



**Comhairle Contae Chill Dara**  
**Kildare County Council**



# **Proposed Cycle Track Scheme at Craddockstown Road, Naas**

## **Part VIII Submissions Report.**

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

**August 2022**

## **Craddockstown Junction, Naas, Co Kildare**

### **Part VIII Submissions Report**

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## 1. INTRODUCTION

This report details the consultations and submissions that came about following the Part VIII display period regarding the Proposed Cycle Track Scheme at Craddockstown Road, Naas, Co. Kildare.

Plans and particulars of this scheme were available for inspection or purchase for a fee not exceeding the reasonable cost of making a copy, at the offices of Kildare County Council from 05<sup>th</sup> July 2022 to 03<sup>rd</sup> August 2022. Submissions could be made on or before 17:00 on the 17<sup>th</sup> August 2022.

A Newspaper Notice was published in the Leinster Leader and The Nationalist on the 05<sup>th</sup> July 2022.

Plans and particulars of the proposed development are also be available to view on Kildare County Council's website at:

<https://consult.kildarecoco.ie/en/consultation/part-8-craddockstown-road-naas-proposed-cycle-track-scheme-planning-reference-p82022-16>

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the proposed development would be situated could be made online at:

<https://consult.kildarecoco.ie/en/consultation/part-8-craddockstown-road-naas-proposed-cycle-track-scheme-planning-reference-p82022-16>

Alternatively, submissions could be made in writing to the address below on or before **17:00 on the 17<sup>th</sup> August 2022.**

Senior Executive Officer,  
Roads Transportation and Public Safety Department,  
Kildare County Council,  
Áras Chill Dara,  
Devoy Park, Naas,  
Co. Kildare

All comments, including names of those making comments submitted to the Council regarding this scheme forms part of this statutory report to be presented to the elected members. Accordingly, they are included in the minutes of that meeting and appear in the public domain.

Site Notices were erected at the site location on the 05<sup>th</sup> July 2022.

## 2. CONSULTATIONS AND SUBMISSIONS

### 2.1 Pre-Part VIII 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   |
|----|---|--|
| 1. | 30 <sup>th</sup> June 2022<br>(11:00am) | Pre-Part VIII consultation with Planning, Transportation, Traffic Management, Public Realm and Water Services. |
| 2. | 30 <sup>th</sup> June 2022<br>(12:00pm) | Pre-Part VIII consultation with Parks, Transportation and Traffic Management.                                  |

### 2.2 Part VIII Referrals

The Part VIII consultation period for the Proposed Cycle Scheme at Craddockstown Road, Naas commenced on 05<sup>th</sup> July 2022. The circulation list is included in Appendix B. The Part VIII planning application form is included in Appendix C.

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. Copies of the responses to the circulation of the details of the project are available in Appendix D and listed below in Table 2.

**Table 2: Part VIII Referrals**

|                        | Name                               | Comment   | Response                    |
|------------------------|------------------------------------|---|-----------------------------|
| <b>Elected Members</b> |                                    |   |                             |
| 1.                     | Members of Naas Municipal District | <p>Submission received from Cllr. Colm Kenny</p> <p>I recall when the Craddockstown road was a remote, very quiet rural road. The last semblance of urban conurbation heading southwards was the 1912 house. While this area has become more built up and there is increased traffic to the school and nursing home as well as new estates east and west of the Craddockstown rd. there is potential for this 300+ metre active travel upgrade to be the starting point to develop the Craddockstown rd as a shared space / active travel route which prioritises the road as a leisure route for walking / cycling over vehicular traffic save for local access especially for residents. Indeed the tradition of the Punchestown festivals "Walking Sunday" is synonymous with the quieter Craddockstown rd as locals walked or cycled to the racecourse to inspect the course on the Sunday prior to the race meeting.</p> <p>During Music festivals in Punchestown in recent years the Craddockstown rd. is normally reserved for pedestrians and emergency services traffic only especially as it leads directly to Naas Hospital and nearby Garda station.</p> <p>Two other alternative routes for vehicular traffic exist travelling south of Naas, the Ballymore rd R411 and the Blessington rd R410. Other routes in the Naas MD which lend themselves to a similar reprioritisation include the inner Rathasker rd. &amp; Grand canal rd.</p> <p>Towards the northern section of the Craddockstown rd and Ballycane rd consideration must be given to integrate this new part 8 cycle lane scheme with existing road infrastructure. Merging from completely segregated cycle lanes onto existing, unmodified</p> | <p>Noted.</p> <p>Noted.</p> |

|                                  | Name                | Comment   | Response   |
|----------------------------------|---------------------|---|--|
|                                  |                     | <p>roads is not desirable for drivers and cyclists alike. Therefore consideration should be given to merging this cycle lane with pre-existing cycle lanes in the adjacent Oakglade estate for example, as soon as possible.</p> <p>To futureproof the cycle lane design consideration must be given to accommodating ebikes / scooters subject to proposed legislation.</p> <p>The Council must estimate the health benefits of increased active travel and reduction in carbon emissions using the WHO H.E.A.T. tool of this part 8 cycle lane scheme especially for school going children. The H.E.A.T. tool was developed by WHO to facilitate evidence-based decision-making. It calculates the economic value of the health benefits resulting from physical activity. This is due to the reduction in mortality caused by cycling and walking. The tool is intended to be part of comprehensive cost-benefit analyses of infrastructure projects and it complements existing tools for economic valuations. The tool will supplement the information needed for better urban planning.</p> <p>Clr Colm Kenny</p> | <p>This is outside the scope of the project.</p> <p>The cycle tracks will be designed to the relevant standards.</p> <p>Noted.</p> |
| <b>Members of the Oireachtas</b> |                     |   |  |
| 2.                               | Catherine Murphy TD | No submission received.   |  |
| 3.                               | Bernard Durkan TD   | No submission received.   |  |
| 4.                               | James Lawless TD    | No submission received.   |  |
| 5.                               | Vincent P Martin    | No submission received.   |  |
| 6.                               | Réada Cronin TD     | No submission received.   |  |
| 7.                               | Fiona O'Loughlin TD | No submission received.   |  |
| 8.                               | Sean O'Fearghail TD | No submission received.   |  |
| <b>Kildare County Council</b>    |                     |   |  |
| <b>Planning Department</b>       |                     |   |  |
| 9.                               | Eoghan Ryan – DOS   | No submission received.   |  |
| 10.                              | Mairead Hunt – SEO  | No submission received.   |  |

|   | Name  | Comment   | Response |
|---|---|---|----------|
| 11.   | Sharon O’Gara<br>A/Senior Executive<br>Architect & Urban Designer | No submission received.   |          |
| 12.   | Emer Ui Fhatharta – Senior<br>Planner                             | No submission received.   |          |
| 13.   | Caroline O Donnell –<br>A/Senior Planner                          | No submission received.   |          |
| 14.   | Elaine Donoghue –<br>Executive Planner                            | No submission received.   |          |
| 15.   | Bridget Loughlin – Heritage<br>Officer                            | No submission received.   |          |
| 16.   | Ruth Kidney – Architectural<br>Conservation Officer               | No submission received.   |          |
| <b>Housing Department</b>   |   |   |          |
| 17.   | Annette Aspell, Director of<br>Services                           | No submission received.   |          |
| 18.   | David Creighton – A/Senior<br>Architect                           | No submission received.   |          |
| 19.   | Alan Dunney – Senior<br>Executive Officer                         | No submission received.   |          |
| <b>Roads, Transportation, Public Safety &amp; Development Control</b> |   |   |          |
| 20.   | Evelyn Wright, Director of<br>Services                            | No submission received.   |          |
| 21.   | David Reel, A/SE  | No submission received.   |          |
| 22.   | John McGowan, SE  | No submission received.   |          |
| 23.   | Stephen Deegan, SE  | No submission received.   |          |
| 24.   | Donal Hodgins, SE   | No submission received.   |          |
| 25.   | Ronan Leanne - Municipal<br>District Roads Engineer               | No submission received.   |          |
| 26.   | Cyril Buggie – Municipal<br>District Roads Engineer               | No submission received.   |          |
| 27.   | George Willoughby, SEE  | The Roads Planning Section of the Kildare County Council Roads, |          |

|  | Name | Comment  | Response  |
|--|------|--|---|
|  |      | <p>Transportation &amp; Public Safety Department has examined the Part 8 documents and drawings for the proposed development of the Cycle Scheme at Craddockstown Road, Naas, Co. Kildare Planning Reference P82022.16 and our Department has no objection to the proposed development subject to the following conditions and comments:</p> <ol style="list-style-type: none"> <li>1. All design elements are completed in accordance with the relevant design standards and codes of practice.</li> <li>2. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits.</li> <li>3. Kildare Roads Department should be consulted once detail design is complete and in advance of any works starting on site regarding relevant proposed designs.</li> <li>4. A Construction Management Plan should be submitted before the works commence to be agreed with the Naas Municipal District Office..</li> <li>5. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping.</li> <li>6. Paving materials should have slip resistance in both wet and dry conditions.</li> <li>7. The finish surface of new road pavements to be trafficked by vehicular traffic should be Stone Mastic Asphalt SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or similar</li> </ol> | <p>Noted: The details suggested will be considered during the Detailed Design stage of the project.</p> |

|                                  | Name                                      | Comment   | Response   |
|----------------------------------|---|---|--|
|                                  |   | approved , details to be agreed with the Kildare Roads Department and the MDO beforehand.   |  |
| 28.                              | Pamela Pender, A/SEO                      | No submission received.   |  |
| 29.                              | Kevin Dunne, SEE                          | No submission received.   |  |
| 30.                              | John O'Neill, SEE                         | No submission received.   |  |
| 31.                              | Jonathan Walsh, Traffic Management        | No submission received.   |  |
| 32.                              | Declan Keogh, Road Safety Officer         | No submission received.   |  |
| 33.                              | Mark Kennedy, Executive Technician        | No submission received.   |  |
| 34.                              | Yasir Khan, Assistant Engineer            | No submission received.   |  |
| <b>National Roads Office</b>     |   |   |  |
| 35.                              | Marie Whelan, SE                          | No submission received.   |  |
| <b>Climate Action</b>            |   |   |  |
| 36.                              | Breda Maher, Regional Executive CARO      | No submission received.   |  |
| <b>Environment Department</b>    |   |   |  |
| 37.                              | Colm Flynn, SEE                           | No submission received.   |  |
| 38.                              | Chris Gavan, SE                           | No submission received.   |  |
| 39.                              | Ken Kavanagh, SEO                         | No submission received.   |  |
| <b>Water Services Department</b> |   |   |  |
| 40.                              | Joe Boland, Director of Services          | No submission received.   |  |
| 41.                              | Ibrahim Bargouthi F, SE (David Hall, SEE) | <p><b>WSD recommend the following modifications to the submitted Part 8 documentation be included in the Chief Executive's report:</b></p> <p><b>1) Surface Water Drainage:</b></p> <p>a) The proposed drainage and SuDS strategy ie to use the</p> | Noted: The details suggested will be considered during the Detailed Design stage of the project. |

|  | Name | Comment  | Response |
|--|------|--|----------|
|  |      | <p>existing road surface water drainage shall be reviewed and revised where feasible prior to commencement of the development based on the attached WSD Drainage and SuDS Strategy Guidance Document and shall be compliant with GSDSDS, CIRIA SuDS Manual, Water Sensitive Urban Design Best Practice Interim Guidance and surface water drainage policies and objectives of the Naas LAP 2021-2027 and the relevant CDP.</p> <p><b>b)</b> The final drainage design to be completed prior to the commencement of the proposed development shall address the following issues:</p> <p><b>i)</b> Based on the revised drainage and SuDS strategy as above and</p> <p><b>ii)</b> SuDS where feasible on the project are subject to failure, replacement and non-maintenance like traditional drainage systems and their design shall take account of this eg by including increased factors of safety, overflows to the piped drainage networks and planned flood routing to safe areas including surface water outfalls.</p> <p><b>iii)</b> where runoff from SuDS where feasible, including from SuDS overflows is discharged to the nearest suitable dedicated surface water piped drainage network, Qbar restricted discharge rate shall be calculated in accordance with GSDSDS Vol 2 Chapter 6 SWDDC 2 and</p> <p><b>iv)</b> where SuDS are feasible, attenuation storage volume calculations for 100 year plus storm event shall use Qbar discharge rate or appropriate soil infiltration rate where discharge is to ground and</p> <p><b>v)</b> Any NEW drainage pipe network shall be designed for the 2 or 5 year design return period plus 30% climate change factor and 10% urban creep factor clearly demonstrating appropriate pipe sizes to cater for the predicted flow rates and the proportional velocities shall be greater than the 0.75 mps self-cleansing velocities during normal operating conditions and</p> |          |

