

KILDARE COUNTY COUNCIL



PLANNING DEPARTMENT

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

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

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

| | |
|---------------------------------|---|
| Type of Development | Cycle Scheme |
| Site Address | Meadowbrook, Maynooth, Co. Kildare |
| Development Proposed by | Sustainable Transport Section, Kildare County Council |
| Display Period | Plans and particulars on display at the offices of Kildare County Council from 22nd March 2022 to 22nd April 2022. These were also available to view on Kildare County Council's website. Site Notices were erected at the site location on the 22nd March 2022 Submissions could be made in writing or online on or before 17:00 on the 06th May 2022. |
| Submissions/Observations | 12 submissions received from community groups and members of the public 1 submission received from Relevant Statutory Bodies |
| Part 8 Reference Number | P8 2022 - 06 |

1. SITE LOCATION & CONTEXT

Three roads form part of the the proposed development Meadowbrook Road, Beaufield Close and the junction with Old Greenfield Road. These constitute suburban streets south of the Maynooth Town Centre. As per the Part 8 report prepared by Atkins:

- The typical cross section of Meadowbrook Road is a single carriageway circa 7.2m wide kerb to kerb with footpaths on both sides of the road separated from the carriageway by a grass verge, which brings the total width (from back-of footpath to back-of-footpath) to circa 12m.
- The cross section of Beaufield Close is a single carriageway circa 7.5m wide kerb to kerb with footpaths on both sides of the road separated by a grass verge, which brings the total typical width (from back-of footpath to back-of-footpath) to circa 12m.

Figure 1: Extent of Scheme identified in red



2. NATURE AND EXTENT OF PROPOSED DEVELOPMENT

The overall purpose of the project is the delivery of a cycle network which will provide safe and attractive cycle routes, catering for all cycle users including commuters, leisure and family cycling groups. Ultimately when the routes are delivered they will help to improve safety,

including a reduction in vehicle speeds, and contribute towards an increased number of trips in the area by pedestrians and cyclists.

In summary the proposed scheme will include the following:

Table 5-1 - Link Types by Route

| Route Name | Link Type | NCM Ref. | Proposed Speed Limit |
|------------------|--------------------------|----------|----------------------|
| Meadowbrook Road | Raised Cycle Track | 4.3.4 | 50kph |
| Beaufield Close | Cycle Track Behind Verge | 4.3.4 | 50kph |

Detailed design should be consulted for exact dimensions at specific locations. Ancillary elements include alterations to junctions and entrances, introduction and redesign of pedestrian crossings, drainage, lighting, pavements, landscaping and services. There is no private land take required for the proposed development.

Need for the Scheme

The objectives for the scheme are based on multi criteria requirements outlined by the Department of Transport in their report 'Common Appraisal Framework for Transport Projects and Programmes (March 2016, updated October 2020)' (CAF). The multi-criteria headings are as follows:

- Safety: To reduce the potential for conflict between all road users along the routes through the provision of a facility which is in line with the current standards. The Scheme will seek to:
 - o Reduce the frequency of conflict between all road users by providing a safer route for all users. Improve priority for cyclists at junctions.
 - o Improve safety for vulnerable road users and provide a better environment for vulnerable roadusers within the study area.
 - o Physical Activity: Provide improved opportunities for pedestrians and cyclists, thereby promoting physical activity, through improvements to footpaths and crossings, and the provision of new cycling facilities.
 - o Environment: To minimise impacts on the receiving environment.
 - o Accessibility & Social Inclusion: To improve accessibility for all road users and bring social inclusion benefits to those for whom non-motorised means are the predominate form of transit.
 - o Integration: To support the strategies set out in national and regional policies and guidelines.
 - o Economy: To provide an investment that offers good value for money.
- Additional to the above CAF objectives, the following localised objectives are applicable:
 - o Provide improvements in pedestrian and cyclist permeability between the residential areas of Old Greenfield, Meadowbrook, Beaufield and those suburban areas accessed via Newtown Road.
 - o Provide improvements for non-motorised user access to, and surrounding, the retail / hospitality centre adjacent to the junction of Meadowbrook Road / Beaufield Close.
 - o Provide linkages with the existing cycle facilities on Newtown Road, Meadowbrook Link Road, and Meadowbrook Road (north of the scheme extents).
 - o Seek to provide improvements in the urban space / public realm, in the immediate vicinity of the scheme



Meadowbrook Road
Emerging Preferred Option

- ~2m wide footpath
(separated by verge or kerb)
- ~2m wide cycle track
(separated by kerb)
- 2x 3.25m wide traffic lanes



Beaufield Close
Emerging Preferred Option

- Proposed**
- ~2m wide cycle track
- ~2m wide footpath

- Existing**
- <1.8m wide footpaths

DO NOT SCALE
A1
1:100



- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
 2. ONLY 'SCHEDULED' WORKS SHALL BE CARRIED OUT BY THE CONTRACTOR. ALL OTHER WORKS SHALL BE CARRIED OUT BY THE CLIENT'S CONTRACTOR.
 3. ALL LEVELS ARE IN METRES AND ARE TO MAIN HEAD DATUM.
 4. ALL DIMENSIONS ARE TO CENTRE UNLESS NOTED OTHERWISE.
 5. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 6. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 7. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 8. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 9. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 10. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
- LEGEND**
- DRAINAGE
 - PROPRIETARY FOOTWAY
 - PROPRIETARY PAVED SPACE
 - PROPRIETARY PAVED TRACK LANE
 - PROPRIETARY PAVED CYCLE LANE
 - PROPRIETARY PAVED PARKING AREA
 - PROPRIETARY PAVED TACTILE PARKING CONTROLLED
 - PROPRIETARY PAVED TACTILE PARKING UNCONTROLLED
 - PROPRIETARY GRAVEL VERGE
 - PROPRIETARY GRAVEL VERGE TO BE RETAINED
 - BLOCK PAVED AREA
 - ALUVA
 - SOFT LIGHTING MARK
 - (Various symbols for retaining walls, kerbs, and site boundaries)
- SYMBOLS**
- TO BE RETAINED (WITHOUT NOTIFICATION HEADLINE)
 - TO BE RETAINED (WITH NOTIFICATION HEADLINE)
 - TO BE DEMOLISHED (WITH NOTIFICATION HEADLINE)
 - TO BE DEMOLISHED (WITHOUT NOTIFICATION HEADLINE)
 - TO BE REINFORCED (WITH NOTIFICATION HEADLINE)
 - TO BE REINFORCED (WITHOUT NOTIFICATION HEADLINE)
 - TO BE REINFORCED (WITH NOTIFICATION HEADLINE)
 - TO BE REINFORCED (WITHOUT NOTIFICATION HEADLINE)
 - TO BE REINFORCED (WITH NOTIFICATION HEADLINE)
 - TO BE REINFORCED (WITHOUT NOTIFICATION HEADLINE)
- NOTES**
1. DO NOT SCALE FROM DRAWING.
 2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 3. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 4. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 5. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.



FOR PART 8 SUBMISSION

BEAUFIELD CLOSE PRELIMINARY DESIGN SHEET 1 OF 2

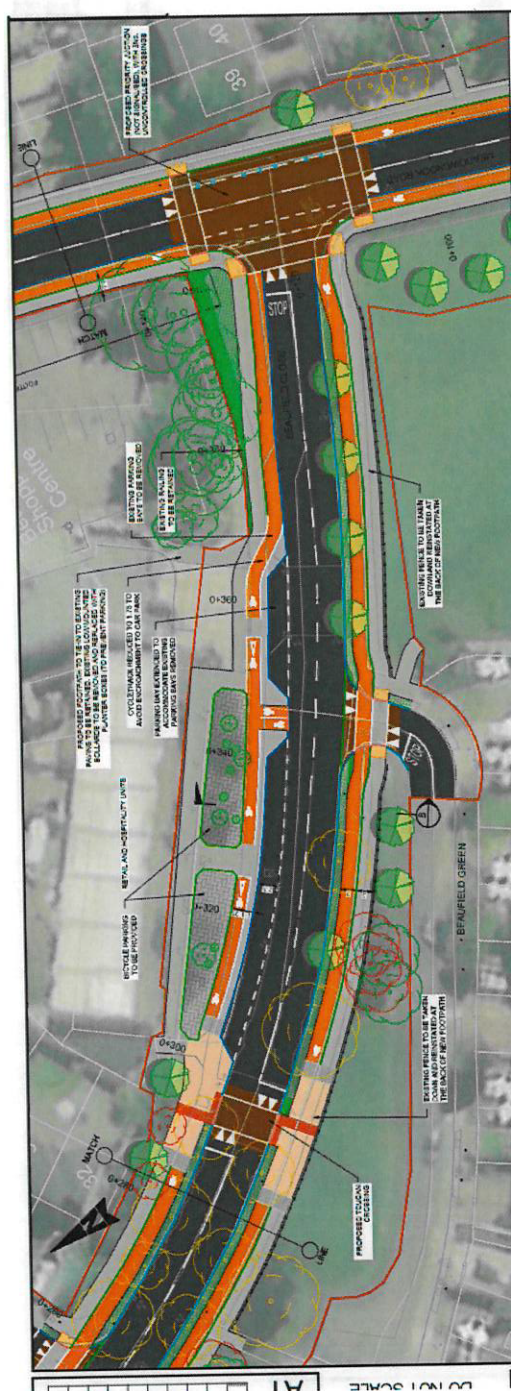
| DATE | DESCRIPTION | BY | CHECKED | SCALE |
|----------|-----------------------------|----|---------|-------|
| 12/01/18 | ISSUE FOR PART 8 SUBMISSION | AK | AK | 1:100 |
| 20/02/18 | REVISION | AK | AK | 1:100 |
| 20/02/18 | REVISION | AK | AK | 1:100 |
| 20/02/18 | REVISION | AK | AK | 1:100 |
| 20/02/18 | REVISION | AK | AK | 1:100 |
| 20/02/18 | REVISION | AK | AK | 1:100 |
| 20/02/18 | REVISION | AK | AK | 1:100 |
| 20/02/18 | REVISION | AK | AK | 1:100 |
| 20/02/18 | REVISION | AK | AK | 1:100 |
| 20/02/18 | REVISION | AK | AK | 1:100 |

