b>	P82022.16

## 1. Site Location & Context

The proposed site is located at the junction of Craddockstown Road and Ballycane Road in Naas, Co. Kildare. The Site is located to the south-east of Naas townland is surrounded by residential houses with some amenity grassland. The location for the development is between the Craddockstown Road/Ballycane Road Junction and Naas Community National School.

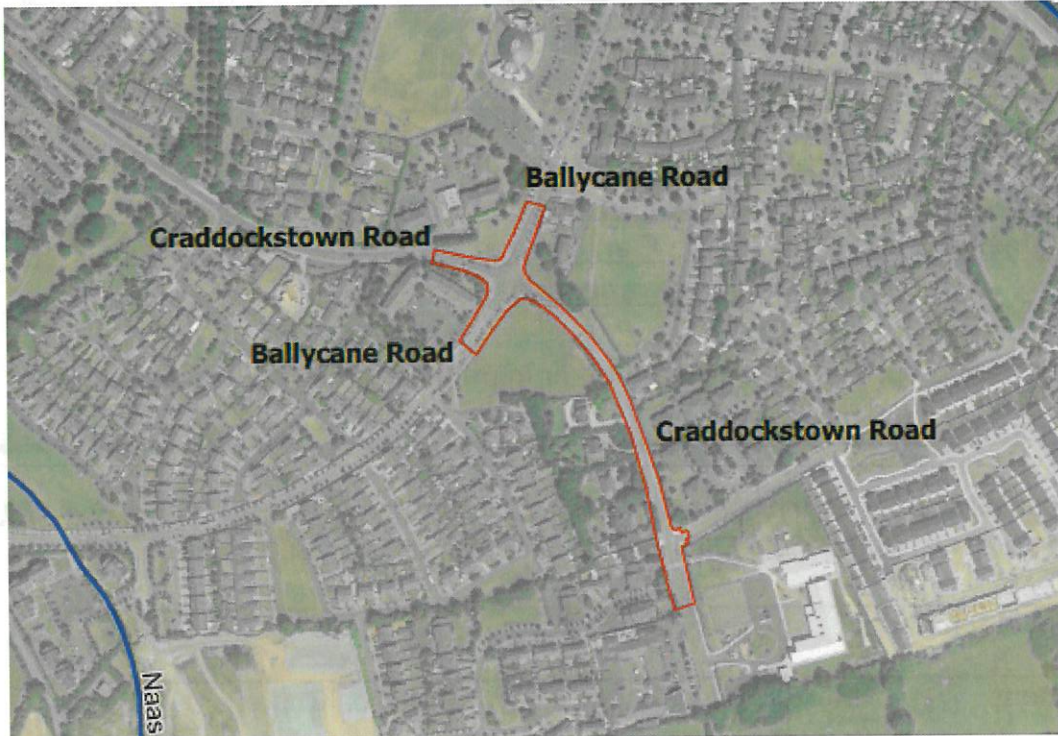


Figure 1 – Site location

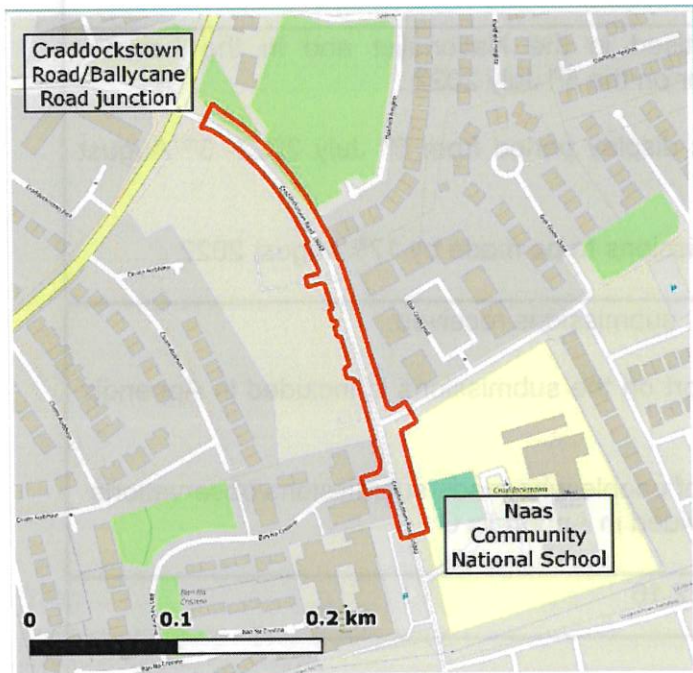
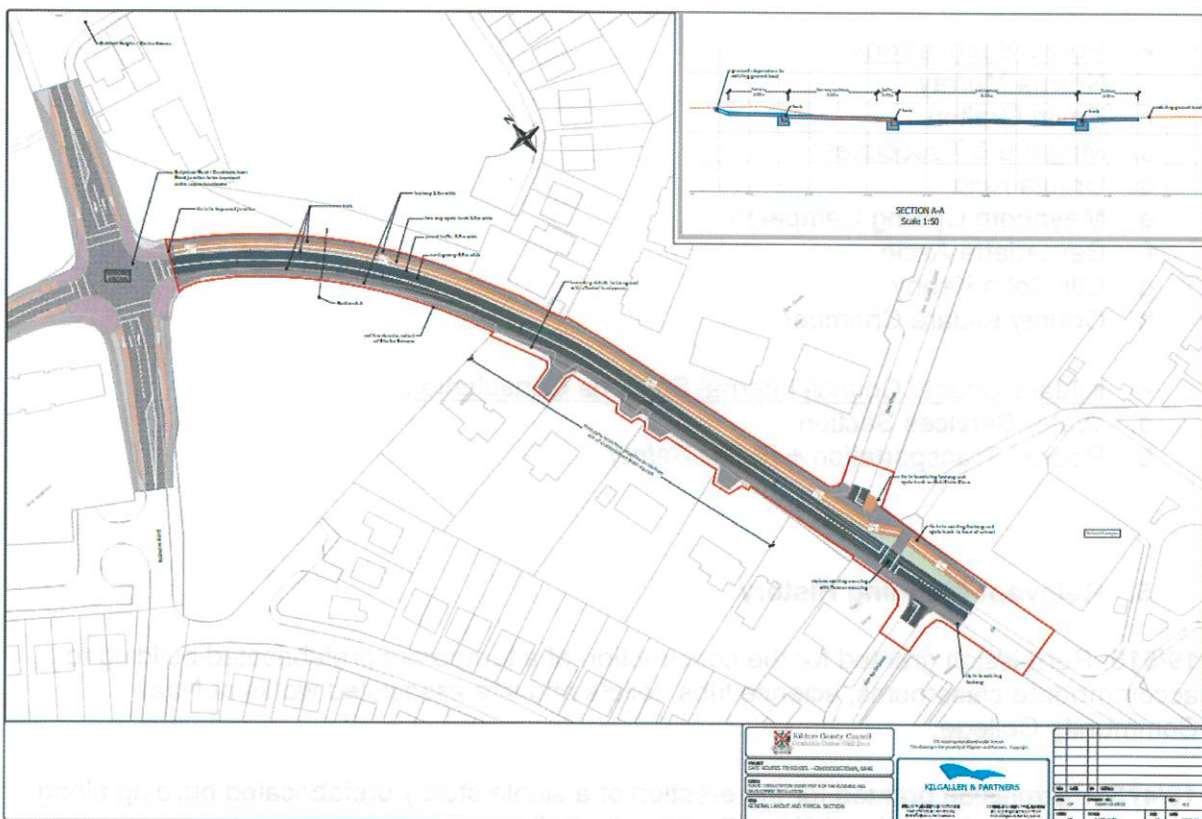