|   | Name                                      | Comment   | Response |
|---|---|---|----------|
|   |   | <p>vi) Where runoff is discharged to an existing surface water drainage network, no pluvial flooding shall be permitted.</p> <p>d) Only clean, uncontaminated surface water runoff including from SuDS overflows shall discharge to the site drainage systems.</p> <p>e) A robust drainage system maintenance shall be implemented by or on behalf of the applicant until such time as the development is taken in charge. The drainage maintenance regime shall be responsive and react to out of hours repair requests and emergencies including at night, weekends and holidays.</p> <p>The applicant shall keep all relevant records and details relating to drainage maintenance in paper and digital formats akin to the 'Safety File' required under Health &amp; Safety legislation and this file shall be handed over to new owners or Local Authority when the development is sold-transferred to new owners or taken in charge.</p> <p><b><u>Irish Water will make a submission to the Planning department on the application and its contents should be included in any decision to grant that may be made.</u></b></p> |          |
| <b>Fire Services</b>                                |   |   |          |
| 42.   | Celina Barrett, Chief Fire Officer        | No submission received.   |          |
| <b>Health &amp; Safety</b>                          |   |   |          |
| 43.   | Michael Hurley, Health and Safety Officer | No submission received.   |          |
| <b>Economic, Community and Cultural Development</b> |   |   |          |
| 44.   | Marian Higgins, A/Director of Services    | No submission received.   |          |
| 45.   | Paula O'Brien, SEO                        | No submission received.   |          |
| 46.   | Christine O'Grady, SEO                    | No submission received.   |          |

|  | Name                                      | Comment   | Response  |
|--|---|---|---|
| 47.  | Simon Wallace, SE Parks Superintendent    | The proposals are satisfactory for the proposed cycle scheme at Craddockstown Road, Naas. No objection.   | Noted   |
| <b>IT Department</b>                         |   |   |   |
| 48.  | Rory Hopkins, Head of IT                  | No submission received.   |   |
| <b>Prescribed Bodies &amp; Third Parties</b> |   |   |   |
| 49.  | Eirgrid                                   | No submission received.   |   |
| 50.  | Nass Tidy Towns                           | No submission received.   |   |
| 51.  | National Monuments Service (Part of DCHG) | No submission received.   |   |
| 52.  | Eastern and Midland Regional Assembly     | No submission received.   |   |
| 53.  | Office of Public Works                    | No submission received.   |   |
| 54.  | National Museum of Ireland                | <p>Thank you for your request for observations (04 July) on the proposed Cycle Scheme at Craddockstown Road, Naas. The National Museum of Ireland (NMI) notes the route and has a number of observations/recommendations in this regard;</p> <ul style="list-style-type: none"> <li>• Due diligence should be given to consulting with all relevant statutory bodies.</li> <li>• We would expect normal Environmental Impact assessment procedures to be carried out including an archaeological component in respect of the proposed scheme.</li> <li>• The NMI Topographical files database within the National Museum of Ireland - Archaeology, Kildare Street, should be consulted as part of the development and assessment process.</li> <li>• These will provide details on stray finds within the townland/townlands which may be impacted/affected by the proposed road scheme. From this, it may be possible to ascertain the density of archaeology which might remain in the area, and from what period(s). We</li> </ul> | <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> |

|     | Name                 | Comment  | Response                  |
|-----|----------------------|--|---------------------------|
|     |                      | <p>recommend searching at townland and other levels to gain a broader understanding of the overall archaeological potential of the area.</p> <ul style="list-style-type: none"> <li>The National Monuments Service (NMS) map viewer should also be consulted for the townland/townlands which may be affected. This could indicate monuments, and any subsurface archaeology in their vicinity, which may be impacted by the scheme. The NMS should be contacted directly for further information in this regard.</li> <li>Mitigation/rescue excavations may be necessary to preserve by record any identified archaeological features, and recover any archaeological objects. Adequate funding for archaeological works (to include excavation and post-excavation works) should be agreed prior the commencement of any works.</li> <li>These necessities should be taken into consideration with regard to the timeline for the scheme.</li> </ul> <p>We would like to thank you for consulting with the National Museum. We are keen to consult further on this, and other schemes, in the future. We look forward to consulting further on this particular scheme, and we will have further comments to add at that point.</p> | <p>Noted</p> <p>Noted</p> |
| 55. | The Heritage Council | No submission received.  |                           |
| 56. | An Taisce            | No submission received.  |                           |
| 57. | An Bord Pleanala     | No submission received.  |                           |
| 58. | Faillte Ireland      | <p>Thank you for your letter dated the 4th of July 2022 regarding the proposed Cycle Scheme at Craddockstown Road, Naas.</p> <p>We will review the details and revert with comments by the 17th</p>  |                           |

|     | Name   | Comment  | Response |
|-----|--|--|----------|
|     |  | <p>August 2022 if necessary.</p> <p>Just for your information Fáilte Ireland has a dedicated mailbox for all planning notifications/applications, consultations etc. email address <a href="mailto:planning.applications@failteireland.ie">planning.applications@failteireland.ie</a> we would prefer if possible to receive future planning applications/information, consultations etc by email <a href="mailto:toplanning.applications@failteireland.ie">toplanning.applications@failteireland.ie</a></p> <p>By using this email address, it will ensure information/notifications will get to the Manager of Environment &amp; Planning Unit (Mr Shane Dineen) and team, which will be reviewed and actioned in a timely manner by the Manager and the Environment &amp; Planning Team.</p> <p>However, if this is not possible, please send planning notifications/applications, consultations details to the following department at</p> <p>Fáilte Ireland<br/>Environment &amp; Planning Unit<br/>88-95 Amiens Street,<br/>Dublin 1, D01 WR86</p> | Noted    |
| 59. | The Arts Council                                       | No submission received.  |          |
| 60. | Royal Irish Academy – Culture & Heritage Working Group | No submission received.  |          |
| 61. | National Parks and Wildlife Service                    | No submission received.  |          |
| 62. | BirdWatch Ireland                                      | No submission received.  |          |
| 63. | Environmental Protection Agency                        | No submission received.  |          |
| 64. | Geological Survey of Ireland - Heritage Programme      | With reference to your email dated 05 July 2022, regarding the Proposed Cycle Scheme at Craddockstown Road, Naas (Planning Ref. P82022.16), please note that Geological Survey Ireland has   |          |

|     | Name  | Comment  | Response |
|-----|---|--|----------|
|     |   | no specific comment or observations to make on this matter at this time.<br>If you have any further queries or if we can be of further assistance, please do not hesitate to contact <a href="mailto:GSIPlanning@gsi.ie">GSIPlanning@gsi.ie</a> .  | Noted.   |
| 65. | Waterways Ireland   | No submission received.  |          |
| 66. | Transport Infrastructure Ireland (TII) - Environmental Unit | I wish to acknowledge receipt of your correspondence of 4 July 2022, regarding the above and advise that TII has no specific observations to make.<br><br>Yours sincerely,<br><br>Regulatory and Administration Executive  | Noted.   |
| 67. | NTA   | No submission received.  |          |
| 68. | Irish Rail  | No submission received.  |          |
| 69. | Bus Eireann   | No submission received.  |          |
| 70. | Ervia (includes GNI, IW, Aurora)                            | No submission received.  |          |
| 71. | Irish Water   | No submission received.  |          |
| 72. | Sustainable Energy Authority Ireland (SEAI)                 | No submission received.  |          |
| 73. | Chamber of Commerce   | Dear Sir/Madam,<br><b>1.0 INTRODUCTION</b><br>County Kildare Chamber is the business organisation in Kildare, proactively working to identify and progress developments that are facilitative of economic and sustainable growth. Representing an employer base of 400 businesses and over 38,000 employees across the county, County Kildare Chamber is the largest business organisation in the mid-east region of Ireland.<br><br>Given the significant breadth and depth of our membership, and our representation on various bodies at local and national level, County Kildare Chamber constitutes the representative voice for business in Kildare. |          |

|  | Name | Comment  | Response      |
|--|------|--|---------------|
|  |      | <p>County Kildare Chamber is committed to improving the business environment and quality of life in Kildare and the wider region, and strongly supports the vision of growth contained within the National Planning Framework (NPF) and the Mid Eastern Enterprise Plan. With this in mind, County Kildare Chamber welcomes the opportunity to comment on the Craddockstown Road Cycle Scheme consultation.</p> <p>As a business organisation, County Kildare Chamber believes that long term planning and development, and specific project delivery such as this within key towns and villages creates a more diverse and resilient County.</p> <p><b>2.0 SUBMISSION</b><br/>Naas is the county town of Kildare and has a population of 21,393 (figure from Census 2016), making it the second largest town in the County.</p> <p>Over the last two decades the population of Naas has significantly increased by over 15%. This increased population density has also brought amplified development to the town, with business and technology campuses, education facilities and housing. This increased population and development has naturally led to greater amounts of road usage, be it private vehicle use, public transport, pedestrian, or cycle movement. With sustainable living increasingly on the minds of the public, more people are opting for alternative methods of transport.</p> <p>The currently road layout on the Ballycane Road is no longer fit for purpose, especially with the recent opening of the education campus on the Craddockstown Road. There is currently no cycleway leading to the school campus, or on the immediate adjoining road.</p> <p>An unsafe travel environment makes active travel less inviting and diminishes demand. For our Chamber traffic is a key concern, congestion carries significant costs with it, but the greatest harms</p> | <p>Noted.</p> |

|  | Name | Comment   | Response |
|--|------|---|----------|
|  |      | <p>are done to quality of life.</p> <p>The benefits of people friendly streets that promote the utilisation of public transport in combination with active transport networks and technologies create a healthier urban environment, reduce CO2 emissions, encourages resilient local economies, and makes for a more efficient use of finite land resources –in the short-run, the reprioritisation of resources will be zero-sum.</p> <p>County Kildare Chamber welcomes the decision by Kildare County Council to review and open consultation on the new preferred option for a cycle scheme on the Craddockstown Road. Public safety should always be of the utmost importance and currently there is no dedicated cyclist facilities on either the Ballycane Road or Craddockstown Road. We believe the need for this scheme is enhanced by the number of residential developments adjacent to both roads.</p> <p>In March 2020, County Kildare Chamber, Chambers Ireland and ICC Ireland announced that we had signed up to a new charter supporting the UN Sustainability Goals (SDGs). One of these goals, which we have worked to advocate for is the Sustainable Cities and Communities Goal.</p> <p>County Kildare Chamber strives to lead and work with our stakeholders to develop the idea of sustainable towns and economically vibrant communities in the County.</p> <p>With this in mind, we believe that cities and towns need more housing, transport, and social infrastructure. While this project does elevate the safety concerns for cyclists and pedestrians and should in time promote less use of vehicular traffic within South Naas, it does not address the shortage of cycle path on the main Ballycane Road and surrounding areas, connected to Naas centre.</p> <p>The Chamber understands under the County Development Plan cycleways are proposed and planned for a number of areas in Kildare. For the ‘10 minute settlement’ concept to become a reality, active travel and pedestrian and cycle scheme will need to be significantly increased.</p> |          |