Client: KILDARE COUNTY COUNCIL
Project: MEADOWBROOK CYCLE SCHEME

ATKINS
 Member of the SNC Limited Group

NTA
 National Technical Authority
 National Technical Authority

**Comhairle Contae Chill Dara
 Kildare County Council**



ATKINS
Member of the SNC-LAURET Group

NTA
National Transport Authority

Comhairle Contae Chill Dara
Kildare County Council

KILDARE COUNTY COUNCIL
MEADOWBROOK CYCLE
SCHEME



3. SUPPORTING DOCUMENTS

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

- Part 8 Report
- Tree Survey Report
- An EIAR Screening report
- An AA Screening Statement Report
- Drawings and drawing list (Appendix to this Planning Report)
- Copy of the site notice
- Original newspaper notice

4. BUILT / NATURAL HERITAGE

Built Heritage

The site is south of and is not within the Architectural Conservation Area identified for Maynooth town centre. There are no protected structures along the route. Bond Bridge RPS B05-74 is north of Meadowbrook Road but will not be affected by the proposals.

Archaeological Heritage

There are no national monuments recorded on the GIS system along the route. A submission from the national museum was received discussing the possibility of stray finds generally.

Natural Heritage

No SAC or SPA is in close proximity to the subject site. An Appropriate Assessment Screening Report was completed and Kildare County Council has determined that there is no requirement for a Stage 2 Appropriate Assessment.

The Royal Canal is a pNHA and is to the north of the site.

Landscape Category

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

5. RELEVANT PLANNING HISTORY

None

6. SUBMISSIONS AND REPORTS RECEIVED

The Sustainable Transport Section has prepared a 'Part 8 Submissions Report'. Which has been included in Appendix A. This report should be read in conjunction with this Planning Report. The report includes a summary of each submission received and the response of Kildare County Council.

Submissions

12 submissions received from community groups and members of the public –

| No. | Name |
|------------|---|
| 1. | Enda Gorman |
| 2. | Drew Shiel |
| 3. | Beaufield Area Residents' Association - Gary O Daly |
| 4. | Dr Bernard Gilhooly, Assistant Keeper. |
| 5. | Maynooth Cycling Campaign |
| 6. | Tony Hughes, Meadowbrook Residents Association |
| 7. | David Hannify |
| 8. | Tom Madden |
| 9. | Maynooth Community Council |
| 10. | Fiona O'Sullivan |
| 11. | Maynooth Access Group |
| 12. | Peter Hamilton |

1 submission received from Relevant Statutory Bodies:

HSE National Office - Health and Wellbeing noted that Cycling and Active Transport is a key intervention that Public Health supports for mobility and health.

Reports

There were 3 reports received from the internal reporting sections of Kildare County Council as follows.

- KCC Water Services Section
- KCC Parks Department
- KCC Roads and Transportation

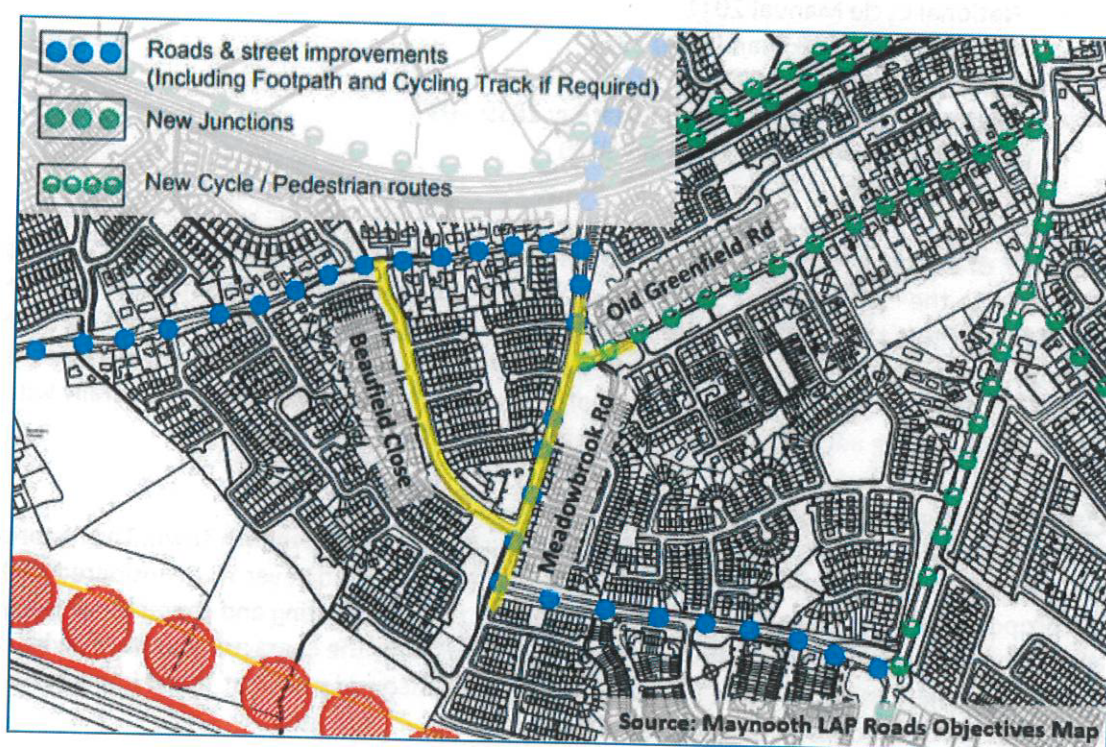
All of the Sections had no objections to the proposed development subject to conditions.

7. PLANNING POLICY CONTEXT

Maynooth Local Area Plan (2013-2019)

The Plan sets out that “Pedestrian and cycling facilities will be developed throughout the town particularly from new development areas back to the town centre and NUI Maynooth”. The LAP, under its Future Development Strategy, notes that “the development of new vehicular, pedestrian and cycling routes and the enhancement and maintenance of existing routes will ensure safe and convenient circulation around the town”. The LAP notes that the Council “will promote the expansion of cycle facilities throughout Maynooth particularly to and from areas of amenity, employment locations, the University, schools and residential development”.

Figure 4 Extract from the LAP Roads Objective Map



Kildare County Development Plan 2017-2023

Within the Kildare County Development Plan 2017-2023, Chapter 16: Movement and Transportation, sets out clear policies for promoting walking and cycling.

Relevant policies include:

- WC 1 Prioritise sustainable modes of travel by the development of high quality walking and cycling facilities within a safe street environment.
- WC 2 Promote the development of safe and convenient walking and cycling routes.

EVALUATION OF PROPOSED DEVELOPMENT

Principle of Development and Compliance with Local and National Policy

This report and Appendices are prepared in accordance with Part XI of the Planning and Development Act 2000, as amended and Part 8 of the Planning and Development Regulations 2001 as amended. This report seeks to evaluate whether the proposed development is consistent with proper planning and sustainable development.

The Part 8 report published with the proposal set out the rationale for the proposed development, including an overview of national, regional and local transport policy with which the proposal is consistent including:

- National Cycle Policy Framework
- National Cycle Manual 2011
- NTA Cycle Network Plan (GDA) 2013
- Climate Action Plan 2021
- Regional Spatial and Economic Strategy 2019-2031
- Metropolitan Area Strategic Plan 2019

Section 7 of this report set out the objectives as per the Maynooth Local Area Plan 2013 as applicable to the consideration of this proposed development. Further, the submission from the HSE highlights the positive nature of the development generally. It is considered that the proposed development of a cycle scheme on Meadowbrook Avenue and Beaufield Close is consistent with the policies and objectives of the Local Area Plan and accords generally with the proper planning and sustainable development of the area.

Visual Impact and Architectural Heritage

The proposed development is within a modern suburban area of Maynooth Town. The historic town centre of Maynooth and the Royal Canal is to the north, however it is considered that the proposed development will have minimal impact upon the setting and character of these areas. The new signage, cycle lanes and landscaping will alter the character and have a visual of the immediate areas along the route, but overall it is considered that these impacts will make a positive contribution to this suburban area.

Design and Landscaping

A tree survey has been prepared by Atkins. A further landscaping plan will be required to specify where trees and planting will be replaced. A landscaping professional should be retained throughout the project and the requirements of the Parks section in terms of tree protection and replanting shall be adhered to.

Residential Amenity and Operating Hours

Some concerns have been raised in the submissions about the impacts of construction on existing boundary walls and placename stones – these details will be addressed at the detailed design stage.

The hours of operation of construction should be specified in the modifications.

Traffic and Transportation

The Part 8 report published with the details of the scheme indicates that "The overall purpose of the project is the delivery of a cycle network which will provide safe and attractive cycle routes, catering for all cycle users including commuters, leisure and family cycling groups. Ultimately when the routes are delivered they will help to improve safety, including a reduction in vehicle speeds, and contribute towards an increased number of trips in the area by pedestrians and cyclists." The transportation section has indicated that they support the development subject to detailed design. A general modification with details to be agreed with the transportation section prior to implementation will be included.

Flood Risk Assessment

There is no information available to the planning department that indicates that the route is at risk of flooding or any record available of previous flood events. Surface water drainage design must be consistent with SUDs principles and this will be clarified by modification.