Figure 2 – Proposed development location

## 2. Description of the Proposed Development

The scheme comprises of a two-way cycle route along the east side of Craddockstown Road. The proposed works consists of;

- The realignment of the Craddockstown Road between its junction with the Ballycane Road and the entrance to the school campus. The realigned carriageway will be 6.0m wide, consistent with the existing width.
- A two-way cycle track will be provided on the northern side of Craddockstown Road along the entire length of the realignment.
- A 2.0m wide footway will be provided on both sides of the Craddockstown Road along the entire length of the realignment
- The existing pedestrian crossings at the Crossroads and at the access to the school campus will be upgraded to Toucan Crossings.



## 3. Supporting Documents

The proposal is accompanied by the required plans and particulars and in addition:

- Kildare County Council Part 8 Application form
- Project Report
- Detailed Project Drawings
- AA Screening Report & Determination
- EIA Screening Report & Determination

#### **4. Referrals and Consultations**

The referrals and consultation process has been summarised in the 'Submission Report' prepared by the Sustainable Transport Section and an appropriate response to submissions and issues raised is contained in Section 2 of the report. There were 14 submissions received in total and the breakdown is as follows:

- Prescribed Bodies:
  - a. Department of Housing, Local Government and Heritage
  - b. Transportation Infrastructure Ireland
  - c. Health and Safety Authority
  - d. Fáilte Ireland
  - e. National Museum of Ireland
  - f. Geological Survey Ireland
  
- Public Submissions:
  - a. Norma Murray
  - b. Kevin Gralton
  - c. Maguire & Associates
  - d. Ursula King
  - e. Maynooth Cycling Campaign
  - f. Bernadette Azzie
  - g. Cllr Colm Kenny
  - h. County Kildare Chamber
  
- Kildare County Council Internal Sections Consultation:
  - a. Water Services Section
  - b. Roads, Transportation + Public Safety

#### **5. Relevant Planning History**

**19/515:** Permission granted for the construction of a temporary prefabricated building to accommodate classrooms, science labs, toilets and site associated works at Naas Community College.

**18/473:** Permission granted for the erection of a single storey prefabricated building along with associated site works at Naas Community College

**12/500054:** Planning permission granted for new 2 storey permanent school building at Naas Community College

## 6. Policy Context

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

- *The Project Ireland 2040 National Planning Framework*
- *Building on Recovery - Infrastructure and Capital Investment 2016 – 2021*
- *Investing In Our Transport Future: A Strategic Framework For Investment in Land Transport; Road Safety Authority Road Safety Strategy 2013 – 2020;*
- *Transport Strategy for the Greater Dublin Area 2016 – 2035*
- *Smarter Travel – A sustainable Transport Future*
- *National Cycle Manual*
- *National Cycle Policy Framework 2009-2020*
- *Climate Action Plan 2021*
- *Health Ireland Framework 2019-2025*
- *Design Manual for Urban Roads and Streets (2013)*
- *Urban Design Manual; A Best Practice Guide, (2008)*
- *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, (2009)*
- *The Planning System and Flood Risk Management - Guidelines for Planning Authorities, (2009)*

### **National Planning Framework**

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040. It is a framework to guide public and private investment, to create and promote opportunities for people, and to protect and enhance our environment. The Framework Plan identifies that the creation of compact development in existing urban centres or "Compact Growth" as the first National Strategic Outcome. The outlined policies and actions which the proposed development supports include;

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

### **Regional Spatial and Economic Strategy**

The RSES replaced the Regional Planning Guidelines for the Greater Dublin Area. The RSES provides regional level strategic planning and economic policy in support of the implementation of the NPF and provide a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.

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

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

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

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

### **Chapter 6 – Movement and Transport**

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

**MT 2** Support sustainable modes of transport by spatially arranging activities around existing and planned high quality public transport systems.