|     | Name   | Comment   | Response |
|-----|--|---|----------|
|     |  | <p><b>3.0 CONCLUSION</b><br/>County Kildare Chamber welcomes the provision for cyclists, pedestrians and other vulnerable road users, and the proposals at the Ballycane/Craddockstown Road junction. This development will mean a safer way for the public, especially younger road users to travel to school and the surrounding area. We believe it will also increase the numbers using active travel and transport options, as these modes of transport are now amenable. We trust that the contents of this submission will be taken into consideration by Kildare County Council, and we are available at all times for consultation, discussion and support. Please do not hesitate to contact us if you have any queries regarding this submission.<br/>Yours faithfully,<br/><br/>Public Affairs Manager<br/>County Kildare Chamber</p> | Noted.   |
| 74. | Kildare Archaeological Society                   | No submission received.   |          |
| 75. | Health Service Executive                         | No submission received.   |          |
| 76. | HSE National Office - Health and Wellbeing       | No submission received.   |          |
| 77. | ICOMOS Ireland                                   | No submission received.   |          |
| 78. | ESB Fisheries                                    | No submission received.   |          |
| 79. | ESB Head Office                                  | No submission received.   |          |
| 80. | Irish Georgian Society                           | No submission received.   |          |
| 81. | North Kildare Trout & Salmon Anglers Association | No submission received.   |          |
| 82. | Cyclist.ie                                       | No submission received.   |          |
| 83. | Cycling Ireland                                  | No submission received.   |          |
| 84. | Clane Trout & salmon Anglers Association         | No submission received.   |          |

|     | Name   | Comment   | Response |
|-----|--|---|----------|
| 85. | Health & Safety Authority                                  | I wish to acknowledge receipt of your correspondence dated 4 July 2022, regarding the above which has been noted. | Noted.   |
| 86. | Road Safety Authority                                      | No submission received.   |          |
| 87. | Dept. of Housing, Local Government and Heritage            | No submission received.   |          |
| 88. | Córas Iompair Éireann                                      | No submission received.   |          |
| 89. | Chief Fire Officer   | No submission received.   |          |
| 90. | Minister for Transport, Tourism and Sport                  | No submission received.   |          |
| 91. | National Tourism Development Authority                     | No submission received.   |          |
| 92. | Dept. of Jobs, Enterprise & Innovation                     | No submission received.   |          |
| 93. | An Garda Síochána  | No submission received.   |          |
| 94. | Gáis Networks Ireland                                      | No submission received.   |          |
| 95. | Commission for Regulation of Utilities                     | No submission received.   |          |
| 96. | Industrial Development Authority Ireland                   | No submission received.   |          |
| 97. | Irish Wildlife Trust                                       | No submission received.   |          |
| 98. | Tree Council of Ireland                                    | No submission received.   |          |
| 99. | Eir Group HQ   | No submission received.   |          |
| 100 | Dept. of Agriculture, Food and the Marine                  | No submission received.   |          |
| 101 | Dept. of Education   | No submission received.   |          |
| 102 | Depart. of Children, Equality, Disability, Integration and | No submission received.   |          |

|     | Name  | Comment  | Response |
|-----|---|--|----------|
|     | Youth   |  |          |
| 103 | Dept. of Enterprise, Trade and Employment                               | No submission received.  |          |
| 104 | Dept. of Environment, Climate and Communications                        | No submission received.  |          |
| 105 | Dept. of Further and Higher Education, Research, Innovation and Science | No submission received.  |          |
| 106 | Dept. of Housing, Local Government and Heritage                         | On behalf of Mr Peter Burke T.D., Minister of State with responsibility for Local Government and Planning, I would like to acknowledge receipt of your correspondence dated 4th July 2022, which was forwarded from the office of Minister Darragh O'Brien.<br><br>Kind regards,<br>Minister of State Burke's Office<br>Department of Housing, Local Government and Heritage | Noted.   |
| 107 | Dept. of Rural and Community Development                                | No submission received.  |          |
| 108 | Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media             | No submission received.  |          |
| 109 | Department of Transport   | No submission received.  |          |
| 110 | Irish Rail  | No submission received   |          |
| 111 | The Owner 1   | No submission received.  |          |
| 112 | The Owner 2   | No submission received.  |          |
| 113 | The Owner 3   | No submission received.  |          |
| 114 | The Owner 4   | No submission received.  |          |
| 115 | Naas Community National School  | No submission received.  |          |

## 2.3 3<sup>rd</sup> Party Submissions / Observations

Members of the public and other 3<sup>rd</sup> Parties were invited to make submission on the proposed development. A summary of all 3<sup>rd</sup> Party submissions is provided in Table 3 and the submission in full are provided in Appendix E.

**Table 3: 3<sup>rd</sup> Party Submissions**

| No.                         | Name          | Comment   | Response.   |
|-----------------------------|---------------|---|---|
| <b>3<sup>rd</sup> Party</b> |               |   |   |
| 1.                          | Norma Murray  | <p>Where the pelican crossing meets the cycling track, there should be a mini zebra crossing on the bike lane to indicate that pedestrians have right of way.</p> <p>It is not clear how the new cycling track links with existing cycling infrastructure at the entrance to the housing estate, it should tie in seamlessly.</p> <p>As shown in the drawing, the red/orange colour of the cycling track is good to indicate a separation between cyclists and pedestrians. A kerb between the cycling track and pedestrian path is also welcome and makes for a safe experience for everyone.</p> <p>I am concerned about the fact that there is no bus stop included as part of this scheme. Especially if this is to be the terminus of a new integrated PSO bus service which will be implemented by the council in the future.</p> | <p>This will be assessed during the detailed design stage.</p> <p>The new cycle track will connect into existing cycle infrastructure. The specific details will be assessed during the detailed design stage.</p> <p>This is outside the scope of the project.</p> |
| 2.                          | Kevin Gralton | <p>I am I receipt of yours of 12<sup>th</sup> July 2022 with attachment dated 4<sup>th</sup> July 2022 on this date. I received your correspondence upon my return from vacation, hence the delay in responding to you.</p> <p>I have viewed the proposal through the link supplied but it is very short in detail. I would welcome engagement with a view to establishing how the proposal will affect me and my property and I have supplied both email and</p>   | <p>A representative from Kildare County Council has engaged.</p>  |

| No. | Name                 | Comment   | Response. |
|-----|----------------------|---|-----------|
|     |                      | telephone details for your convenience.   |           |
| 3.  | Maguire & Associates | <p>We act on behalf of Helen Maguire who has instructed us to make a Planning Submission in respect of the above-mentioned proposed development. We set out hereunder the various issues that our client wishes to comment on.</p> <p>We attach to this planning submission a copy of extract from the old OS Map of the Old Craddockstown Road map (Map 1) prior to any road realignment of the Craddockstown Road.</p> <p>In addition, we attach to this planning submission extract from the "Land Direct" website (Map 2) showing the various landowners of the site outlined in red, of the proposed development</p> <p>According to the Planning Regulations:<br/>"An application may only be made by a person who has sufficient legal interest in the land to enable that person to carry out the development or who has the written consent of the owner. You should give fall particular of your legal interest in the site/structure on the planning application form."</p> <p>Item 1 Compliance with requirements for making planning applications.</p> <p>According to the Planning Regulations:<br/><i>"An application may only be made by a person who has sufficient legal interest in the land to enable that person to carry out the development or who has the written consent of the owner. You should give fall particular of your legal interest in the site/structure on the planning application form."</i></p> |           |

| No. | Name | Comment  | Response.  |
|-----|------|--|--|
|     |      | <p>It is noted from the planning documents of KCC where it states "The Scheme require third-party lands from properties on the southern side of the Craddockstown Road. Other than this, only lands within the. public road will be required. Accommodation Works will be carried out to mitigate impacts on private lands "</p> <p>The question: What is legal basis of Kildare County Council for alleging that they have sufficient legal interest in the lands or the written consent of the landowners to carry out the proposed development as outlined in the planning notices? on the Craddockstown Road, must be addressed before this proposed development may proceed.</p> <p>We have examined the current proposal of Kildare County Council for these road improvements. We have been unable to the necessary documentation on the planning file to comply with. the Planning Regulations above.</p> <p>According to the Ownership map, it is evident that Kildare County Council have not obtained the necessary authorities from the various landowners to enable the proposed development to be carried out.</p> <p><b>Item 2 Taken in Charge of new road and footpath on Craddockstown road.</b></p> <p>We have been unable to locate documentation in respect of Taking in Charge of the upgraded Craddockstown Road and Footpaths for this road to be</p> | <p>Landowners directly impacted upon by the proposed scheme have been contacted and consulted with by Kildare County Council staff.</p> <p>The Craddockstown Road and footpaths have been taken in charge by Kildare County Council.</p> |

| No. | Name        | Comment  | Response.  |
|-----|-------------|--|--|
|     |             | <p>considered a Public Road.</p> <p><b>Item 3 Consultation with Landowners</b><br/>It is noted that there has been no consultation by Kildare County Council with some of the landowners in relation to the proposed development.</p> <p><b>Item 4 Adequacy of Drawings</b><br/>There are no drawings on KCC planning submission submitted showing the details of the accommodation works to be carried out on the proposed development along the southern side of the Craddockstown Road.</p> <p>We attach to this Planning Submission combined Map (Map 3) showing the Old O.S. Map of the Craddockstown Road superimposed onto the Land Ownership map.</p> <p>We trust that the above will be taken into consideration in the determination of this Planning Application.</p> <p>Kindly acknowledge receipt of all documents.</p> <p>Yours Sincerely,<br/>Thomas Maguire.</p> | <p>Landowners directly impacted upon by the proposed scheme have been contacted and consulted with by Kildare County Council staff.</p> <p>Details of proposed accommodation works will be developed during the detailed design stage.</p> |
| 4.  | Ursula King | <p>We all recognise the need to transition away from car use in our towns and villages. Additionally, most of us recognise that we face challenges in attaining increased cycling and pedestrian activity, given that car use for short journeys has become a habit for many. Safety and the perception of safety is hugely important in tackling this, but also being able to quantify and demonstrate the</p>  | Noted  |

| No. | Name                      | Comment   | Response.                               |
|-----|---------------------------|---|---|
|     |                           | <p>benefits of active transport will be most helpful to achieve this transition.</p> <p>I wish to make two points:<br/>In the interests of the monitoring and reporting of climate action, I call on the Council to use the World Health Organisation’s H.E.A.T tool as part of the design process to estimate the health benefits of active travel schemes and the reduction in carbon emissions.</p> <p>I also want to register my support for the minimum lane widths proposed by the Council at Craddockstown in the interests of increased road safety.</p> <p>Kind regards,<br/>Ursula King.<br/>Kildare Climate Action SPC representative-elect.</p>   | <p>Noted</p> <p>Noted</p>               |
| 5.  | Maynooth Cycling Campaign | <p>I wish to make the following submission on the proposals for the Meadowbrook Cycle Scheme:</p> <p>1. The proposals give no estimate of the impact of the development on current mode of transport, in particular on the modal change to walking and cycling from car based travel or impact on carbon emissions, both of which are key strategic objectives of government and local government. Kildare County Council should use the WHO H.E.A.T tool to estimate the financial benefits to health and the reduction in carbon emissions.</p> <p>2. The detailed design should be take into account revisions to the National Cycle Manual and not just the existing version which is outdated.</p> <p>3. Maynooth Cycling Campaign strongly support the restriction of road width to 6m and the provision of a</p> | <p>Noted</p> <p>Noted</p> <p>Noted.</p> |