EIAR Screening

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in: "Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development" (published by the Department of Environment, Heritage and Local Government in 2003); "Environmental Impact - Assessment of Projects - Guidance on Screening" (published by the European Commission in 2017); "Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment" (published by the Department of Housing, Planning and Local Government in 2018); Kildare County Council, as the Competent Authority, determined that the proposed cycle scheme, individually, and in combination with other plans and projects, did not require an Environmental Impact Assessment.

Appropriate Assessment

Having regard to Article 6(3) of the Habitats Directive and Part XAB of the Planning and Development Act 2000 (as amended), the guidance contained in the document entitled "Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities" (published by the Department of Environment, Heritage and Local Government in 2009) and following an examination of the objective information provided in the Appropriate Assessment Screening Statement prepared as part of the accompanying documents, Kildare County Council, as the Competent Authority, determined that the proposed development, individually or in combination with other plans and projects, does not have the potential to give rise to likely significant effects on European sites, their conservation objectives or integrity, and therefore did not require an Appropriate Assessment. Core consideration was the closest European Site, the Rye Water Valley/Carton SAC, Site Code 001398, approx. 2km northeast of the site.

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

Internal Sections

It is noted that the Parks and Roads Planning Sections have indicated no objections subject to conditions, these conditions will be included by way of modification.

Public Submissions

All 12 submissions received from the public – both individuals and groups – have been reviewed and responded to.

Construction Management – Noise, Vibration, Dust and Traffic

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

8. CONCLUSIONS

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

9. RECOMMENDATION

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

Modifications

1. The proposed development to be carried out in accordance with the plans and particulars placed on public display on 22nd March 2022, except where altered or amended by the following modifications.
2. Details of streetname signage, proposals for retention or replacement of name stones and name plates shall be submitted to and agreed with the Maynooth Municipal District Office. The development shall be completed in accordance with the agreed details.
3. The surface water runoff collection, attenuation and disposal system for the proposed development should be submitted which should be in accordance with the Greater Dublin Strategic Drainage Study (GDSDS) and the recommendations pertaining to Sustainable Urban Drainage Systems (SUDs). The locations of lockable gullies should be indicated as part of the design. This design should also demonstrate the manner in which surface water runoff is collected and prevented from being discharged onto the existing public road from the roads to serve the proposed development.
4. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping.
5. A root management plan should be carried out to ensure that roots do not interfere and damage shared surfaces, paths, cycle tracks and roads
6. All design elements are completed in accordance with the relevant design standards and codes of practice .

7. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits.
8. Kildare roads department should be consulted once detail design is complete and in advance of any works starting on site regarding relevant proposed designs.
9. A qualified Arborist shall be retained as an Arboricultural consultant for the entire period of construction activity. The requirements for the Arboricultural consultant shall be agreed in writing with the Parks Department and details shall be recorded on the Part 8 file.
10. An Arboricultural Assessment of the trees **located on and adjacent the proposed development site** shall be completed to the written satisfaction of the Parks Section of Kildare County Council. The assessment shall be completed prior to the commencement of any works on site, unless otherwise agreed in writing by the Parks Section.
11. A qualified Landscape Architect (or qualified Landscape Designer) shall be retained as a Landscape Consultant throughout the life of the construction works. A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the Parks Section and in accordance with permitted landscape proposals.
12. A comprehensive Landscape Design Rational & Landscape Proposal prepared by a suitable and qualified Landscape Architect (or qualified Landscape Designer) shall be completed to the written satisfaction of the Parks Section of Kildare County Council. The assessment shall be completed prior to the commencement of any works on site, unless otherwise agreed in writing by the Parks Section.
13. In the interests of residential amenity, the hours of construction on the site will be restricted to Monday to Friday 07:00 to 18:00 and Saturday 08:00 to 14:00, or as agreed in writing in advance with the Planning Department. No construction activity shall be undertaken on Sundays and Bank Holidays.
14. Final details regarding the requirements of the Council's Parks, Transportation, and Water Services Section shall be agreed with the relevant sections prior to the commencement of any on site development works, details shall be recorded on the Part 8 file.



Eoghan Lynch
Senior Executive Planner

16th June 2022

Gen. Uí Fhátharta
Emer Uí Fhátharta
Senior Planner

June 29th 2022

Longways CE
1/7/2022

APPENDIX A

PART 8 REPORT AND REPORT ON SUBMISSIONS RECEIVED



Comhairle Contae Chill Dara Kildare County Council



Meadowbrook Road, Maynooth, Co Kildare.

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.

May 2022

Meadowbrook Road Cycle Scheme, Maynooth, 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 Scheme at Meadowbrook Road, Maynooth, 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 22nd March 2022 to 22nd April 2022. Submissions could be made on or before 17:00 on the 06th May 2022.

A Newspaper Notice was published in the Leinster Leader and The Nationalist on the 22nd March 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-proposed-cycle-scheme-green-lane-leixlip-planning-reference-p8202206>

and

www.gov.ie/en/consultations/

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-proposed-cycle-scheme-meadowbrook-maynooth-planning-reference-p8202206>

Alternatively, submissions could be made in writing to the address below on or before **17:00 on the 06th May 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 will form part of this statutorily required report to be presented at a meeting of the elected members. Accordingly, they will also be included in the minutes of that meeting and may appear in the public domain.

Site Notices were erected at the site location on the 22nd March 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. | 1 st March 2022 | Pre-Part VIII consultation with Planning, Transportation, Housing, Public Realm, Environment and Water Services. |
| 2. | 4 th March 2022 | Pre-Part VIII consultation with Fire Services, Parks, Traffic Management and Conservation. |

2.2 Part VIII Referrals

The Part VIII consultation period for the Proposed Cycle Scheme at Meadowbrook Road, Maynooth commenced on 22nd March 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. |
|----------------------------------|--|-------------------------|-----------|
| Elected Members | | | |
| 1. | Members of Clane - Maynooth Municipal District | No submission received. | |
| Members of the Oireachtas | | | |
| 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. | |
| Kildare County Council | | | |
| Planning Department | | | |
| 6. | Eoghan Ryan – DOS | No submission received. | |
| 7. | Mairead Hunt – SEO | No submission received. | |
| 8. | Emer Ui Fhatharta – Senior Planner | No submission received. | |
| 9. | Caroline O Donnell – A/Senior Planner | No submission received. | |
| 10. | Elaine Donoghue – Executive Planner | No submission received. | |
| 11. | Bridget Loughlin – Heritage Officer | No submission received. | |
| 12. | Ruth Kidney – Architectural Conservation Officer | No submission received. | |
| Housing Department | | | |
| 13. | Annette Aspell, Director of Services | No submission received. | |
| 14. | David Creighton – | No submission received. | |

| | Name | Comment | Response. |
|---|--|---|---|
| | A/Senior Architect | | |
| 15. | Alan Dunney – Senior Executive Officer | No submission received. | |
| Roads, Transportation, Public Safety & Development Control | | | |
| 16. | Evelyn Wright, Director of Services | No submission received. | |
| 17. | David Reel, A/SE | No submission received. | |
| 18. | John McGowan, SE | No submission received. | |
| 19. | Stephen Deegan, SE | No submission received. | |
| 20. | Donal Hodgins, SE | | |
| 21. | Ronan Leanne - Municipal District Roads Engineer | No submission received. | |
| 22. | Cyril Buggie – Municipal District Roads Engineer | No submission received. | |
| 23. | George Willoughby, SEE | <p>Submission received with comments:</p> <ol style="list-style-type: none"> 1. The Roads Planning Section of the Kildare County Council Roads, Transportation & Public Safety Department has examined the Part 8 documents and drawings and has no objection to the proposed development of the Cycle Scheme at Meadowbrook, Maynooth , Co. Kildare Planning Reference P82022.06 subject to the following conditions and comments: 2. All design elements are completed in accordance with the relevant design standards and codes of practice . 3. All statutory procedures are complied with, including but not limited to, traffic management, waste management, and road safety audits. 4. Kildare roads department should be consulted once detail design is complete and in advance of any works starting on site regarding relevant proposed designs. | Noted. The details suggested will be considered during the Detailed Design stage of the Project |

| | Name | Comment | Response. |
|---|---|-------------------------|-----------|
| | Pamela Pender, A/SEO | No submission received. | |
| | Kevin Dunne, SEE | No submission received. | |
| | John O'Neill, SEE | No submission received. | |
| | Jonathan Walsh, Traffic Management | No submission received. | |
| National Roads Office | | | |
| | Marie Whelan, SE | No submission received. | |
| Climate Action | | | |
| | Breda Maher, Regional Executive CARO | No submission received. | |
| Environment Department | | | |
| | Colm Flynn, SEE | No submission received. | |
| | Chris Gavan, SE | No submission received. | |
| | Ken Kavanagh, SEO | No submission received. | |
| Water Services Department | | | |
| | Joe Boland, Director of Services | No submission received. | |
| | Ibrahim Bargouthi F, SE | No submission received. | |
| Fire Services | | | |
| | Celina Barrett, Chief Fire Officer | No submission received. | |
| Health & Safety | | | |
| | Michael Hurley, Health and Safety Officer | No submission received. | |
| Economic, Community and Cultural Development | | | |
| | Marian Higgins, A/Director of Services | No submission received. | |
| | Paula O'Brien, SEO | No submission received. | |
| | Christine O'Grady, SEO | No submission received. | |

| | Name | Comment | Response. |
|--|---|---|---|
| | <p>Simon Wallace, SE Parks Superintendent</p> <p>(Carmel O Grady Exec Parks Superintendent)</p> | <p>Submission received with comments:</p> <p>The proposals are satisfactory in principle for the proposed cycle scheme at Meadowbrook, Maynooth. No objection.</p> <p>However, the following items are required in relation to tree and landscape proposals:</p> <p><u>1.0 Trees</u></p> <p>1.1 Retention of the services of a qualified Arborist as an Arboricultural consultant for the entire period of construction activity.</p> <p>1.2 An Arboricultural Assessment of the trees located on and adjacent the proposed development site is required. It is a requirement of the Parks Section that the following are provided:</p> <p>An Arboricultural Assessment report of the trees located on and adjacent to the proposed redevelopment site prepared by an independent, qualified Arborist as an Arboricultural Consultant shall include all of the following:</p> <ul style="list-style-type: none"> • <u>Tree Survey Plan</u>: all trees and hedges on and adjacent to the subject site (i.e. within falling distance thereof) shall be accurately plotted, tagged and shown on a scaled drawing of a topographical survey of the site. • <u>Tree Survey Schedule</u>: a summary of the surveyed trees and hedges, giving a breakdown of their tag nos., species, size, age, condition and useful life expectancy. | <p>Noted. The details suggested will be considered during the Detailed Design stage of the Project.</p> |