**MT4** Develop sustainable transport solutions within and around the major towns in the county that encourage a transition towards more sustainable modes of transport, whilst also ensuring sufficient road capacity for trips which continue to be taken by private vehicles.

**MT 11** Focus on improvements to the local road and street network that better utilise existing road space and encourage a transition toward more sustainable modes of transport, while ensuring sufficient road capacity exists for trips which will continue to be taken by private vehicle.

**PT 4** Support sustainable transport initiatives in Kildare that are consistent with the goals of Smarter Travel – A Sustainable Transport Future, A New Transport Policy for Ireland 2009 – 2020 and other government investment programmes

**PT 7** Improve access to public transport as part of road improvement projects where possible

**WC 1** Prioritise sustainable modes of travel by the development of high quality walking and cycling facilities within a safe street environment.

**WC 2** Promote the development of safe and convenient walking and cycling routes.

**WC3** 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 4** Ensure that all new roads and cycle routes implement the National Cycle Manual, with a focus on a high level of service for cyclists and encouraging a modal shift from car to cycling.

**WC 7** 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

**WC9** Minimise wait-times for pedestrians and cyclists at junctions.

### Naas Local Area Plan 2021 – 2027

The lands surrounding the proposed development are zoned B – ‘Existing/Infill Residential’ and E – ‘Community & Education’ according to the Naas Local Area Plan 2021-2027. The LAP contains the following policies and objectives in terms of Pedestrian and Cycle Movement:

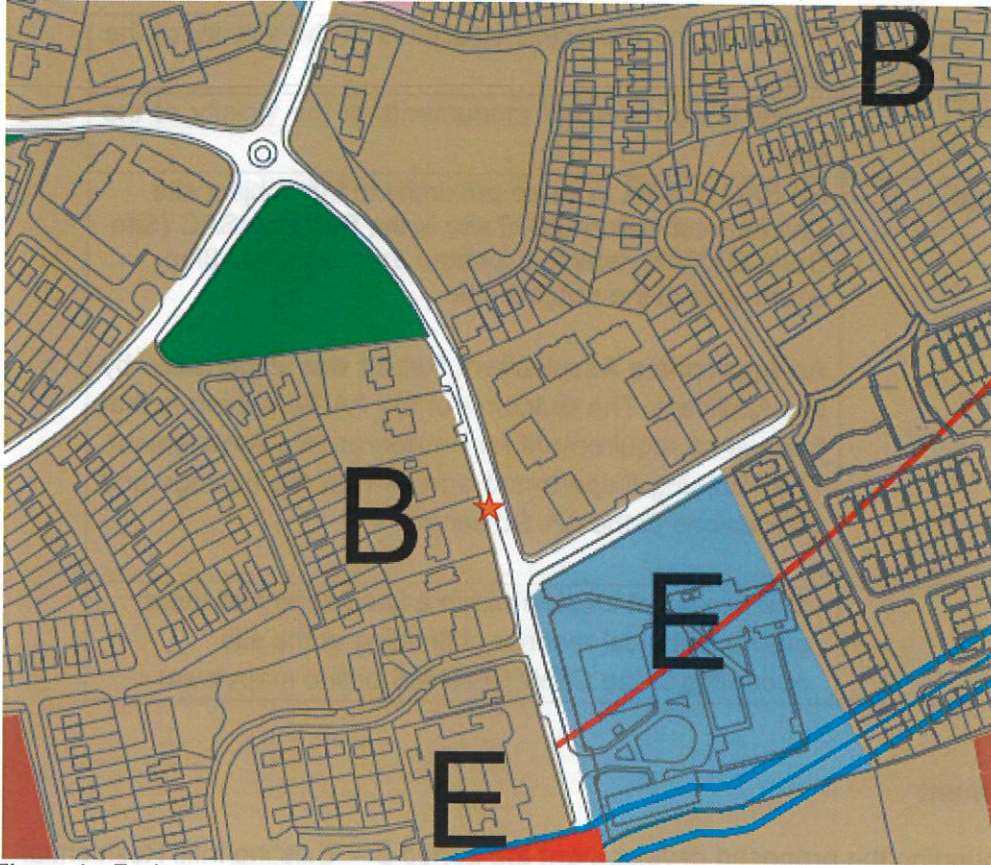


Figure 4 – Zoning

The following policies/objectives of the Naas Local Area Plan 2021-2027 are of particular relevance to the proposed development:

**MT1** It is the policy of the Council to promote enhanced universal permeability for pedestrians and cyclists within Naas in order to improve access to the town centre, local schools, residential areas, recreational facilities, public transport services and other amenities.

**MTO 1.1** Support and promote the use of sustainable active transport modes in Naas and seek to implement a connected network of walking and cycling infrastructure in the town as detailed in Table 5.2 and 5.3 and illustrated on Map 5.1 and 5.2. in conjunction with the National Transport Authority, other statutory agencies, and the relevant stakeholders. The final design details shall be subject to ecological assessment, where applicable, and undergo appropriate public consultation.

**MTO 1.4** To work with the National Transport Authority (NTA) to implement the Greater Dublin Area Cycle Network Plan proposals for Naas subject to detailed engineering design and any mitigation measures presented in the Strategic Environmental Assessment (SEA) and Natura Impact Statement (NIS) accompanying the NTA Plan.

The proposed road upgrade and cycle route will augment the existing land use at this location, resulting in a road infrastructure being added to Naas, which will improve movement infrastructure in line with the overarching policy objectives.

### Built / Natural Heritage

<b>Built Heritage</b>	There are no protected structures in the vicinity of the site.
<b>Archaeological Heritage</b>	There is no recorded monuments in the vicinity of the site.
<b>Natural Heritage</b>	<p>No SAC or SPA in close proximity to the subject site. The nearest Natura 2000 site is the Red Bog SAC (Site Code 000397), which is located approximately 8km south-east of the subject site.</p> <p>An Appropriate Assessment Report was undertaken by the Applicant. The outcome of the AA Screening is that there is no requirement for an Appropriate Assessment. The Planning Department agrees with the findings and conclusions of the AA Screening.</p>
<b>Flood</b>	The site is not located within a flood zone and there are no historical records of flooding at the site according to the OPW CFRAMS online mapviewer

## 7. Assessment

The lands surrounding the proposed development are zoned B – ‘Existing/Infill Residential’ and E – ‘Community & Education’ according to the Naas Local Area Plan 2021-2027. The zoning objectives of these lands seek to protect and enhance amenity of residential communities and provide for education, recreation, community and health. Therefore, the principle of the road upgrade including a cycle route is acceptable.

The justification and benefit of the proposed development has been set out in the Part 8 Report prepared by the Sustainable Transport Section. Kildare County Council agrees with the rationale put forward.

It is proposed that the existing road junction at Craddockstown is upgraded to include shared surfaces for cyclists and pedestrians, ramps for cycleways, replace existing crossings with toucan crossings, creating a signalised junction and create grassed verges.

The Scheme will realign the Craddockstown Road along its full length between Ballycane Road Junction and Naas Community National School. The Scheme will also include improvement works to the Ballycane Road junction.

Surface water run-off will discharge to the existing surface water drainage system, with localised improvements to surface water sewers where required. The Scheme will be largely at-grade and so significant excavation / deposition is not required.



The Scheme requires acquisition of lands from the front gardens of houses to the south of Craddockstown Road and the removal of landscaping along the road-side boundaries of these gardens.

The main elements of work include:

- Create signalised junction at the existing junction.
- Replacing existing crossing with toucan crossings.
- Improve cycle and pedestrian access to the carriageway.
- Improved shared surfaces for pedestrians and cyclists.

The proposed total length of the Scheme is approximately 405m and proposed maximum width of the works area is approximately 20m.