| No. | Name | Comment   | Response.   |
|-----|------|---|---|
|     |      | <p>750mm buffer between the cycle track and traffic for children travelling to school.</p> <p>4. We propose that zebra markings be provided at the toucan crossing where pedestrians cross the cycle track and at the Oak Glade Close junction where cyclists have to cross the footpath. It is best practice (in the UK and Netherlands) and helps to emphasise that pedestrians have priority at these locations.</p> <p>5. The Ballycane-Craddockstown junction should provide for segregation in accordance with the different needs of cyclists and pedestrians.</p> <p>6. There are no cycle facilities on the west side of Craddockstown Road so Maynooth Cycling Campaign is puzzled about the need for a toucan crossing at the proposed location as cyclists can only legally travel on road.</p> <p>7. The height of kerb between the traffic lane and buffer should be a minimum of 100mm with a 50mm kerb between the cycle track and footpath to emphasise the different needs of pedestrians and cyclists. At the Liffey Valley Shopping Centre, the design provides a 150mm kerb between the traffic lane and buffer which is even better with a reduction in kerb height at regular intervals to allow for drainage. Kildare County Council should copy this design.</p> <p>8. Oak Glade– Minor Junction<br/>At the Oak Glade junction, the footpath and cycle facilities should continue at the same level across Oak Glade rather than drop down to the level of on road.<br/>(a) “Entrance kerbs” (inritbanden in Dutch or Zip kerbs) provided along the main road.</p> | <p>This will be assessed during the detailed design stage.</p> <p>This junction consists of a shared surface.</p> <p>Noted.</p> <p>This will be assessed during the detailed design stage.</p> <p>This will be assessed during the detailed design stage.</p> |



| No. | Name | Comment  | Response.  |
|-----|------|--|--|
|     |      | <p>at any one time, even just before the school opened in the morning, or closed in the afternoon. Furthermore, all those bicycles have been travelling in the same direction (i.e. to school in the morning, and away from school in the afternoon), which suggests that a designated two-way track is unnecessary. The Cycle track and Pedestrian walkway which runs along the Blessington Road from the entrance to Longstone to the entrance to Oakglynn is of a more realistic scale and not as obtrusive as what is being proposed for the Craddockstown road.</p> <p>A smaller scale Cycle track will also allow the grass verge and 8 established trees in front of the houses (opposite Oak Glade Hall) on the Craddockstown Road to remain in place. This is important in the interests of preserving the natural biodiversity of the area, especially given the extent of development in Stoneleigh and Longstone, both of which present with very limited vegetation within their "concrete jungles".</p> <p>Finally, the addition of a 350m cycle track from the school to the Ballycane Road junction is also somewhat impractical. Where are the cyclists to go then ? The cycle track will simply end 350m further along the Craddockstown Road than it currently does. Why go to the trouble? I feel that some of the unspent Active Travel funding going into this project could be put to much better use elsewhere in the town.</p> <p>The current works underway at the Ballycane Road / Craddockstown Road junction, intended to facilitate the proposed cycle track, are also not well thought out. The extreme narrowing of the entrance to the Craddockstown Road on the eastern side will make it very difficult, and quite dangerous, for school buses to enter and exit the Craddockstown road. If the bus needs</p> | <p>Noted.</p> <p>This is outside the scope of the project.</p> |



| No. | Name | Comment   | Response.  |
|-----|------|---|--|
|     |      | <p>Towards the northern section of the Craddockstown rd and Ballycane rd consideration must be given to integrate this new part 8 cycle lane scheme with existing road infrastructure. Merging from completely segregated cycle lanes onto existing, unmodified roads is not desirable for drivers and cyclists alike. Therefore consideration should be given to merging this cycle lane with pre-existing cycle lanes in the adjacent Oakglade estate for example, as soon as possible.</p> <p>To futureproof the cycle lane design consideration must be given to accommodating ebikes / scooters subject to proposed legislation.</p> <p>The Council must estimate the health benefits of increased active travel and reduction in carbon emissions using the WHO H.E.A.T. tool of this part 8 cycle lane scheme especially for school going children. The H.E.A.T. tool was developed by WHO to facilitate evidence-based decision-making. It calculates the economic value of the health benefits resulting from physical activity. This is due to the reduction in mortality caused by cycling and walking. The tool is intended to be part of comprehensive cost-benefit analyses of infrastructure projects and it complements existing tools for economic valuations. The tool will supplement the information needed for better urban planning.</p> <p>Cllr Colm Kenny</p> | <p>This is outside the scope of the project.</p> <p>The cycle tracks will be designed to the relevant standards.</p> <p>Noted.</p> |

### **3. CONCLUSION**

Having reviewed the submissions made from those listed in Table 2.2 and Table 2.3 and with respect to the points raised and the associated responses from the submissions, it is concluded that the proposed development would be in accordance with the provisions of the Kildare County Development Plan (2017-2023) and would therefore be in accordance with the proper planning and sustainable development of the area.

## **APPENDIX A SITE LOCATION DRAWING**



## **APPENDIX B CIRCULATION LIST**



# Comhairle Contae Chill Dara Kildare County Council

## **Proposed Cycle Scheme at Craddockstown Road, Naas – Part 8**

### **Planning Ref. P82022.16**

### **Part 8 Development - Circulation List**

#### **Elected members:**

Members of Naas Municipal District

#### **Members of the Oireachtas**

James Lawless TD

Catherine Murphy TD

Bernard Durkan TD

Réada Cronin TD

Vincent P. Martin TD

Fiona O'Loughlin TD

Sean O'Fearghail TD

#### **Kildare County Council**

##### **Planning Department**

Eoghan Ryan – DOS

Mairead Hunt – SEO

Sharon O'Gara - A/Senior Executive Architect & Urban Designer

Emer Ui Fhatharta – Senior Planner

Caroline O'Donnell – A/Senior Planner

Elaine Donohoe - Executive Planner

Bridget Loughlin – Heritage Officer

Ruth Kidney – Conservation Officer

## **Housing Department**

Annette Aspell - DOS

David Creighton – A/Senior Architect

Alan Dunney – Senior Executive Officer

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

Evelyn Wright, Director of Services

David Reel, A/SE

John McGowan, SE

Stephen Deegan, SE

Dónal Hodgins, SE

Ronan Linnane – Celbridge-Leixlip Municipal District Roads Engineer

Cyril Buggie Clane-Maynooth Municipal District Roads Engineer

Kevin Dunne, SEE

George Willoughby, SEE

Pamela Pender, A/SEO

John O'Neill, SEE

Jonathan Walsh, Traffic Management

Declan Keogh, Roads Safety Officer

Mark Kennedy, Executive Technician

Yasir Khan, Assistant Engineer

## **National Roads Office**

Marie Whelan SE

## **Climate Action**

Breda Maher, Regional Executive CARO

## **Environment Department**

Colm Flynn, SEE

Chris Galvin, SE

Ken Kavanagh, SEO

## **Water Services Department**

Joe Boland, Director of Services

Ibrahim Bargouthi F, SE

## **Fire Services**

Celina Barrett, Chief Fire Officer

## **Health & Safety**

Michael Hurley, Health and Safety Officer

## **Economic, Community and Cultural Development**

Marian Higgins, A/Director of Services

Paula O'Brien, SEO

Christine O'Grady, SEO

Simon Wallace, Senior Executive Parks Superintendent

## **IT Department**

Rory Hopkins, Head of Information Systems

## **Prescribed Bodies & Third Parties**

**EirGrid**

**Naas Tidy Towns**

**National Monuments Service (Part of DCHG)**

**Eastern and Midland Regional Assembly**

**Office of Public Works**

**National Museum of Ireland**

**The Heritage Council**

**An Taisce**

**An Bord Pleanála**

**Faite Ireland**

**The Arts Council**

**Royal Irish Academy - Culture and Heritage Working Group**

**National Parks and Wildlife Service**

**Inland Fisheries Ireland**

**Inland Fisheries Ireland**

**BirdWatch Ireland**

**Environmental Protection Agency**

**Geological Survey of Ireland – Heritage Programme**

**Waterways Ireland**

**Transport Infrastructure Ireland (TII) - Environmental Unit**

**NTA**

**NTA**

**Irish Rail (TFI)**

**Bus Éireann**

**Ervia (includes GNI, IW, Aurora)**

**Irish Water**

**Sustainable Energy Authority Ireland (SEAI)**

**Chamber of Commerce**

**Kildare Archaeological Society**

**Kildare Archaeological Society**  
**Health Service Executive**  
**HSE National Office - Health and Wellbeing**  
**ICOMOS Ireland**  
**ESB Fisheries Office**  
**ESB Head Office**  
**Irish Georgian Society**  
**North Kildare Trout & Salmon Anglers Association**  
**Cyclist.ie**  
**Cycling Ireland**  
**Clane Trout & Salmon Anglers Association**  
**Health & Safety Authority**  
**Road Safety Authority**  
**Dept. of Housing, Local Government and Heritage**  
**Córas Iompair Eireann**  
**Chief Fire Officer**  
**Minister for Transport, Tourism and Sport**  
**National Tourism Development Authority**  
**Dept. of Jobs, Enterprise & Innovation**  
**An Garda Síochána**  
**Gáis Networks Ireland**  
**Commission for Regulation of Utilities**  
**Industrial Development Authority Ireland**  
**Irish Wildlife Trust**  
**Tree Council of Ireland**  
**Eir Group HQ**  
**Dept. of Agriculture, Food and the Marine**  
**Dept. of Education**  
**Depart. of Children, Equality, Disability, Integration and Youth**  
**Dept. of Enterprise, Trade and Employment**  
**Dept. of Environment, Climate and Communications**  
**Dept. of Further and Higher Education, Research, Innovation and Science**  
**Dept. of Housing, Local Government and Heritage**  
**Dept. of Rural and Community Development**  
**Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media**  
**Department of Transport**  
**Irish Rail**  
**The Owner 1**  
**The Owner 2**  
**The Owner 3**  
**The Owner 4**  
**Naas Community National School**

## **APPENDIX C**

### **PART VIII APPLICATION FORM**



# Comhairle Contae Chill Dara Kildare County Council

## PLANNING DEPARTMENT PART 8 APPLICATION FORM

For development proposed by, or on behalf of or in partnership with the  
Planning Authority.

Part XI Planning & Development Act, 2000 (as amended)

Part 8 Planning & Development Regulations 2001 (as amended)

PLEASE COMPLETE THIS FORM IN FULL

INCOMPLETE SECTIONS MAY LEAD TO A DELAY IN PROCESSING  
THE APPLICATION

All applications shall be sent to: Planning Department, Kildare County  
Council, Level 1, Aras Chill Dara, Devoy Park, Naas, Co. Kildare.

| INTERNAL OFFICE USE ONLY        |                                 |
|---------------------------------|---------------------------------|
| DATE RECEIVED<br>____/____/____ | REFERENCE NO<br>Part8/____-____ |
| _____<br>Administrative Officer | _____<br>Date                   |

1. DEVELOPMENT PROPOSED BY (DEPARTMENT):

Roads Transportation & Public Safety Department

2. PERSON (S) RESPONSIBLE FOR PREPARING/LEADING PART 8:

Dónal Hodgins, Senior Engineer

Email: [REDACTED]

Contact No.: [REDACTED]

3. SITE LOCATION:

Craddockstown Road, Naas

4. LEGAL INTEREST IN LAND/STRUCTURE:

Landowner (Kildare County Council)

5. SITE AREA (IN HECTARES):

0.48 Ha (350m x 13.7m)

6. NATURE & EXTENT OF PROPOSED DEVELOPMENT (BRIEF DESCRIPTION):

Proposed new bi-directional cycle track along Craddockstown Road, Naas, from the junction with Ballycane Road to tie in with the existing infrastructure outside the school campus on Craddockstown Road.

7. GROSS FLOOR AREA OF BUILDINGS/STRUCTURE (SQUARE METRES):

N/A

8. RELEVANT PLANNING HISTORY OF SITE/LAND/STRUCTURE:

N/A

9. PRE-PART 8 CONSULTATION  
DETAILS INCLUDING TIMES , DATES, PERSONS INVOLVED)

20<sup>th</sup> June 2022 2:00pm [Planning]

30<sup>th</sup> June 2022 11:00am [Water Services, Transportation & Public Safety (Naas MD, Parking, Traffic Management), Planning & Public Realm]

30<sup>th</sup> June 2022 12:00 noon [Transportation & Public Safety (Traffic Management, Roads Design), Parks Department]

10. PUBLIC DISPLAY PERIOD:  
INCLUDE DATES AND ATTACH COPY OF NEWSPAPER NOTICE & SITE NOTICE

Tuesday 5<sup>th</sup> July 2022 to Wednesday 3<sup>rd</sup> August 2022

---

11. HAS AN ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCREENING BEEN CARRIED OUT FOR THE PROPOSED DEVELOPMENT.

Yes

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12. HAS AN APPROPRIATE ASSESSMENT (AA) SCREENING BEEN CARRIED OUT FOR THE PROPOSED DEVELOPMENT.