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| | | <ul style="list-style-type: none"> • <u>Arboricultural Impact Assessment</u>: a thorough, detailed and realistic analysis and assessment of the likely impacts of the proposed development on the surveyed trees and hedges; along with a summary table of the tree population and quantification of impacts/losses etc. (total number surveyed and total numbers/percentage to be retained and felled respectively). • <u>Tree Constraints Plan</u>: a scaled site plan (1:500@A1) showing the impacts of all surveyed trees in relation to the site layout of the proposed development. • <u>Tree Protection Plan</u>: a scaled site plan (1:500@A1) of the proposed development, clearly showing and distinguishing (by colour coding) those trees and hedges to be retained and protected and those to be removed ; showing alignments of Tree Protection Fencing and areas to be excluded from construction activities and compound(s), site office(s), plant, equipment and materials storage. Root Protection Areas (RPAs') of all trees and hedgerows to be clearly shown on this drawing. • <u>Arboricultural Method Statement</u>: clear and practically achievable measures to be used during | |

| | Name | Comment | Response. |
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| | | <p>the construction period, for the protection and management of all trees and hedges that are to be retained, as shown in the Tree Protection Plan.</p> <ul style="list-style-type: none"> • <u>Summary Table</u>: Summary of all trees and hedgerow proposed for removal and retention to include numbers and percentages. • Arborist's name, arboricultural qualifications and contact details. • Date that the survey was carried out (surveys > 12 months are unacceptable). <p>It is a requirement of the Parks Section that the following are implemented:</p> <p style="text-align: center;"><u>Specific recommendations relating to Arboricultural Works</u></p> <ul style="list-style-type: none"> - The Arboricultural Consultant shall visit the site at a minimum on a monthly basis during construction works, to ensure the implementation of all of the recommendations in the tree reports and plans. - All recommendations pertaining to tree retention, tree protection and tree works as detailed in the Arboricultural Method Statement and Tree Protection Plan in the submitted tree report shall be implemented in order to ensure the protection of trees/hedges on the site. - All tree felling, surgery and remedial works shall be completed prior to the completion of construction works on site. - All works on retained trees shall comply with proper | |

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| | | <p>arboricultural techniques conforming to <u>BS 3998: 2010 Tree Work – Recommendations</u>.</p> <ul style="list-style-type: none"> - The clearance of any vegetation including trees and scrub should be carried out outside the bird-breeding season (1 March – 31 August inclusive) or as stipulated under the Wildlife Acts 1976 and 2000. - The Arborist shall carry out a post construction tree survey and assessment on the condition of the retained trees. A Completion Certificate shall be signed off by the Arborist when all permitted development works are completed and in line with the recommendations of the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement upon completion of construction works on site. - A Final Completion Certificate is to be signed off by the Arborist when all tree/hedgerow works are fully completed to the satisfaction of the Parks Section and in accordance with the permitted landscape proposals and all of the recommendations in the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement prior to taking in charge. <p>1.3 Prior to commencement of development (i.e. as soon as Commencement Notice served, and prior to site clearance (including tree felling), protective fencing shall be erected around all retained trees, as shown on the arborist’s Tree Protection Plan.</p> <p>The fencing shall be as shown in <u>BS 5837: 2012</u> or as specified by the Arboricultural Consultant and agreed with</p> | |

| | Name | Comment | Response. |
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| | | <p>Kildare County Council Parks Section. Notices shall be fixed to the fence(s), stating that the enclosed trees within the fence are protected. The fenced area shall be an exclusion zone: no materials, equipment, spoil or soils are to be stored within this protection area; and there shall be no incursions of machinery into area, unless by prior agreement with the Arboricultural Consultant, who shall notify Kildare County Council Parks Section of any such agreement.</p> <p>Reason: To ensure the retention, protection, and sustainability of trees during and after construction.</p> <p>1.4 It is a requirement of the Parks Section that Landscape and Arboricultural proposals clearly indicate the locations and quantity of trees in the following categories:</p> <ul style="list-style-type: none"> • <i>Retained (Without Mitigation Measures)</i> • <i>Retained (With Mitigation Measures)</i> • <i>Removed (As a result of The Proposed Scheme)</i> • <i>Removed (Recommended Regardless of Proposed Scheme)</i> | |

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| | | <ul style="list-style-type: none"> • <i>Proposed Trees'</i> • Any additional compensatory trees and/or planting. <p>Reasons:</p> <p>To ensure the retention, protection, and sustainability of trees during and after construction.</p> <p>This is to provide enhanced visual and amenity value to the area.</p> <p>1.5 It is a requirement of the Parks Section that the 'Existing Trees...Retained (With Mitigation Measures)' are effectively retained and protected. Proposed construction works <i>inter alia</i> cycle/footpath, underground services, boundary treatments must not impact them. <u>A site-specific comprehensive suite of engineering, landscape and tree protection plans is required that ensure construction details within the root zone of these trees are in accordance with best practise.</u> Submitted details should include; written specifications, plan and section drawings (north-south and east – west).</p> <p>Reason:</p> <p>To ensure the retention, protection, and sustainability of trees during and after construction.</p> <p><u>2.0 Landscape Design</u></p> <p>2.1 Retention of the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant throughout the life of the construction works.</p> <p>A Practical Completion Certificate is to be signed off by the</p> | |

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| | | <p>Landscape Architect when all landscape works are fully completed to the satisfaction of the Parks Section and in accordance with permitted landscape proposals.</p> <p>2.2 A comprehensive Landscape Design Rational & Landscape Proposal prepared by a suitable and qualified Landscape Architect (or qualified Landscape Designer). The following shall be included;</p> <ul style="list-style-type: none"> • A <u>scaled Landscape Masterplan</u> with cross- sections (where appropriate) showing the general layout and hard and soft landscape treatment of all external areas/spaces (including front and rear gardens), boundaries, structures, and features. This shall be generally provided at a maximum scale of 1/200. • <u>Details of Hard Landscape Design</u> (where applicable) for boundaries, (walls, fences, screens), lighting, seating, kerbing, edging, surfacing. • <u>Details of Soft Landscape Design:</u> detailed Planting Plan(s) and Planting Schedule(s) [species/varieties, quantities, sizes, rootball presentation, spacings]. Proposed planting should have a wide variety of species/varieties, using both native planting and non-native planting. The overall objective of planting in areas that are anticipated to be taken in charge is that | |

| | Name | Comment | Response. |
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| | | <p>they are easily manageable, visually appealing, enhances biodiversity and is pollinator friendly.</p> <ul style="list-style-type: none"> • A <u>clearly outlined Landscape Plan</u> which demonstrates that the proposed location of underground/over ground services will not impinge on the proposed trees or open space usage. <p>2.3 It is a requirement of the Parks Section that all construction details for the root zone of proposed trees are in accordance with best practise and utilise such systems as 'root barriers' which allow the trees to grow to their potential and avoid future conflict between roots, roads, footpath surfaces and underground utility services. The applicant is requested to submit details of the proposed tree pits. Submitted details should include written specifications, plan, and section drawings.</p> <p>Reason: This is to ensure sustainability of the trees and minimise future maintenance costs.</p> <p>2.4 It is a requirement of the Parks Section that trees are located a sufficient distance from public lighting so that when the canopies mature, they do not cover light standards.</p> <p>Reason:</p> | |

| | Name | Comment | Response. |
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| | | <p>To ensure there is no future conflict between tree planting and public lighting.</p> <p>2.5 The landscape proposals shall detail locations of all proposed underground services e.g. water, foul sewer. Landscape proposals shall provide details of the locations of all proposed underground services and associated manholes and ensure that their locations will not compromise existing trees, proposed trees and planting.</p> <p>Reason:</p> <p>To ensure that there is no future conflict between any proposed underground services and existing trees, proposed trees and planting.</p> <p>2.6 It is a requirement of the Parks Section that the Landscape proposals indicate 'Proposed Trees' & any additional compensatory trees and/or planting.</p> <p>It is also a requirement of the Parks Section that additional compensatory trees are planted in the following open space to create an avenue effect adjacent the existing 'diagonal pathway':</p> <ul style="list-style-type: none"> • Open space located adjacent Meadowbrook Road & between Meadowbrook Avenue and Old Greenfield Road. | |