Figure 5 – General Layout

The proposal is located in a 50km/h speed limit zone, therefore the design for the scheme would be consistent with the Design Manual for Urban Roads and Streets (DMURS) published by the Department of Transport Tourism and Sport.

It is considered that the proposed development would assist in the realisation of the relevant Kildare County development plan and Naas local area plan policies and objectives detailed in this report. It is therefore considered that the proposed development complies with the Kildare County Development Plan 2017-2023 and the Naas Local Area Plan 2021-2027.

### Landscape and Visual

The proposed development will give rise to temporary landscape or visual impacts to residents living in proximity to the development during the construction phase.

There are no protected views or scenic routes in the area. The site is in the Eastern Transition Landscape Character Area (LCA), as defined in the Kildare County Development Plan. The LCA is of medium sensitivity and has capacity to accommodate a range of uses without significant adverse landscape effects.

When constructed, the proposed development will be low in landscape and visual impact for surrounding landowners.

### Appropriate Assessment

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

### EIAR

An EIAR screening report was also included with the application. The report concluded the proposed development does not fall under Schedule 5 (Parts 1 and 2) of the Act. As such, an EIAR has not been automatically triggered. To determine whether the development may fall under the category of Sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken.

### Access and Traffic Management

The Roads and Transportation Department has no objection to the proposed development subject to relevant design standards & codes, a construction management plan prepared and other conditions as set out in Table 2 of the Submission Report by Sustainable Transport.

### Surface Water Drainage

Surface water run-off from the proposed development will discharge to the existing surface water drainage system serving the existing road network. Water services has no objections subject to modifications set out in Table 2 of the Submission Report by Sustainable Transport.

## **8. Conclusions**

Having regard to:

- The provisions of the Kildare County Development Plan 2017 – 2023,
- The Naas Local Area Plan 2021-2027,
- Kildare County Council's internal departmental reports and Prescribed Bodies reports,
- The EIAR Screening Report,
- The AA Screening Report,
- Appendix B Submissions Report and the responses to the items/issues raised,
- Appendix C List of people who made public submissions,
- The location of the proposed development,
- The nature and extent of the proposed development and
- The recommendations set out below,

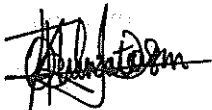
It is considered that the proposed Part 8

- Would be in accordance with the provisions of the Kildare County Development Plan 2017–2023 and the Naas Local Area Plan 2021-2027 and would therefore be in accordance with the proper planning and sustainable development of the area.

## 9. Recommendation

It is recommended to the Mayor and Members of the Naas Municipal District that the proposed Part 8 be proceeded with, subject to the modifications set out below.

1. The proposed development shall be carried out in accordance with the plans and particulars placed on public display on 5<sup>th</sup> July 2022, except where altered or amended by the following modifications.
2. All design elements are to be completed in accordance with the relevant design standards and codes of practice
3. The proposed development shall not impair existing land or road drainage.
4. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits.
5. The modifications as detailed in the Roads and Transportation and water Services Department report and responded to by the Sustainable Transport Section in its report on submissions, shall be agreed prior to commencement of development.
6. A Construction Management Plan should be submitted before the works commence to be agreed with the Naas Municipal District Office
7. In the interests of residential amenity the hours of construction activities on the site shall be restricted from Monday to Friday 07.00 - 18.00, Saturday 08.00 - 14.00 or as agreed with the Planning Department. No building activity shall be undertaken on Sundays and Bank Holidays under any circumstances.