Yes

---

SIGNED ON BEHALF OF PROPOSING INTERNAL DEPARTMENT

NAME: Dónal Hodgins

POSITION: Senior Engineer

DATE 4th July 2022

## **GUIDELINES**

The relevant sponsoring Internal Department shall engage with the Planning Department in respect of the proposed development through Pre-Part 8 consultation(s) to ensure:

- (a) The proposed development comes within the scope of the prescribed classes of development in Article 80 of the planning & Development Regulations 2001 (as amended), for the purposes of Section 179 of the Planning and Development Act 2000 (as amended).
- (b) The proposed development is in accordance with the policies and objectives of the County Development Plan or relevant Local Area Plan, as required under Section 178 of the Planning and Development Act 2000 (as amended)
- (c) The siting and design of the proposed development is acceptable.
- (d) The Part 8 maps, plans, elevations and related particulars are in accordance with Article 83 of the Planning and Development Regulations 2001 (as amended)
- (e) The site notice and newspaper notices are in accordance with Article 81 of the planning and Development Regulations 2001 (as amended). List of approved newspapers should be sought from the Planning Department.
- (f) The proposed development is screened in relation to EIA, AA and Flood Risk.
- (g) The proposed development is referred for the attention and response of all Council internal departments. Any revisions/amendments and/or additional documentation required by internal departments shall be incorporated into the final plans and particulars prior to the Part 8 being placed on public display.
- (h) The proposed development is referred for the attention and response of all relevant prescribed bodies, in accordance with Article 82 of the Planning & Development Regulations 2001 (as amended).
- (i) Any submissions or observations received during the public display period are forwarded for the attention and response of the proposed internal department responsible for preparing the part 8 application. The proposing internal department shall prepare a report responding to the submissions or observations received from internal departments prescribed bodies, and members of the public.
- (j) All Part 8 documentation is available to the Planning Department from the date stated in the public notices.
- (k) The part 8 application and all plans, particulars and documentation for the proposed development are to be sent to the Administrative officer in the Planning Department. This is necessary so that the Part 8 can be filed, given a unique reference number, and mapped by the Drawing office on GIS.

### **NOTE**

The proposing internal department shall be responsible for

- Preparing a report responding to submission or observations received from prescribed bodies and members of the public;
- Listing the Part 8 on the agenda of the relevant Council/Municipal District meeting.
- Circulating all Part 8 documentation to elected members prior to the Council/Municipal District Meeting
- Presenting Chief Executive's Report to Members at Council/Municipal District.

### 1. Summary

Attended participants 13  
Start time 30/6/22, 10:57:08  
End time 30/6/22, 11:20:32  
Meeting duration 23m 25s  
Average attendance time 10m 58s

### 2. Participants

| Name               | First join        | Last leave        | In-meeting duration | Email | Participant ID (UPN) | Role      |
|--------------------|-------------------|-------------------|---------------------|-------|----------------------|-----------|
| Paul Dennis        | 30/6/22, 10:57:38 | 30/6/22, 11:08:44 | 11m 6s              |       |                      | Presenter |
| Mark Kennedy       | 30/6/22, 10:57:42 | 30/6/22, 11:08:51 | 11m 9s              |       |                      | Presenter |
| Carthac de Brí     | 30/6/22, 10:58:26 | 30/6/22, 11:20:28 | 22m 2s              |       |                      | Organiser |
| James Doyle        | 30/6/22, 10:59:03 | 30/6/22, 11:08:43 | 9m 40s              |       |                      | Presenter |
| Jonathan M Walsh   | 30/6/22, 10:59:18 | 30/6/22, 11:20:28 | 21m 10s             |       |                      | Presenter |
| Sharon O'Gara      | 30/6/22, 10:59:37 | 30/6/22, 11:08:41 | 9m 3s               |       |                      | Presenter |
| Mark Flanagan      | 30/6/22, 11:00:46 | 30/6/22, 11:08:42 | 7m 55s              |       |                      | Presenter |
| Kehinde Oluwatosin | 30/6/22, 11:00:51 | 30/6/22, 11:08:44 | 7m 52s              |       |                      | Presenter |
| Patricia Hyland    | 30/6/22, 11:00:59 | 30/6/22, 11:08:45 | 7m 45s              |       |                      | Presenter |
| Kevin Dunne        | 30/6/22, 11:01:29 | 30/6/22, 11:08:58 | 7m 29s              |       |                      | Presenter |
| Paul Kinsella      | 30/6/22, 11:02:04 | 30/6/22, 11:08:49 | 6m 44s              |       |                      | Presenter |
| Yasir Khan         | 30/6/22, 11:08:18 | 30/6/22, 11:20:32 | 12m 13s             |       |                      | Presenter |
| Joe Hickey         | 30/6/22, 11:12:12 | 30/6/22, 11:20:32 | 8m 20s              |       |                      | Presenter |

### 3. In-Meeting activities

| Name               | Join time         | Leave time        | Duration |
|--------------------|-------------------|-------------------|----------|
| Paul Dennis        | 30/6/22, 10:57:38 | 30/6/22, 11:08:44 | 11m 6s   |
| Mark Kennedy       | 30/6/22, 10:57:42 | 30/6/22, 11:08:51 | 11m 9s   |
| Carthac de Brí     | 30/6/22, 10:58:26 | 30/6/22, 11:20:28 | 22m 2s   |
| James Doyle        | 30/6/22, 10:59:03 | 30/6/22, 11:08:43 | 9m 40s   |
| Jonathan M Walsh   | 30/6/22, 10:59:18 | 30/6/22, 11:20:28 | 21m 10s  |
| Sharon O'Gara      | 30/6/22, 10:59:37 | 30/6/22, 11:08:41 | 9m 3s    |
| Mark Flanagan      | 30/6/22, 11:00:46 | 30/6/22, 11:08:42 | 7m 55s   |
| Kehinde Oluwatosin | 30/6/22, 11:00:51 | 30/6/22, 11:08:44 | 7m 52s   |
| Patricia Hyland    | 30/6/22, 11:00:59 | 30/6/22, 11:08:45 | 7m 45s   |
| Kevin Dunne        | 30/6/22, 11:01:29 | 30/6/22, 11:08:58 | 7m 29s   |
| Paul Kinsella      | 30/6/22, 11:02:04 | 30/6/22, 11:08:49 | 6m 44s   |
| Yasir Khan         | 30/6/22, 11:08:18 | 30/6/22, 11:20:32 | 12m 13s  |
| Joe Hickey         | 30/6/22, 11:12:12 | 30/6/22, 11:20:32 | 8m 20s   |

### 1. Summary

Attended participants 6  
Start time 30/6/22, 11:58:35  
End time 30/6/22, 12:14:12  
Meeting duration 15m 36s  
Average attendance time 13m 25s

### 2. Participants

| Name              | First join        | Last leave        | In-meeting duration | Email | Participant ID (UPN) | Role      |
|-------------------|-------------------|-------------------|---------------------|-------|----------------------|-----------|
| Joe Hickey        | 30/6/22, 11:58:40 | 30/6/22, 12:13:58 | 15m 18s             |       |                      | Presenter |
| Carthac de Bri    | 30/6/22, 11:58:56 | 30/6/22, 12:14:00 | 15m 4s              |       |                      | Organiser |
| Paul Patton       | 30/6/22, 11:59:21 | 30/6/22, 12:14:04 | 14m 43s             |       |                      | Presenter |
| Carmel O'Grady    | 30/6/22, 12:01:44 | 30/6/22, 12:14:04 | 12m 20s             |       |                      | Presenter |
| George Willoughby | 30/6/22, 12:02:13 | 30/6/22, 12:14:00 | 11m 46s             |       |                      | Presenter |
| Colm Lynch        | 30/6/22, 12:02:53 | 30/6/22, 12:14:12 | 11m 18s             |       |                      | Presenter |

### 3. In-Meeting activities

| Name              | Join time         | Leave time        | Duration |
|-------------------|-------------------|-------------------|----------|
| Joe Hickey        | 30/6/22, 11:58:40 | 30/6/22, 12:13:58 | 15m 18s  |
| Carthac de Bri    | 30/6/22, 11:58:56 | 30/6/22, 12:14:00 | 15m 4s   |
| Paul Patton       | 30/6/22, 11:59:21 | 30/6/22, 12:14:04 | 14m 43s  |
| Carmel O'Grady    | 30/6/22, 12:01:44 | 30/6/22, 12:14:04 | 12m 20s  |
| George Willoughby | 30/6/22, 12:02:13 | 30/6/22, 12:14:00 | 11m 46s  |
| Colm Lynch        | 30/6/22, 12:02:53 | 30/6/22, 12:14:12 | 11m 18s  |

## **APPENDIX D**

### **DEPARTMENT AND STATUTORY BODY RESPONSES**

# **Part 8 - Proposed Proposed Cycle Track Scheme at Craddockstown Road, Naas - Planning Ref. P82022.16**

## **Department and Statutory Body Responses**

### **List of responses received from Departments & Statutory Bodies**

| <b>Consultation Portal Ref. No.</b> | <b>Name</b>  | <b>Attachment</b> |
|-------------------------------------|--|-------------------|
| KCC-C87-1                           | Transport Infrastructure Ireland                     | Yes               |
| KCC-C87-2                           | Department of Housing, Local Government and Heritage | Yes               |
| KCC-C87-3                           | Health and Safety Authority                          | Yes               |
| KCC-C87-5                           | Fáilte Ireland                                       | Yes               |
| KCC-C87-6                           | National Museum of Ireland                           | Yes               |
| KCC-C87-10                          | Geological Survey Ireland                            | Yes               |
|                                     |  |                   |

**KCC-C87-1                      Transport Infrastructure Ireland**

I wish to acknowledge receipt of your correspondence of 4 July 2022, regarding the above and advise that TII has no specific observations to make.

Yours sincerely,

Regulatory and Administration Executive

**From:** INFO <Information@tii.ie>

**Sent:** Wednesday 6 July 2022 14:32

**To:** sustainabletransport <sustainabletransport@kildarecoco.ie>

**Subject:** TII Ref: TII22-119261 - Proposed Cycle Scheme at Craddockstown Road, Naas Planning Ref. P82022.16 Proposed Cycle Scheme at Craddockstown Road, Naas, Co. Kildare..

**Dear Ms. Dempsey,**

I wish to acknowledge receipt of your correspondence of 4 July 2022, regarding the above and advise that TII has no specific observations to make.

**Yours sincerely,**

**Andrew Moore**

Regulatory and Administration Executive

**KCC-C87-2**

**Department of Housing, Local Government and Heritage**

On behalf of Mr Peter Burke T.D., Minister of State with responsibility for Local Government and Planning, I would like to acknowledge receipt of your correspondence dated 4th July 2022, which was forwarded from the office of Minister Darragh O'Brien.

Kind regards,

Minister of State Burke's Office

Department of Housing, Local Government and Heritage

CRM Case KCC-119726

Dear Ms Pender,

On behalf of Mr Peter Burke T.D., Minister of State with responsibility for Local Government and Planning, I would like to acknowledge receipt of your correspondence dated 4th July 2022, which was forwarded from the office of Minister Darragh O'Brien.

Kind regards,

Erica Daly

Minister of State Burke's Office

An Roinn Tithíochta, Rialtais Áitiúil agus Oidhreachta

Department of Housing, Local Government and Heritage

Teach an Chustaim, Baile Átha Cliath 1, D01 W6X0

Custom House, Dublin 1, D01 W6X0

[www.gov.ie/tithiocht](http://www.gov.ie/tithiocht) [<http://www.gov.ie/tithiocht>]

[www.gov.ie/housing](http://www.gov.ie/housing) [<http://www.gov.ie/housing>]

cid:image001.png@01D6A930.2CC7E330 [cid:image001.png@01D892C1.0EECE820]

Please note: The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015

**KCC-C87-3**

**Health and Safety Authority**

I wish to acknowledge receipt of your correspondence dated 4 July 2022, regarding the above which has been noted.