| | Name | Comment | Response. |
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| | | <p>Landscape information required:</p> <ul style="list-style-type: none"> • Detailed Layout & Planting Plan(s) and Planting Schedule(s) [species/varieties, quantities, sizes, rootball presentation, spacings]. • Tree pit construction details for the root zone of proposed trees in accordance with best practise and <u>clarify precisely which locations utilise such systems as 'root barriers'</u>. <p>Reason: This is to provide enhanced visual and amenity value to the area.</p> | |
| IT Department | | | |
| | Rory Hopkins, Head of IT | No submission received. | |
| Prescribed Bodies & Third Parties | | | |
| | An Comhairle Ealaíon (The Arts Council) | No submission received. | |
| | National Monuments Service (Part of DCHG) | No submission received. | |
| | Eastern and Midland Regional Assembly | No submission received. | |
| | Office of Public Works | No submission received. | |
| | National Museum of Ireland | No submission received. | |
| | The Heritage Council | No submission received. | |
| | An Taisce | No submission received. | |

| | Name | Comment | Response. |
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| | An Bord Pleanala | No submission received. | |
| | Faite Ireland | No submission received. | |
| | National Parks and Wildlife Service | No submission received. | |
| | BirdWatch Ireland | No submission received. | |
| | Environmental Protection Agency | No submission received. | |
| | Waterways Ireland | No submission received. | |
| | Transport Infrastructure Ireland (TII) - Environmental Unit | No submission received. | |
| | NTA | No submission received. | |
| | Bus Eireann | No submission received. | |
| | Ervia (includes GNI, IW, Aurora) | No submission received. | |
| | Irish Water | No submission received. | |
| | HSE National Office - Health and Wellbeing | <p>Submission received with comments:</p> <p>Introduction Cycling and Active Transport is a key intervention that Public Health supports for mobility and health. The international evidence around cycling and active transport is supportive of cycling as a health intervention to promote:</p> <ul style="list-style-type: none"> • Physical activity and health • Heart and lung health • Mental health <p>There are a diverse range of social and community health effects also, such as:</p> <ul style="list-style-type: none"> • Reduced air and noise pollution both through mode switching, and through decreasing congestion | <ul style="list-style-type: none"> • Noted. |

| | Name | Comment | Response. |
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| | | <ul style="list-style-type: none"> • Accessibility of transport for a diverse population • Increased social cohesion and interaction • Accessibility to businesses and commercial enterprises • Decreased road danger for both cyclists and motorists <p>There are also significant environmental health effects from supportive cycling and active transport infrastructure, including:</p> <ul style="list-style-type: none"> • Reduced air and noise pollution • Provision of options instead of motorised transport • Reduced reliance on motorised transport and the ability to move more people with less space than with private cars, reducing carbon emissions and effect on global climate <p>Active transport and cycling are government-support interventions in Ireland, and public policies reflect the overwhelming health benefits of active transport and cycling infrastructure. Relevant national policies that support such infrastructure include:</p> <ul style="list-style-type: none"> • Project Ireland 2040 • Healthy Ireland • Physical Activity Guidelines • The National Development Plan • The Climate Action Plan • The National Transport Authority Integrated Implementation Plan <p>Local and regional plans and policies complement these national policies in support for active transport infrastructure.</p> | |

| | Name | Comment | Response. |
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| | | <p>Given the public health evidence of the overwhelming health benefits of active transport infrastructure, including positive effects on population health and environmental health, the Department of Public Health would be very supportive of interventions to increase provision and utility of such infrastructure.</p> <p>The authors have reviewed this consultation using a standard approach to consultations developed by the Department based on multiple health and environment-related assessments. While the above provides the evidence base for our public health opinions on plans, the below are points relevant to the specific assessment for this consultation.</p> <p>Specific points for this development</p> <ul style="list-style-type: none"> • The development will be anticipated to provide increased safety and access to services in Meadowbrook, Maynooth, after a temporary interruption • We would expect a small reduction in air pollution exposure from traffic changes in the area after construction • We would expect that dedicated infrastructure and increased cyclist and pedestrian safety will encourage active transport • We would expect this plan will foster and encourage physical activity • We would expect a small positive impact on social and community health, including on an individual level • We would expect that this plan will improve | |

| | Name | Comment | Response. |
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| | | <p>liveability for residents in the local area</p> <ul style="list-style-type: none"> • We would expect the plan would have a net positive effect on climate change after initial construction • The benefits could be expected to range from immediate to lifelong (for example, where school students develop familiarity with cycling for transport) <p>Specific considerations and recommendations for this development</p> <ul style="list-style-type: none"> • The plan does not seem to state that the cycling infrastructure would be physically protected, though some of the illustrations seem to suggest so. From a public safety point of view, we would recommend that cycle lanes be protected physically • We note that a number of trees will be felled in the process of construction. The plan notes that these are planning to be replaced above what was previously available. We are supportive of this positive replacement, and would like to ensure that this is carried out • We support the traffic calming points of this plan, however, we would encourage consideration of a mandated reduced speed limit to decrease road danger • An environmental health impact assessment was not carried out, as per local protocol. It would be worth making sure this process is future-proofed in case of future legal challenges • Special mention is made on the potential effects on Taghadoo Stream, with potential for construction run off to effect the stream. | <ul style="list-style-type: none"> • In general, the cycle track will be physically (vertically) separated from the carriageway and footpath. • Noted • Setting of the speed limit on links falls under a separate statutory process and can be considered in that context. • This will be considered during the detailed design stage. • This will be considered during the detailed design stage. |

| | Name | Comment | Response. |
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| | | <p>Mitigation measures are proposed to be put in place, and we would like to emphasise the importance of this happening</p> <p>Overall Public Health position</p> <ul style="list-style-type: none"> • The Department of Public Health is very supportive of this plan • We believe this is a very worthwhile plan which will have positive impact on population health, and help to reduce multiple environmental exposures for users and residents • We believe that the positive effects will start immediate, and last lifelong • We would like to see small considerations for other realms of public health impact, such as green space and integrated mobility. | |
| | ESB Head Office | No submission received. | |
| | Health & Safety Authority | No submission received. | |
| | Road Safety Authority | No submission received. | |
| | Dept. of Housing, Local Government and Heritage | No submission received. | |
| | C oras Iompair Eireann | No submission received. | |
| | Chief Fire Officer | No submission received. | |
| | Minister for Transport, Tourism and Sport | No submission received. | |
| | National Tourism Development Authority | No submission received. | |
| | An Garda S och ana | No submission received. | |
| | G ais Networks Ireland | No submission received. | |
| | Industrial Development | No submission received. | |

| | Name | Comment | Response. |
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| | Authority Ireland | | |
| | Irish Wildlife Trust | No submission received. | |
| | Tree Council of Ireland | No submission received. | |
| | Eir Group HQ | No submission received. | |
| | Dept. of Education | No submission received. | |
| | Dept. of Environment, Climate and Communications | No submission received. | |
| | Dept. of Housing, Local Government and Heritage | No submission received. | |
| | Dept. of Rural and Community Development | No submission received. | |
| | Dept. of Tourism, Culture, Arts, Gaeltacht, Sport and Media | No submission received. | |
| | Department of Transport | No submission received. | |
| | Hot Heads Hair Salon | No submission received. | |
| | Spar shop | No submission received. | |
| | Dry Cleaners | No submission received. | |
| | Newtown Inn Bar | No submission received. | |
| | Off-License | No submission received. | |
| | Maynooth Cycles | No submission received. | |
| | Maynooth Garda Station | No submission received. | |

2.3 3rd Party Submissions / Observations

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

Table 3: 3rd Party Submissions

| No. | Name | Comment | Response. |
|-----------------------------|-------------|---|---|
| 3rd Party | | | |
| 1. | Enda Gorman | <p>Submission received with comments:</p> <ul style="list-style-type: none"> • Could the Engineer please review the possibility of adding an access point from the Cycle Path on the Northern side of Meadowbrook Link Road to make it easier to access from Straffan Wood Estate. I live in this estate and regularly cycle to/from the estate but never use the path on the north side of the Link Road as there is no drop kerb to facilitate bicycle access to or exit from the cycle path. The Southern side path is used extensively as it is on that side of the road. The best place for this would be a drop kerb with access to the cycle path opposite the main entrance to Straffan Wood Estate. • Can the engineer please review the condition of the cycle path outside Hayfield Estate. When this estate was built it was torn up and has not been properly replaced. This needs to be repaired as my observation is that cyclists do not use it particularly in wet weather as it is just a large puddle. | <ul style="list-style-type: none"> • This is outside the scheme extents but can be examined as part of our future programme of works. • This is outside the scheme extents but can be examined as part of our future programme of works. |
| 2. | Drew Shiel | <p>Submission received with comments:</p> <ul style="list-style-type: none"> • I'm fully in support of better cycling infrastructure on the Meadowbrook Road. I suggest that there be physical barriers between the cycle lane and the car lane, though, as this makes cycling vastly safer. | <ul style="list-style-type: none"> • Physical segregation in the form of a concrete kerb and/or a grass verge will be provided throughout the scheme where raised cycle tracks are provided. Where cyclists must cross junctions, this shall be over raised tables. These measures are in line with current best practice. |

| No. | Name | Comment | Response. |
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| 3. | Beaufield Area Residents' Association - Gary O Daly | <p>Submission received with comments:</p> <p>Detailed Report Submitted by Beaufield Area Residence Association (BARA) - Summary is as follows:</p> <ol style="list-style-type: none"> 1. BARA welcomes the proposed Cycle Scheme 2. BARA Requests consideration is taken to recognise the residential nature of Beaufield Road by reducing the proposed speed limit to 30km/h and erecting "Slow Zone" signage as used elsewhere in Maynooth. 3. To aid the completeness of the works, BARA are asking that new naming signs for each of the cul-de-sacs be added adjacent to the footpaths at the end of each cul-de-sac. 4. BARA ask that any new trees that are planted be mature or supported in a manner that they are likely to thrive with replacement trees planted if any trees die in the first few years after planting. | <ul style="list-style-type: none"> • Noted • Setting of the speed limit on links falls under a separate statutory process and can be considered in that context. • This comment is noted and will be considered during the Detailed Design stage of the Project. • This comment is noted and will be considered during the Detailed Design stage of the Project. |
| 4. | Dr Bernard Gilhooly, Assistant Keeper. | <p>Submission received with comments:</p> <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • All comments have been accounted for during phase 2-4 of the project |