**Kehinde Oluwatosin**  
**Senior Executive Planner**  
**14/09/2022**




Eoghan Lynch

Acting Senior Planner

Date: 23<sup>rd</sup> September 2022

*Eoghan Lynch*  
 CC 26/9/22

**APPENDIX A**  
**APPROPRIATE ASSESSMENT SCREENING REPORT**

	<p><b>APPROPRIATE ASSESSMENT SCREENING REPORT          AND          DETERMINATION</b></p>
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(A) Project Details	
<b>Planning File Ref</b>	P8 2022-16
<b>Applicant name</b>	Sustainable Transport
<b>Development Location</b>	Craddockstown Road, Naas, Co. Kildare
<b>Site size</b>	0.48Ha
<b>Application accompanied by an EIS (Yes/NO)</b>	No
<b>Distance from Natura 2000 site in km</b>	The nearest Natura 2000 site is the Red Bog SAC (Site Code 000397), which is located approximately 8km south-east of the subject site.
<b>Description of the project/proposed development</b>	
<ul style="list-style-type: none"> <li>• The Scheme proposes the realignment of the Craddockstown Road between its junction with the Ballycane Road and the entrance to the school campus. The realigned carriageway will be 6.0m wide, consistent with the existing width.</li> <li>• A two-way cycle track will be provided on the northern side of Craddockstown Road along the entire length of the realignment.</li> <li>• A 2.0m wide footway will be provided on both sides of the Craddockstown Road along the entire length of the realignment.</li> </ul>	

- The existing pedestrian crossings at the Crossroads and at the access to the school campus will be upgraded to Toucan Crossings.

**(B) Identification of Natura 2000 sites which may be impacted by the proposed development**

		Yes/No
		If answer is yes, identify list name of Natura 2000 site likely to be impacted.
<b>1</b>	<p><b>Impacts on sites designated for freshwater habitats or species.</b></p> <p><u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh lake</p>	<p><i>Is the development within a Special Area of Conservation whose qualifying interests include freshwater habitats and/or species, or in the catchment (upstream or downstream) of same?</i></p> <p><b>No</b></p>
<b>2</b>	<p><b>Impacts on sites designated for wetland habitats - bogs, fens, marshes and heath.</b></p> <p><u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Mouds Bog, Ballynafagh Bog, Red Bog, Ballynafagh Lake</p>	<p><i>Is the development within a Special Area of Conservation whose qualifying interests include wetland habitats (bog, marsh, fen or heath), or within 1 km of same?</i></p> <p><b>No</b></p>
<b>3</b>	<p><b>Impacts on designated terrestrial habitats.</b></p> <p><u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh Lake</p>	<p><i>Is the development within a Special Area of Conservation whose qualifying interests include woodlands, dunes or grasslands, or within 100m of same?</i></p> <p><b>No</b></p>
<b>4</b>	<p><b>Impacts on birds in SPAs</b></p> <p><u>Sites to consider:</u> Poulaphouca Reservoir</p>	<p><i>Is the development within a Special Protection Area, or within 5 km of same?</i></p> <p><b>No</b></p>

**Conclusion:**

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

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

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

<b>(G) SCREENING DETERMINATION STATEMENT</b>		
<i>Selected relevant category for project assessed by ticking box.</i>		
<b>1</b>	AA is not required because the project is directly connected with/necessary to the conservation management of the site	
<b>2</b>	No potential significant affects/AA is not required	<b>X</b>
<b>3</b>	Significant effects are certain, likely or uncertain. Seek a Natura Impact Statement Reject proposal. (Reject if potentially damaging/inappropriate)	
<b>Justify why it falls into relevant category above (based on information in above tables)</b>		
Having regard to the nature and scale of development proposed, combined with the distance to the nearest SAC it is not considered that the development has the potential to significantly impact the SAC network		
<b>Name:</b>	Kehinde Oluwatosin	
<b>Position</b>	Senior Executive Planner	
	14/09/2022	

**APPENDIX B**  
**SUBMISSION REPORT (Sustainable Transport)**

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## **APPENDIX C**

### **LIST OF PERSONS WHO MADE SUBMISSIONS/OBSERVATIONS**

1. Norma Murray
2. Kevin Gralton
3. Maguire & Associates
4. Ursula King
5. Maynooth Cycling Campaign
6. Bernadette Azzie
7. Cllr Colm Kenny
8. County Kildare Chamber