An tÚdarás Sláinte agus Sábháilteachta  
Health and Safety Authority

☎ 0818 289 389 ✉ [landuseplanning@hsa.ie](mailto:landuseplanning@hsa.ie) 🌐 [www.hsa.ie](http://www.hsa.ie)

Planning Department  
Kildare County Council  
Aras Chill Dara,  
Devoy Park  
Naas  
Co. Kildare  
W91 X77F

8 July 2022

Our Ref: 3807

**Re:** : Proposed Cycle Scheme at Craddockstown Road, Naas- Part 8 (Ref P82022.16)

Dear Ms Pender,

I wish to acknowledge receipt of your correspondence dated 4 July 2022, regarding the above which has been noted.

If you have any queries please contact the undersigned.

Yours sincerely

---

Marcus Phelan  
*Inspector,*  
*COMAH, Chemical Production & Storage (CCPS)*

**KCC-C87-5**

**Fáilte Ireland**

Thank you for your letter dated the 4th of July 2022 regarding the proposed Cycle Scheme at Craddockstown Road, Naas.

We will review the details and revert with comments by the 17th August 2022 if necessary.

Just for your information Fáilte Ireland has a dedicated mailbox for all planning notifications/applications, consultations etc. email address [planning.applications@failteireland.ie](mailto:planning.applications@failteireland.ie) we would prefer if possible to receive future planning applications/information, consultations etc by email to [planning.applications@failteireland.ie](mailto:planning.applications@failteireland.ie)

By using this email address, it will ensure information/notifications will get to the Manager of Environment & Planning Unit (Mr Shane Dineen) and team, which will be reviewed and actioned in a timely manner by the Manager and the Environment & Planning Team.

However, if this is not possible, please send planning notifications/applications, consultations details to the following department at

Fáilte Ireland

Environment & Planning Unit

88-95 Amiens Street,

Dublin 1, D01 WR86

**CRM KCC 120579**

Hello Pamela (Pender),

Thank you for your letter dated the 4th of July 2022 regarding the proposed Cycle Scheme at Craddockstown Road, Naas.

We will review the details and revert with comments by the 17th August 2022 if necessary.

Just for your information Fáilte Ireland has a dedicated mailbox for all planning notifications/applications, consultations etc. email address [planning.applications@failteireland.ie](mailto:planning.applications@failteireland.ie) we would prefer if possible to receive future planning applications/information, consultations etc by email to [planning.applications@failteireland.ie](mailto:planning.applications@failteireland.ie)

By using this email address, it will ensure information/notifications will get to the Manager of Environment & Planning Unit (Mr Shane Dineen) and team, which will be reviewed and actioned in a timely manner by the Manager and the Environment & Planning Team.

However, if this is not possible, please send planning notifications/applications, consultations details to the following department at Fáilte Ireland.

Fáilte Ireland

Environment & Planning Unit

88-95 Amiens Street,

Dublin 1, D01 WR86

Regards & thanks,

Yvonne

Yvonne Jackson

Product Development-Environment & Planning Support | Fáilte Ireland

88-95 Amiens Street, Dublin 1, D01 WR86

M +353 (0)86 0357590

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LinkedIn [<https://ie.linkedin.com/company/failte-ireland>] | Twitter

[[https://twitter.com/Failte\\_Ireland](https://twitter.com/Failte_Ireland)] | YouTube

[<https://www.youtube.com/user/FailteIrelandTV>] | Facebook

[<https://www.facebook.com/failteireland>]

[cid:image002.png@01D89C2E.51EC77F0]

Thank you for your request for observations (04 July) on the proposed Cycle Scheme at Craddockstown Road, Naas. The National Museum of Ireland (NMI) notes the route and has a number of observations/recommendations in this regard;

- Due diligence should be given to consulting with all relevant statutory bodies.
- We would expect normal Environmental Impact assessment procedures to be carried out including an archaeological component in respect of the proposed scheme.
- The NMI Topographical files database within the National Museum of Ireland - Archaeology, Kildare Street, should be consulted as part of the development and assessment process.
- These will provide details on stray finds within the townland/townlands which may be impacted/affected by the proposed road scheme. From this, it may be possible to ascertain the density of archaeology which might remain in the area, and from what period(s). We recommend searching at townland and other levels to gain a broader understanding of the overall archaeological potential of the area.
- The National Monuments Service (NMS) map viewer should also be consulted for the townland/townlands which may be affected. This could indicate monuments, and any subsurface archaeology in their vicinity, which may be impacted by the scheme. The NMS should be contacted directly for further information in this regard.
- Mitigation/rescue excavations may be necessary to preserve by record any identified archaeological features, and recover any archaeological objects. Adequate funding for archaeological works (to include excavation and post-excavation works) should be agreed prior the commencement of any works.
- These necessities should be taken into consideration with regard to the timeline for the scheme.

We would like to thank you for consulting with the National Museum. We are keen to consult further on this, and other schemes, in the future. We look forward to consulting further on this particular scheme, and we will have further comments to add at that point.

# museum

National Museum of Ireland  
Ard-Mhúsaem na hÉireann

28/07/2022

Planning Ref: P82022.16

Our Ref: IA/71/2022

Dear Sir/Madam,

Thank you for your request for observations (04 July) on the proposed Cycle Scheme at Craddockstown Road, Naas. The National Museum of Ireland (NMI) notes the route and has a number of observations/recommendations in this regard;

- Due diligence should be given to consulting with all relevant statutory bodies.
- We would expect normal Environmental Impact assessment procedures to be carried out including an archaeological component in respect of the proposed scheme.
- The NMI Topographical files database within the National Museum of Ireland - Archaeology, Kildare Street, should be consulted as part of the development and assessment process. These will provide details on stray finds within the townland/townlands which may be impacted/affected by the proposed road scheme. From this, it may be possible to ascertain the density of archaeology which might remain in the area, and from what period(s). We recommend searching at townland and other levels to gain a broader understanding of the overall archaeological potential of the area.
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- Mitigation/rescue excavations may be necessary to preserve by record any identified archaeological features, and recover any archaeological objects. Adequate funding for archaeological works (to include excavation and post-excavation works) should be agreed prior the commencement of any works.
- These necessities should be taken into consideration with regard to the timeline for the scheme.

NATIONAL MUSEUM OF IRELAND  
ARCHAEOLOGY  
Kildare Street  
Dublin 2, Ireland  
TELEPHONE +353 1 677 7444  
FAX +353 1 676 6116  
e-mail: [marketing@museum.ie](mailto:marketing@museum.ie)  
website: [www.museum.ie](http://www.museum.ie)

ARD MHÚSAEM NA HÉIREANN  
SEANDÁLAÍOCHT  
Sráid Chill Dara  
Baile Átha Cliath 2, Éire  
TEILEAFÓN +353 1 677 7444  
FAICS +353 1 676 6116  
r-phost: [marketing@museum.ie](mailto:marketing@museum.ie)  
Ílfónra: [www.museum.ie](http://www.museum.ie)

# museum

National Museum of Ireland  
Ard-Mhúsaem na hÉireann

We would like to thank you for consulting with the National Museum. We are keen to consult further on this, and other schemes, in the future. We look forward to consulting further on this particular scheme, and we will have further comments to add at that point.

Regards,

Dr Bernard Gilhooly,  
Assistant Keeper,  
Irish Antiquities Division,  
National Museum of Ireland,  
Kildare Street,  
Dublin 2

NATIONAL MUSEUM OF IRELAND  
ARCHAEOLOGY  
Kildare Street  
Dublin 2, Ireland  
TELEPHONE +353 1 677 7444  
FAX +353 1 676 6116  
e-mail: [marketing@museum.ie](mailto:marketing@museum.ie)  
website: [www.museum.ie](http://www.museum.ie)

ARD MHÚSAEM NA HÉIREANN  
SEANDÁLAÍOCHT  
Sráid Chill Dara  
Baile Átha Cliath 2, Éire  
TEILEAFÓN +353 1 677 7444  
FAICS +353 1 676 6116  
r-phost: [marketing@museum.ie](mailto:marketing@museum.ie)  
líonra: [www.museum.ie](http://www.museum.ie)

**KCC-C87-10**

**Geological Survey Ireland**

With reference to your email dated 05 July 2022, regarding the Proposed Cycle Scheme at Craddockstown Road, Naas (Planning Ref. P82022.16), please note that Geological Survey Ireland has no specific comment or observations to make on this matter at this time.

If you have any further queries or if we can be of further assistance, please do not hesitate to contact [GSIPanning@gsi.ie](mailto:GSIPanning@gsi.ie)

**Submission from Geological Survey Ireland 20220816**

Dear Sir/Madam,

With reference to your email dated 05 July 2022, regarding the Proposed Cycle Scheme at Craddockstown Road, Naas (Planning Ref. P82022.16), please note that Geological Survey Ireland has no specific comment or observations to make on this matter at this time.

If you have any further queries or if we can be of further assistance, please do not hesitate to contact me Trish Smullen, or my colleague Clare Glanville at [GSIPlanning@gsi.ie](mailto:GSIPlanning@gsi.ie).

Yours sincerely,

Trish Smullen  
Geological Survey Ireland

## **APPENDIX E**

### **3<sup>RD</sup> PARTY SUBMISSIONS**

## **Part 8 - Proposed Proposed Cycle Track Scheme at Craddockstown Road, Naas - Planning Ref. P82022.16**

### **3<sup>rd</sup> Party Submissions & Observations**

#### **List of 3<sup>rd</sup> Party Submissions & Observations Received**

| <b>Consultation Portal Ref. No.</b> | <b>Name</b>               | <b>Attachment</b> |
|-------------------------------------|---------------------------|-------------------|
| KCC-C87-4                           | Norma Murray              | No                |
| KCC-C87-7                           | Kevin Galton              | Yes               |
| KCC-C87-8                           | Maguire & Associates      | Yes               |
| KCC-C87-9                           | Ursula King               | No                |
| KCC-C87-11                          | Maynooth Cycling Campaign | Yes               |
| KCC-C87-12                          | Bernadette Azzie          | No                |
| KCC-C87-13                          | Cllr Colm Kenny           | No                |
| KCC-C87-14                          | County Kildare Chamber    | Yes               |

**KCC-C87-4 Norma Murray**

Where the pelican crossing meets the cycling track, there should be a mini zebra crossing on the bike lane to indicate that pedestrians have right of way.

It is not clear how the new cycling track links with existing cycling infrastructure at the entrance to the housing estate, it should tie in seamlessly.

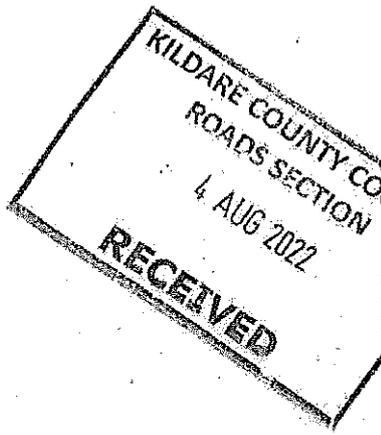
As shown in the drawing, the red/orange colour of the cycling track is good to indicate a separation between cyclists and pedestrians. A kerb between the cycling track and pedestrian path is also welcome and makes for a safe experience for everyone.

I am concerned about the fact that there is no bus stop included as part of this scheme. Especially if this is to be the terminus of a new integrated PSO bus service which will be implemented by the council in the future

**KCC-C87-7 Kevin Galton**

I am I receipt of yours of 12<sup>th</sup> July 2022 with attachment dated 4<sup>th</sup> July 2022 on this date. I received your correspondence upon my return from vacation, hence the delay in responding to you.