| No. | Name | Comment | Response. |
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| | | <p>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.</p> <ul style="list-style-type: none"> • 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. | |
| 5. | Maynooth Cycling Campaign | <p>Submission received with comments:</p> <p>General</p> <ol style="list-style-type: none"> 1. Newtown Road, which links Maynooth town centre to Castle Dawson and other residential estates to the south west of Maynooth, is a narrow regional road with inadequate footpaths and no cycle facilities. While it is outside the area of the proposed works, the proposals fail to address traffic management in the wider Meadowbrook-Newtown area which has implications for | <ul style="list-style-type: none"> • This is outside the scheme extents but can be examined as part of our future programme of works. |

| No. | Name | Comment | Response. |
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| | | <p>the junction radii and the road crossings by vulnerable road users. The Council should bring forward plans for area wide traffic management in conjunction with cycle proposals for the Meadowbrook Road and Beaufield Close.</p> <p>2. 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.</p> <p>3. 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>4. The cycle track should have a 100mm wide white line marking in a buffer between the cycle track and kerb like the Straffan Road.</p> <p>5. Reducing the road width and omission of the centre line marking on both roads would be more effective in reducing traffic speed than ramps where drivers brake and then speed up again.</p> <p>Cross-section</p> <p>6. The report claims that the cycle scheme is "high quality" but this is objectively untrue as quality is predominantly dependent on width. The cross-sections generally shows 2m wide cycle tracks and 2m wide footpath. The desired standard width of cycle track internationally including Ireland is 2m but the width shown is a slight of hand as the 2m should be effective width not constructed width. With a kerb</p> | <ul style="list-style-type: none"> • This is outside the scope of this Project. • The design is in line with the NCM and has been agreed with the Funding Agency, the National Transport Authority. • Noted. Road markings will be finalised at Detailed Design. • Noted. Road markings will be finalised at Detailed Design. • As per the NCM the Quality of Service is based on a number of criteria of which width is just one. The design for the scheme seeks a desirable minimum width of 2.0m for a one-way cycle track. Road signage, traffic signals or street furniture will not be located on the cycle track. |

| No. | Name | Comment | Response. |
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| | | <p>on the right hand side of the cycle track, a high quality cycle facility should have a buffer of 0.5m in accordance with the National Cycle Manual. At best, the level of service is category "B" - the third of five. High quality would be category "A" or "A+".</p> <p>7. The Meadowbrook Road corridor boundary wall to boundary wall is relatively wide and although there are a significant number of trees, there is sufficient width to provide a high quality cycle and walking facility. In the past there was inadequate funding to provide high quality infrastructure but with the government now allocating 10% of transport investment to cycling, this is no longer the case.</p> <p>8. It is noted that both Beaufield Close and the Meadowbrook Road are 7.3m wide which is excessively wide and which will encourage drivers to speed, notwithstanding the presence of four ramps/raised junctions. There is no logic to reducing them to 6.7m and 6.5m respectively. The width on both roads should be reduced to 6m and the additional space allocated to bring the effective width of cycle track up to a standard effective width of 2m and an adjoining buffer.</p> <p>9. There is a pinch point at the car park of the Newtown Inn. On drawing DR/0123, the cross section shows a 2m footpath but the plan gives a combined footpath and cycle track dimension of 3.2m. Reducing the road width from 7.3m to 6.0m will give sufficient space to give 2m for a footpath, 2m for a cycle track and a buffer, albeit the buffer on the Newtown Inn side may be less than standard.</p> | <ul style="list-style-type: none"> • Noted. • Noted. • Noted. |

| No. | Name | Comment | Response. |
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| | | <p>Major Junctions Meadowbrook Road – Meadowbrook Link Road Meadowbrook Road – Beaufield Close Junction Beaufield Close – Newtown Road</p> <p>10. The report describes the facility as segregated. However, it is on road at all major junctions without any segregation and with no controlled crossing facilities for pedestrians or cyclists. The Newtown Road is a regional road with traffic levels and a different profile of traffic from local roads. It has been best practice in the Netherlands to provide protected junctions for some 50 years. Dublin City Council has now led the way in proposing protected junctions at a number of locations in the capital to protect vulnerable road users. Kildare County Council should show equal concern for the safety of Maynooth pedestrians and cyclists and provide protected junctions with crossings (zebra or toucan) at each of the three legs of junctions in question.</p> <p>Minor Junctions</p> <p>11. Beaufield Close and</p> <ul style="list-style-type: none"> • Beaufield Grove • Beaufield Drive • Beaufield Close • Beaufield Gardens • Beaufield Green • Meadowbrook Road and Meadowbrook Avenue • Meadowbrook Close • Cul de sac opp Meadowbrook Lawns • Southern section of Meadowbrook Road | <ul style="list-style-type: none"> • Cycle provision at junctions - Physical segregation in the form of a concrete kerb and/or a grass verge will be provided throughout the scheme where raised cycle tracks are provided. Where cyclists must cross junctions, this shall be over raised tables, supplemented by bevelled kerbs and/or bollards where required to highlight the crossing, as outlined on the proposals as presented. These measures are in line with current best practice. • Same response as no. 10 above. |

| No. | Name | Comment | Response. |
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| | | <p>At minor junctions on the Meadowbrook Road, the cycle facilities are generally at road level ie at the level of the major road. On Beaufield Close, the footpath and cycle track are generally carried through the junction but at the level of footpath/cycle track on the minor road. Both are unsafe practice and should have</p> <p>{a} "Entrance kerbs" {inritbanden in Dutch or Zip kerbs} along the main road. {b} The turning radii kerbs on footpaths should be omitted an footpath carried through to clearly show that pedestrian and cyclists on Beaufield Close and Meadowbrook Road have priority over traffic on minor roads. {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 should not be repeated.</p> <p>Beaufield Close Only</p> <p>Adjacent to the Newtown Road, the Beaufield Close cycle track starts and finishes on the east side of Beaufield Lawn. There is no valid reason it should not extend as far as the Newtown Road.</p> <p>12. <i>"Cyclists should not be required to look behind themselves sat difficult angles in order to re-enter the carriageway"</i>. The triangular wedge shown in red on the plans is unsafe for cyclists merging with motorised traffic.</p> <p>13. Reducing the width of road to 6m would allow the extra space to be allocated for a buffer on the section of cycle track east of the Newtown Inn</p> | <ul style="list-style-type: none"> • This is outside the scheme extents but can be examined as part of our future programme of works. • Noted. • Noted. |

| No. | Name | Comment | Response. |
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| 6. | Tony Hughes, Meadowbrook Residents Association | <p>Submission received with comments:</p> <p>Observation</p> <ul style="list-style-type: none"> • Walls in the Meadowbrook estate are in poor repair. Can they be repaired/replaced as part of this project as the works may destabilise them further • If trees are removed along the road can they be replaced or new shrubs planted • Can bins [waste and dog] be included on a few locations along the road • Can bollards that separate our estate from old Greenfield be replaced where they are broken • Can all the name stones for the estate be preserved and appropriately planted after the work is complete • Consider where Meadowbrook Road meets the Newtown road as there is no cycle path on the Newtown road as there is a bus stop on the corner so it may create a danger to cyclists • The new road is likely to attract more cyclists, walkers and cars. Therefore there will be more traffic within the estates which are in a poor state so it will increase the possibility of | <ul style="list-style-type: none"> • Impacts on existing structures by the Project will be assessed at the Detailed Design Phase. • The proposals as presented denote the Preliminary Landscaping Design, which includes for the replacement of trees to be removed along the route. There is a net-gain in trees as a result of the scheme, as noted in the Part 8 Report. Further landscaping details will be undertaken as part of the Detailed Design Phase of the project. • This comment is noted and will be considered as part of the Detailed Design Phase of the project. • The existing bollards will be replaced. • Any name stones will be removed/protected during construction and will be reinstated with appropriate planting. • This is outside the scheme extents but can be examined as part of our future programme of works. • As an Active Travel Scheme, the Project is not designed to encourage an increase in vehicular traffic. The repair of adjacent public roads and footpaths is outside of the scope of |

| No. | Name | Comment | Response. |
|-----|---------------|--|--|
| | | <p>accidents if the roads and footpaths are not repaired in conjunction with the new road. It will also create a scenario where there is state of the art roads and footpaths next to estates which have been left in neglect for many years which reflects poorly on the management of the wider area. Therefore can the estates linking into the main road be repaired at the same time which will also reduce costs in the future.</p> | <p>the Scheme proposed, and any required works to these will be undertaken by Kildare County Council as part of their normal maintenance operations.</p> |
| 7. | David Hannify | <p>Submission received with comments:</p> <ul style="list-style-type: none"> • large sections of footpaths on Meadowbrook Road are in a serious state of disrepair and need to be removed completely with new concrete paths poured. • Dropped kerbs need to be installed where current footpaths on Meadowbrook Road meet Meadowbrook Avenue, Close and Lawns • Walls in the Meadowbrook estate are in poor repair - can they be repaired/replaced as part of this project as the works might destabilise them further. • as so many trees are being removed particularly on the Meadowbrook Road can new trees be planted or shrubs if more appropriate. | <ul style="list-style-type: none"> • Footpaths within the scheme extents will be replaced and re-constructed as per the proposals as presented. • As per the proposals presented, crossings within the scheme extents will be improved in accordance with current design standards. Generally, pedestrian crossings will be "at-grade" (i.e. pedestrians will cross over raised tables), and so dropped kerbs are not required as there will be no change in level for pedestrians crossing the road. • Impacts on existing structures by the Project will be assessed at the Detailed Design Phase. • The proposals as presented denote the Preliminary Landscaping Design, which includes for the replacement of trees to be removed along the route. There is a net-gain in trees as a result of the scheme, as noted in the Part 8 Report. Further landscaping details will be undertaken as part of the Detailed Design Phase of the project. |