I have viewed the proposal through the link supplied but it is very short in detail. I would welcome engagement with a view to establishing how the proposal will affect me and my property and I have supplied both email and telephone details for your convenience.



Ms. Pamela Pender,  
A/Senior Executive Officer,  
Aras Chill Dara, Devoy Park,  
Naas, Co. Kildare.

---

**Re : Proposed Cycle Scheme at Craddockstown Road, Naas, - Part 8 Planning Ref. P82022. 16.**

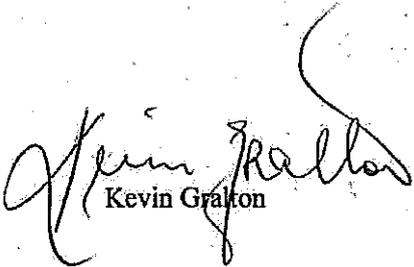
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Dear Pamela,

I am in receipt of yours of 12<sup>th</sup> July 2022 with attachment dated 4<sup>th</sup> July 2022 on this date. I received your correspondence upon return from vacation, hence the delay in responding to you.

I have viewed the proposal through the link supplied but it is very short on detail. I would welcome engagement with a view to establishing how the proposal will affect me and my property and I have supplied both e-mail and telephone phone details for your convenience.

Yours Sincerely,

  
Kevin Gralton

**KCC-C87-8 Maquire & Associates**

We act on behalf of Helen Maguire who has instructed us to make a Planning Submission in respect of the above-mentioned proposed development. We set out hereunder the various issues that our client wishes to comment on.

We attach to this planning submission a copy of extract from the old OS Map of the Old Craddockstown Road map (Map 1) prior to any road realignment of the Craddockstown Road.

In addition, we attach to this planning submission extract from the "Land Direct" website (Map 2) showing the various landowners of the site outlined in red, of the proposed development

According to the Planning Regulations:

"An application may only be made by a person who has sufficient legal interest in the land to enable that person to carry out the development or who has the written consent of the owner. You should give full particular of your legal interest in the site/structure on the planning application form."

Item 1 Compliance with requirements for making planning applications.

According to the Planning Regulations:

*"An application may only be made by a person who has sufficient legal interest in the land to enable that person to carry out the development or who has the written consent of the owner. You should give full particular of your legal interest in the site/structure on the planning application form."*

It is noted from the planning documents of KCC where it states "The Scheme require third-party lands from properties on the southern side of the Craddockstown Road. Other than this, only lands within the public road will be required. Accommodation Works will be carried out to mitigate impacts on private lands "

The question: What is legal basis of Kildare County Council for alleging that they have sufficient legal interest in the lands or the written consent of the landowners to carry out the proposed development as outlined in the planning notices? on the Craddockstown Road, must be addressed before this proposed development may proceed.

We have examined the current proposal of Kildare County Council for these road improvements. We have been unable to the necessary documentation on the planning file to comply with. the Planning Regulations above.

According to the Ownership map, it is evident that Kildare County Council have not obtained the necessary authorities from the various landowners to enable the proposed development to be carried out.

**Item 2 Taken in Charge of new road and footpath on Craddockstown road.**

We have been unable to locate documentation in respect of Taking in Charge of the upgraded Craddockstown Road and Footpaths for this road to be considered a Public Road.

**Item 3 Consultation with Landowners**

It is noted that there has been no consultation by Kildare County Council with some of the landowners in relation to the proposed development.

**Item 4 Adequacy of Drawings**

There are no drawings on KCC planning submission submitted showing the details of the accommodation works to be carried out on the proposed development along the southern side of the Craddockstown Road.

We attach to this Planning Submission combined Map (Map 3) showing the Old O.S. Map of the Craddockstown Road superimposed onto the Land Ownership map.

We trust that the above will be taken into consideration in the determination of this Planning Application.

Kindly acknowledge receipt of all documents.

Yours Sincerely,

Thomas Maguire.

# MAGUIRE & ASSOCIATES

CHARTERED ENGINEERS

CHARTERED TOWN PLANNERS

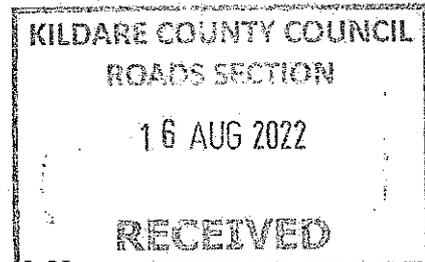
6, Railway Terrace,  
Dublin Road.  
Naas.  
Co. Kildare  
W91 NYK3

Telephone No. (045) 876384  
Mobile No. (087) 2680888  
E-mail. admin@manda.ie

Ref: 610/2022

16<sup>TH</sup> August 2022

Acting Senior Officer,  
Roads Transportation and Public Safety Dept.  
Kildare County Council,  
Aras Chill Dara,  
Devoy Park,  
Naas,  
Co. Kildare. W91 X77F



Re: "Proposed Cycle Track Scheme at Craddockstown Road, Naas."  
Planning Ref: P82022.16  
Applicants: Kildare County Council

Dear Sir/Madam,

We act on behalf of Helen Maguire"  who has instructed us to make a Planning Submission in respect of the above-mentioned proposed development. We set out hereunder the various issues that our client wishes to comment on.

We attach to this planning submission a copy of extract from the old OS Map of the Old Craddockstown Road map (Map 1) prior to any road realignment of the Craddockstown Road.

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It is noted from the planning documents of KCC where it states "The Scheme require third-party lands from properties on the southern side of the Craddockstown Road. Other than this, only lands within the public road will be required. Accommodation Works will be carried out to mitigate impacts on private lands "

The question: **What is legal basis of Kildare County Council for alleging that they have sufficient legal interest in the lands or the written consent of the landowners to carry out the proposed development as outlined in the planning notices?** on the Craddockstown Road, must be addressed before this proposed development may proceed.

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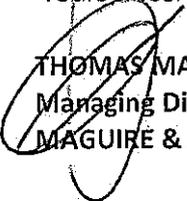
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We attach to this Planning Submission combined Map (Map 3) showing the Old O.S. Map of the Craddockstown Road superimposed onto the Land Ownership map.

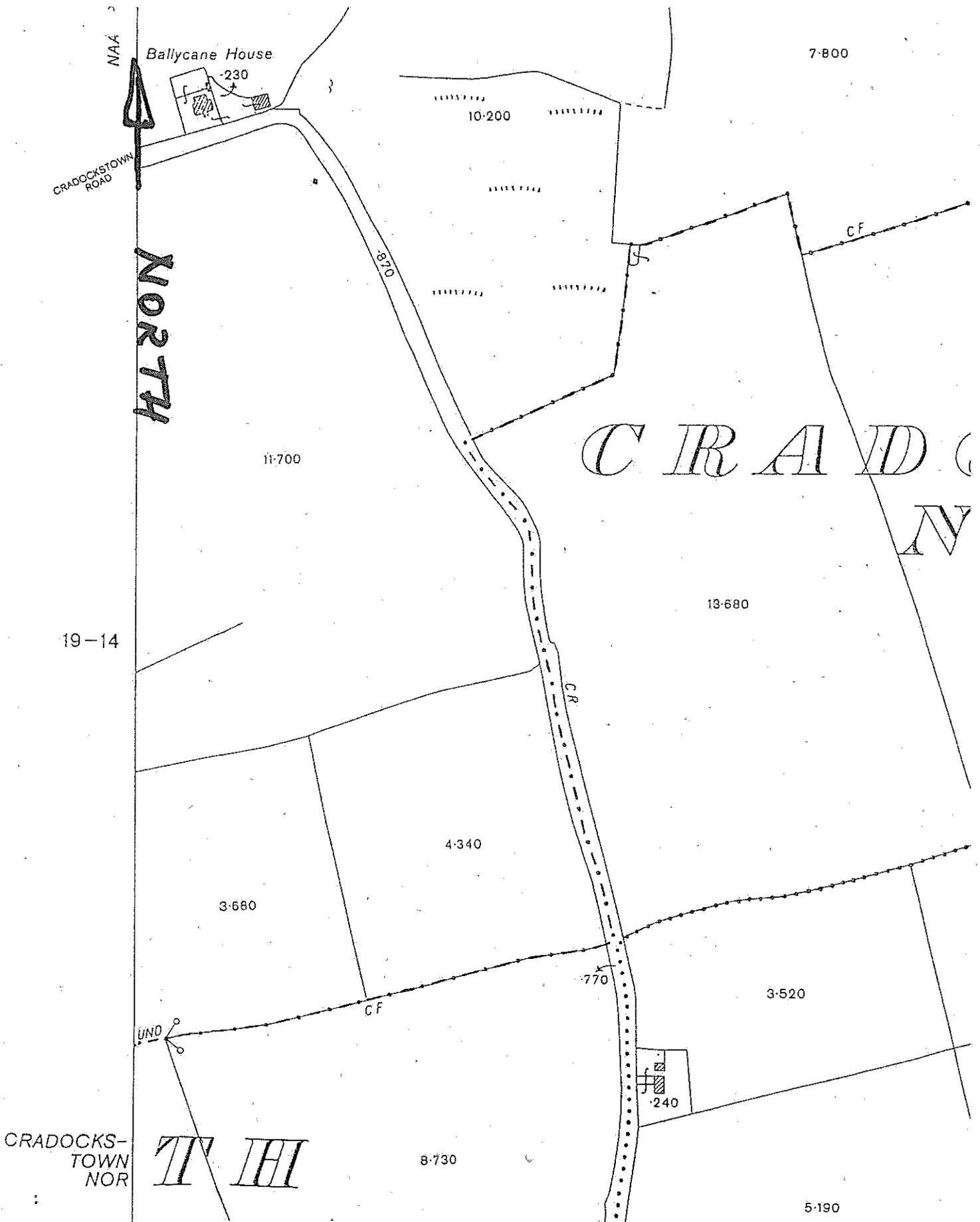
We trust that the above will be taken into consideration in the determination of this Planning Application.

Kindly acknowledge receipt of all documents.

Yours sincerely,

  
**THOMAS MAGUIRE**  
Managing Director  
**MAGUIRE & ASSOCIATES**

**Map 1 Scale: 1-2500**  
**Old O.S. Map of Craddockstown Road**



MAP 1 - SCALE 1-2500

OLD O.S. MAP OF  
CRADDOCKSTOWN ROAD

MAY 11TH AUGUST 2022

**Map 2 Not to Scale (NTS)  
Extract from Land Direct Website  
Showing Land Ownership**



**MAP 2** - NOT TO SCALE (NTS)

**EXTRACT FROM "LAND DIRECT" WEBSITE  
SHOWING LAND OWNERSHIP**

DATE: 16TH AUGUST 2022.

**Map 3 Not to Scale (NTS)**  
**Old O.S. Map of Craddockstown Road**  
**Superimposed on the**  
**Land Ownership Map**



**KCC-C87-9 Ursula King**

We all recognise the need to transition away from car use in our towns and villages. Additionally, most of us recognise that we face challenges in attaining increased cycling and pedestrian activity, given that car use for short journeys has become a habit for many. Safety and the perception of safety is hugely important in tackling this, but also being able to quantify and demonstrate the benefits of active transport will be most helpful to achieve this transition.

I wish to make two points:

In the interests of the monitoring and reporting of climate action, I call on the Council to use the World Health Organisation's H.E.A.T tool as part of the design process to estimate the health benefits of active travel schemes and the reduction in carbon emissions.

I also want to register my support for the minimum lane widths proposed by the Council at Craddockstown in the interests of increased road safety.

Kind regards,

Ursula King.

Kildare Climate Action SPC representative-elect.