| No. | Name | Comment | Response. |
|-----|------------|---|--|
| | | <ul style="list-style-type: none"> • Can bins be provided? • Can the bollards that separate our estate from old Greenfield be replaced where they are broken? • can all the name stones for the estate be preserved and appropriately planted after the work is complete • Can they review where the Meadowbrook Road meets the Newtown Road as there is no cycle path on the Newtown rd. and there is a bus stop on that corner so maybe dangerous for cyclists turning the corner. | <ul style="list-style-type: none"> • This comment is noted and will be considered as part of the Detailed Design Phase of the project. • The existing bollards will be replaced • Any name stones will be removed/ protected during construction and will be reinstated with appropriate planting • This is outside the scheme extents but can be examined as part of our future programme of works. |
| 8. | Tom Madden | <p>Submission received with comments:</p> <p>Road markings</p> <ul style="list-style-type: none"> • Would you please ensure there are effective, long lasting road signs and road markings at cycle-lane/road junctions, warning drivers to stop and yeild to cyclists. The existing road markings at the Meadowbrook road/newtown road are not obvious to drivers (are faded away) and drivers approaching from the Newtown direction to Maynooth, often do not stop at the stop line. <p>Drainage</p> <ul style="list-style-type: none"> • Please ensure the proposed development has sufficient capacity to deal with heavy and prolonged periods of rain to avoid flooding of the road, cycle land and footpath. <p>Replacing trees</p> <ul style="list-style-type: none"> • Will you please replace the trees with ever-green shrubs, planted close to any wall along the proposed route. | <ul style="list-style-type: none"> • Road markings will be installed in accordance with best practice and national guidance. • The Preliminary Drainage design will be developed further in the Detailed Design Phase, in accordance with best practice and national design standards. • The proposals as presented denote the |

| No. | Name | Comment | Response. |
|-----|----------------------------|--|---|
| | | | <p>Preliminary Landscaping Design, which includes for the replacement of trees to be removed along the route. There is a net-gain in trees as a result of the scheme, as noted in the Part 8 Report. Further landscaping details will be undertaken as part of the Detailed Design Phase of the project.</p> |
| 9. | Maynooth Community Council | <p>Submission received with comments:</p> <ul style="list-style-type: none"> • We wish to express our disappointment and note that the planning and design does not make provision for the installation of a cycle path continuing on from the short stretch of cycle path already in place on the Newtown Road outside the Castle Dawson estate and linking in to the proposed cycle track which is to commence at the Newtown Road end of Beaufield Road. The stretch of public roadway in this location leading to the Bond Bridge cycle track is extremely dangerous and completely discourages cycling in this area. Parents can not realistically encourage or allow their children cycle to school, sporting or recreational activities on this lethal section of road thus increasing car usage. This area is heavily populated with young families who would appreciate a cycle track scheme that promotes the health, safety and wellbeing of their children. • Drivers travelling on the Rathcoffey Road do not, as a matter of course, observe the 50km/h speed limit and as a rule make no allowances for cyclists. The Newtown Road also leads to the Maynooth Town Football Club and the aim should be to put measures in place that provide for safe passage for venerable road users and promote active travel to this sports facility. It makes no sense that this particular issue is not addressed at this planning stage as to delay in to the future will only incur increased costs. • It is noted that a large number of trees will be removed on the Meadowbrook Road and into Beaufield Road to | <ul style="list-style-type: none"> • This is outside the scheme extents but can be examined as part of our future programme of works. • This is outside the scheme extents but can be examined as part of our future programme of works. • The proposals as presented denote the Preliminary Landscaping Design, which |

| No. | Name | Comment | Response. |
|-----|------|---|--|
| | | <p>accommodate the installation of the cycle way. In addition the wooden fencing on Beaufield Road (opposite the shopping centre) is to be stepped back which will result in the uprooting of what is now a fairly mature native hedgerow. This hedgerow was planted by Maynooth Tidy Towns volunteers and a number of residents from Beaufield Estate as part of the “Trees on the Land” planting programme in 2016.</p> <ul style="list-style-type: none"> • We would request that all replacement trees are of native species and of good maturity to ensure that the area does not take on the sterile appearance of the cycle/pedestrian paths on Bond Bridge which are totally lacking in character, a character that currently exists on the Meadowbrook and Beaufield Roads with their tree lined green areas and verges. We also request that the hedgerow is reinstated if space permits. • Any disturbance of bulb planting schemes in the green areas leading from the Meadowbrook Road to the Meadowbrook Link Road should be made good with replanting of similar schemes if any bulbs are removed. These bulb planting schemes were planted by Maynooth Tidy Towns Volunteers in autumn 2020. • Beaufield Estate is made up of a series of cul-de-sacs which are accessed via the Beaufield Road which splits the Estate. The Beaufield Road is also a feeder road for traffic traversing Maynooth. Traffic volumes can be quite high and speed, despite the presence of traffic calming measures, is a major concern. The greens on either side of the Beaufield Road are used by children on the estate particularly during the summer months. It is noted that the proposed speed limit for Beaufield Road is 50km/h. We support the Beaufield Residents in their request to have this road designated a “Slow Zone” with the appropriate 30km/h signage installed at both ends of the Beaufield Road. This would serve as a reminder to motorists that they are travelling through a residential area and also improve the safety of vulnerable | <p>includes for the replacement of trees to be removed along the route. There is a net-gain in trees as a result of the scheme, as noted in the Part 8 Report. Further landscaping details will be undertaken as part of the Detailed Design Phase of the project.</p> <ul style="list-style-type: none"> • Noted. • Noted. • Setting of the speed limit on links falls under a separate statutory process and can be considered in that context. |

| No. | Name | Comment | Response. |
|-----|------------------|---|---|
| | | <p>road users which includes cyclists.</p> <ul style="list-style-type: none"> • We also support the residents request to have the cul-de-sac identification signage upgraded as part of the installation of the cycle path through the estate. Many of the signs are damaged or nonexistent which makes road identification impossible. • Overall we welcome this positive development in our town and look forward to seeing further such developments that provide safe, active and sustainable travel routes for all our community to enjoy. | <ul style="list-style-type: none"> • This comment is noted and will be considered during the Detailed Design stage of the Project. • Noted. |
| 10. | Fiona O'Sullivan | <p>Submission received with comments:</p> <ul style="list-style-type: none"> • Walls in the Meadowbrook estate bordering the road / proposed cycle lane are in poor repair and the building works associated with the proposal will further negatively impact on these and destabilise them further causing a public health hazard for those using the cycle path. Can they be replaced or repaired as part of this process. <p>Landscaping</p> <ul style="list-style-type: none"> • There was no landscaping plan submitted with the planning application. There are many trees located on the site which enhance our community and in my opinion must kept or replaced appropriately. <p>Entrance Stones</p> <ul style="list-style-type: none"> • Will all the name stones at the entrances to the estates / | <ul style="list-style-type: none"> • Impacts on existing structures by the Project will be assessed at the Detailed Design Phase. • The proposals as presented denote the Preliminary Landscaping Design, which includes for the replacement of trees to be removed along the route. There is a net-gain in trees as a result of the scheme, as noted in the Part 8 Report. Further landscaping details will be undertaken as part of the Detailed Design Phase of the project. • Any name stones will be removed/ protected during construction and will be reinstated with |

| No. | Name | Comment | Response. |
|-----|-----------------------|--|---|
| | | <p>roads bordering the cycle path be preserved and replanted after work is finished?</p> <p>Increased traffic</p> <ul style="list-style-type: none"> • Together with the increased traffic through the estates due to the new / enhanced walkways between various estates, and now, the proposed cycle path, footpaths and roads in Meadowbrook which join onto the main road through the estate which already are in a dangerous condition for pedestrians, cyclists and those with mobility issues will deteriorate further unless urgent work is completed. The plan makes no mention of this. <p>Litter</p> <ul style="list-style-type: none"> • No provision for additional bins in the plan, which is needed with the increased footfall the plan will bring. <p>Junction of Meadowbrook and Newtown Road</p> <ul style="list-style-type: none"> • Where the Meadowbrook Road meets the Newtown Road needs to be looked at as there is no cycle path on the Newtown Road as well as a bus stop at the corner which may be a danger to cyclists turning said corner. <p>Bollards at Old Greenfield As part of the works, can the bollards at the bottom of Old Greenfield be replaced as they are a hazard in current state.</p> | <p>appropriate planting.</p> <ul style="list-style-type: none"> • As an Active Travel Scheme, the Project is not designed to encourage an increase in vehicular traffic. The repair of adjacent public roads and footpaths is outside of the scope of the Scheme proposed, and any required works to these will be undertaken by Kildare County Council as part of their normal maintenance operations. • This comment is noted and will be considered as part of the Detailed Design Phase of the project. • This is outside the scheme extents but can be examined as part of our future programme of works. • The existing bollards will be replaced |
| 11. | Maynooth Access Group | <p>Submission received with comments:</p> <ul style="list-style-type: none"> • The Maynooth Access Group wish to propose the inclusion of a controlled crossing connecting the Newtown Shops with the Meadowbrook Drive cul de sac. | <ul style="list-style-type: none"> • The uncontrolled crossing as presented in the proposals will be amended to a Signalised Pedestrian Crossing. |