**KCC-C87-11 Maynooth Cycling Campaign**

I wish to make the following submission on the proposals for the Meadowbrook Cycle

Scheme:

1. The proposals give no estimate of the impact of the development on current mode of transport, in particular on the modal change to walking and cycling from car based travel or impact on carbon emissions, both of which are key strategic objectives of government and local government. Kildare County Council should use the WHO H.E.A.T tool to estimate the financial benefits to health and the reduction in carbon emissions.
2. The detailed design should be take into account revisions to the National Cycle Manual and not just the existing version which is outdated.
3. Maynooth Cycling Campaign strongly support the restriction of road width to 6m and the provision of a 750mm buffer between the cycle track and traffic for children travelling to school.
4. We propose that zebra markings be provided at the toucan crossing where pedestrians cross the cycle track and at the Oak Glade Close junction where cyclists have to cross the footpath. It is best practice (in the UK and Netherlands) and helps to emphasise that pedestrians have priority at these locations.
5. The Ballycane-Craddockstown junction should provide for segregation in accordance with the different needs of cyclists and pedestrians.
6. There are no cycle facilities on the west side of Craddockstown Road so Maynooth Cycling Campaign is puzzled about the need for a toucan crossing at the proposed location as cyclists can only legally travel on road.
7. The height of kerb between the traffic lane and buffer should be a minimum of 100mm with a 50mm kerb between the cycle track and footpath to emphasise the different needs of pedestrians and cyclists. At the Liffey Valley Shopping Centre, the design provides a 150mm kerb between the traffic lane and buffer which is even better with a reduction in kerb height at regular intervals to allow for drainage. Kildare County Council should copy this design.

8. Oak Glade– Minor Junction

At the Oak Glade junction, the footpath and cycle facilities should continue at the same level across Oak Glade rather than drop down to the level of on road.

- (a) “Entrance kerbs” (inritbanden in Dutch or Zip kerbs) provided along the main road.
- (b) The turning radii kerbs on footpaths should be omitted and footpath carried through to clearly show that pedestrian and cyclists on Craddockstown Road have priority over turning traffic.
- (c) The cycle track should be raised to the level of the footpath.
- (d) Drivers may access the minor road by crossing the footpath with an entrance kerb to slow turning traffic. The provision on the Straffan Road Maynooth should not be repeated.



# MAYNOOTH CYCLING CAMPAIGN



## Proposed Cycle Track Scheme at Craddockstown Road, Naas

### Planning Reference: P82022.16

I wish to make the following submission on the proposals for the Meadowbrook Cycle Scheme:

1. The proposals give no estimate of the impact of the development on current mode of transport, in particular on the modal change to walking and cycling from car based travel or impact on carbon emissions, both of which are key strategic objectives of government and local government. Kildare County Council should use the WHO H.E.A.T tool to estimate the financial benefits to health and the reduction in carbon emissions.
2. The detailed design should take into account revisions to the National Cycle Manual and not just the existing version which is outdated.
3. Maynooth Cycling Campaign strongly support the restriction of road width to 6m and the provision of a 750mm buffer between the cycle track and traffic for children travelling to school.
4. We propose that zebra markings be provided at the toucan crossing where pedestrians cross the cycle track and at the Oak Glade Close junction where cyclists have to cross the footpath. It is best practice (in the UK and Netherlands) and helps to emphasise that pedestrians have priority at these locations.
5. The Ballycane-Craddockstown junction should provide for segregation in accordance with the different needs of cyclists and pedestrians.
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Gerry Dornan,  
Chair Maynooth Cycling Campaign  
PPN Rep on Transport, Safety & Emergency Services SPC

**KCC-C87-12 Bernadette Azzie**

I live in Oak Glade Close, and walk my dog 7-10km/day everyday in the surrounds. I am also a fair-weather cyclist. I wish to state upfront that I am not opposed to Pedestrian walkways or Cycle tracks in general. Although the proposed 3m wide cycle track and 2m wide pedestrian walkway is a much safer proposition than the cycle lanes that have recently been installed on the main road in Sallins, I believe they are excessive considering the volume of traffic they are likely to carry. The traffic survey used in the design report was carried out in September 2019, when there were significantly more students attending the Naas Community National School / Naas Community College than is now the case (since the secondary school students have relocated to the new Naas Community College premises in Millenium Park).

The existing cycle track from Oak Glade/Stoneleigh to Naas Community College / Naas Community National School, which is designed to a similar specification to that which is proposed, is never busy enough to warrant the scale it was built to. In fact, prior to the relocation of students attending Naas Community College to Millenium Park, when the school was much busier than it is now, I had seldom seen more than 3 bicycles on it at any one time, even just before the school opened in the morning, or closed in the afternoon. Furthermore, all those bicycles have been travelling in the same direction (i.e. to school in the morning, and away from school in the afternoon), which suggests that a designated two-way track is unnecessary. The Cycle track and Pedestrian walkway which runs along the Blessington Road from the entrance to Longstone to the entrance to Oakglynn is of a more realistic scale and not as obtrusive as what is being proposed for the Craddockstown road.

A smaller scale Cycle track will also allow the grass verge and 8 established trees in front of the houses (opposite Oak Glade Hall) on the Craddockstown Road to remain in place. This is important in the interests of preserving the natural biodiversity of the area, especially given the extent of development in Stoneleigh and Longstone, both of which present with very limited vegetation within their "concrete jungles".

Finally, the addition of a 350m cycle track from the school to the Ballycane Road junction is also somewhat impractical. Where are the cyclists to go then ? The cycle track will simply end 350m further along the Craddockstown Road than it currently does. Why go to the trouble? I feel that some of the unspent Active Travel funding going into this project could be put to much better use elsewhere in the town.

The current works underway at the Ballycane Road / Craddockstown Road junction, intended to facilitate the proposed cycle track, are also not well thought out. The extreme narrowing of the entrance to the Craddockstown Road on the eastern side will make it very difficult, and quite dangerous, for school buses to enter and exit the Craddockstown road. If the bus needs to mount the pavement to avoid an accident with traffic waiting at the traffic lights, this will put pedestrians waiting at the lights in danger. I suggest that the current so-called improvement works, are reconsidered in this regard.

**KCC-C87-13 Cllr Colm Kenny**

I recall when the Craddockstown road was a remote, very quiet rural road. The last semblance of urban conurbation heading southwards was the 1912 house. While this area has become more built up and there is increased traffic to the school and nursing home as well as new estates east and west of the Craddockstown rd. there is potential for this 300+ metre active travel upgrade to be the starting point to develop the Craddockstown rd as a shared space / active travel route which prioritises the road as a leisure route for walking / cycling over vehicular traffic save for local access especially for residents.

Indeed the tradition of the Punchestown festivals "Walking Sunday" is synonymous with the quieter Craddockstown rd as locals walked or cycled to the racecourse to inspect the course on the Sunday prior to the race meeting.

During Music festivals in Punchestown in recent years the Craddockstown rd. is normally reserved for pedestrians and emergency services traffic only especially as it leads directly to Naas Hospital and nearby Garda station.

Two other alternative routes for vehicular traffic exist travelling south of Naas, the Ballymore rd R411 and the Blessington rd R410. Other routes in the Naas MD which lend themselves to a similar reprioritisation include the inner Rathasker rd. & Grand canal rd.

Towards the northern section of the Craddockstown rd and Ballycane rd consideration must be given to integrate this new part 8 cycle lane scheme with existing road infrastructure. Merging from completely segregated cycle lanes onto existing, unmodified roads is not desirable for drivers and cyclists alike. Therefore consideration should be given to merging this cycle lane with pre-existing cycle lanes in the adjacent Oakglade estate for example, as soon as possible.

To futureproof the cycle lane design consideration must be given to accommodating ebikes / scooters subject to proposed legislation.

The Council must estimate the health benefits of increased active travel and reduction in carbon emissions using the WHO H.E.A.T. tool of this part 8 cycle lane scheme especially for school going children. The H.E.A.T. tool was developed by WHO to facilitate evidence-based decision-making. It calculates the economic value of the health benefits resulting from physical activity. This is due to the reduction in mortality caused by cycling and walking. The tool is intended to be part of comprehensive cost-benefit analyses of infrastructure projects and it complements existing tools for economic valuations. The tool will supplement the information needed for better urban planning.

Cllr Colm Kenny

**KCC-C87-14 County Kildare Chamber**

Dear Sir/Madam,

**1.0 INTRODUCTION**

County Kildare Chamber is the business organisation in Kildare, proactively working to identify and progress developments that are facilitative of economic and sustainable growth. Representing an employer base of 400 businesses and over 38,000 employees across the county, County Kildare Chamber is the largest business organisation in the mid-east region of Ireland.

Given the significant breadth and depth of our membership, and our representation on various bodies at local and national level, County Kildare Chamber constitutes the representative voice for business in Kildare.

County Kildare Chamber is committed to improving the business environment and quality of life in Kildare and the wider region, and strongly supports the vision of growth contained within the National Planning Framework (NPF) and the Mid Eastern Enterprise Plan. With this in mind, County Kildare Chamber welcomes the opportunity to comment on the Craddockstown Road Cycle Scheme consultation.

As a business organisation, County Kildare Chamber believes that long term planning and development, and specific project delivery such as this within key towns and villages creates a more diverse and resilient County.

**2.0 SUBMISSION**

Naas is the county town of Kildare and has a population of 21,393 (figure from Census 2016), making it the second largest town in the County.

Over the last two decades the population of Naas has significantly increased by over 15%. This increased population density has also brought amplified development to the town, with business and technology campuses, education facilities and housing.

This increased population and development has naturally led to greater amounts of road usage, be it private vehicle use, public transport, pedestrian, or cycle movement. With sustainable living increasingly on the minds of the public, more people are opting for alternative methods of transport.

The currently road layout on the Ballycane Road is no longer fit for purpose, especially with the recent opening of the education campus on the Craddockstown Road. There is currently no cycleway leading to the school campus, or on the immediate adjoining road.

An unsafe travel environment makes active travel less inviting and diminishes demand. For our Chamber traffic is a key concern, congestion carries significant costs with it, but the greatest harms are done to quality of life.

The benefits of people friendly streets that promote the utilisation of public transport in combination with active transport networks and technologies create a healthier urban environment, reduce CO2 emissions, encourages resilient local economies, and makes for a more efficient use of finite land resources –in the short-run, the reprioritisation of resources will be zero-sum.

County Kildare Chamber welcomes the decision by Kildare County Council to review and open consultation on the new preferred option for a cycle scheme on the Craddockstown Road. Public safety should always be of the utmost importance and currently there is no dedicated cyclist facilities on either the Ballycane Road or Craddockstown Road. We believe the need for this scheme is enhanced by the number of residential developments adjacent to both roads.

In March 2020, County Kildare Chamber, Chambers Ireland and ICC Ireland announced that we had signed up to a new charter supporting the UN Sustainability Goals (SDGs). One of these goals, which we have worked to advocate for is the Sustainable Cities and Communities Goal.

County Kildare Chamber strives to lead and work with our stakeholders to develop the idea of sustainable towns and economically vibrant communities in the County.

With this in mind, we believe that cities and towns need more housing, transport, and social infrastructure. While this project does elevate the safety concerns for cyclists and pedestrians and should in time promote less use of vehicular traffic within South Naas, it does not address the shortage of cycle path on the main Ballycane Road and surrounding areas, connected to Naas centre.

The Chamber understands under the County Development Plan cycleways are proposed and planned for a number of areas in Kildare. For the '10 minute settlement' concept to become a reality, active travel and pedestrian and cycle scheme will need to be significantly increased.

**3.0 CONCLUSION**

County Kildare Chamber welcomes the provision for cyclists, pedestrians and other vulnerable road users, and the proposals at the Ballycane/Craddockstown Road junction. This development will mean a safer way for the public, especially younger road users to travel to school and the surrounding area. We believe it will also increase the numbers using active travel and transport options, as these modes of transport are now amenable.

We trust that the contents of this submission will be taken into consideration by Kildare County Council, and we are available at all times for consultation, discussion and support. Please do not hesitate to contact us if you have any queries regarding this submission.

Yours faithfully,

Public Affairs Manager  
County Kildare Chamber



**Kildare County Council  
via website**

Date: 17<sup>th</sup> August 2022

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Sinéad Ronan  
Public Affairs Manager  
County Kildare Chamber  
[www.countykildarechamber.ie](http://www.countykildarechamber.ie)  
045 894074