| No. | Name | Comment | Response. |
|-----|------|---|--|
| | | <ul style="list-style-type: none"> • Presently this area has a strongly established desire path used by many residents currently to access the shops, with road markings and metal fencing already in place. • The installation of a controlled crossing at this point has been a requested addition to the Meadowbrook road by residents of the local area for some time now. This document would like to recognise that a number of uncontrolled crossings are planned as part of the Meadowbrook Cycle Scheme [1,2). It is the assertion of this document however that a controlled crossing is required for this particular section of the Meadowbrook road to ensure Safety, Accessibility & Inclusiveness as well as to promote access for everyone to the local businesses of the Newtown Shopping area. • As part of the remodelling of the Meadowbrook road, I would like to request that a safe pedestrian crossing be included in the plan. The Meadowbrook Link Road has become very busy. As a person with no sight, I find it difficult to cross without assistance. When I stand at the current crossing with my white stick unfolded not all cars will stop to allow me to cross and if they do I still feel uncertain about how safe it is for me to proceed • This crossing should be a minimum of a pedestrian crossing similar to the one at the Newtown shops in Beaufield. The preferred option would be lights with a push-button and an audible bleep similar to the lights close to Kingsbury on the Straffan Road. • There should be tactile markings going from the edge of the curb right into the wall to enable anyone with a visual impairment to locate the crossing easily. • The inclusion of a controlled crossing, with tactile paving and lights to stop both motor vehicles and cyclists would be a significant quality of life boost to residents like Grainne as well as residents who experience reduced mobility due to | <ul style="list-style-type: none"> • The uncontrolled crossing as presented in the proposals will be amended to a Signalised Pedestrian Crossing. |

| No. | Name | Comment | Response. |
|-----|----------------|--|--|
| | | <p>temporary injury, a physical disability, age-related health issues or even parents with a buggy. The additional safety for local pedestrians and younger residents cannot be overstated, especially with the expected desired increase in cyclists on the road.</p> <ul style="list-style-type: none"> • It is worth noting that cyclists do represent a significant risk to visually impaired pedestrians if the infrastructure is not adequately planned out. Toucan crossings are called out specifically by both the WI and Transport Infrastructure Ireland. • We encourage strong consideration for this proposed change for the inclusion of a controlled Puffin Crossing with parabolic audio signals and a detection system that will detect a pedestrian over the length of crossing. | <ul style="list-style-type: none"> • Noted. |
| 12. | Peter Hamilton | <p>Submission received with comments:</p> <p>Cycle lane junctions and connections</p> <ul style="list-style-type: none"> • The connection from Beaufield Close to Newtown Road shows the cycle lanes not continuing all the way to Newtown Road. Can the design be improved to continue the lanes to Newtown Road to give a continuous path as far as Newtown Road with a safe connection then onto Newtown Road. This will particularly support vulnerable and young cyclists? • From the maps of the proposed cycle path designs it is unclear that there is a continuous cycle path on each of the junctions, in particular the major junctions. Can continuity of cycle path be ensured at the junctions of Beaufield Close to Meadowbrook Road, Meadowbrook Road to Meadowbrook Link Road in particular? | <ul style="list-style-type: none"> • This is outside the scheme extents but can be examined as part of our future programme of works. • Cycle provision at junctions - Physical segregation in the form of a concrete kerb and/or a grass verge will be provided throughout the scheme where raised cycle tracks are provided. Where cyclists must cross junctions, this shall be over raised tables, supplemented by bevelled kerbs and/or bollards where required to highlight the crossing, as outlined on the proposals as presented. These measures are in line with current best practice. |

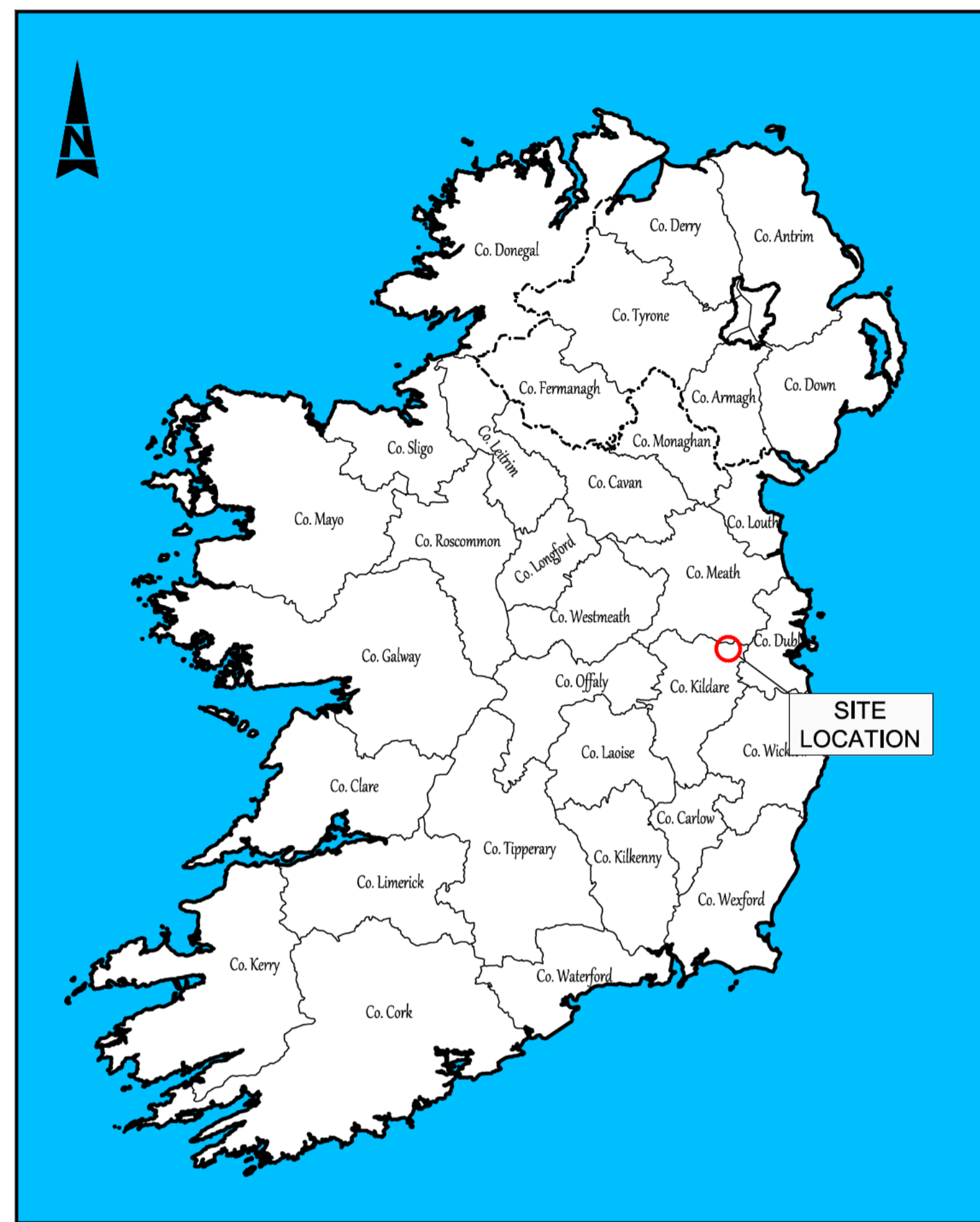
| No. | Name | Comment | Response. |
|-----|------|---|---|
| | | <p>Landscaping and Nature</p> <ul style="list-style-type: none"> • The design shows significant tree removal. In Beaufield 41 mature trees are to be removed representing a total of 33%. On Meadowbrook Road 25 mature trees are being removed, representing 60% of the total. In total this is a sever loss of mature trees. • It is recognised that some of this is essential to allow for the benefits of a positive new cycling and pedestrian environment, but it takes significant time for new trees to mature resulting in a significant loss to nature and public amenity. It is essential that these are all replaced with mature trees or replaced on a 3 for 1 basis with young trees to maintain an appropriate level of planting in support of nature, biodiversity and amenity. • The Meadowbrook Estates on either side of Meadowbrook Road were completed in 1999 and have not been taken in charge by Kildare County Council. As a result, some of the area is in very poor repair. Many roads, footpaths, boundary walls and trees within the estate are in poor state of repair. These works are an opportunity for a positive upgrade of the part of the area along Meadowbrook Road. Can I request that everything possible is done in the scope of this plan to complete a very positive new public realm space. • Can I further request that this is taken account in the landscape planning for the finished new cycle-paths and footpaths. That due care and attention is paid to any boundary walls facing onto the road that are in disrepair. Where some improvement or repair can be done within scope and budget of the cycle path plan this is done to achieve a high standard of finish in the completed project. • For the purpose of biodiversity support as well as amenity, | <ul style="list-style-type: none"> • Noted. • Noted. • Footpaths within the scheme extents will be replaced and re-constructed as per the proposals as presented • Impacts on existing structures by the Project will be assessed at the Detailed Design Phase • The proposals as presented denote the |

| No. | Name | Comment | Response. |
|-----|------|--|---|
| | | <p>and to provide an upgrade to the neighbourhood surrounding Meadowbrook Road a very positive nature-oriented landscaping plan is adopted. Where trees are removed mature trees are planted as replacement on a one-for-one basis wherever possible. Where it is not possible to plant mature trees three young trees/saplings are planted for each mature tree. That all trees and hedgerows planted are native species. That no planting of species on the national biodiversity centre's invasive species list or other invasive species lists are used particularly including bay laurel.</p> | <p>Preliminary Landscaping Design, which includes for the replacement of trees to be removed along the route. Overall there will be a nett-gain in trees as a result of the scheme, as noted in the Part 8 Report as presented. Further landscaping details will be undertaken as part of the Detailed Design Phase of the project.</p> |

3. CONCLUSION

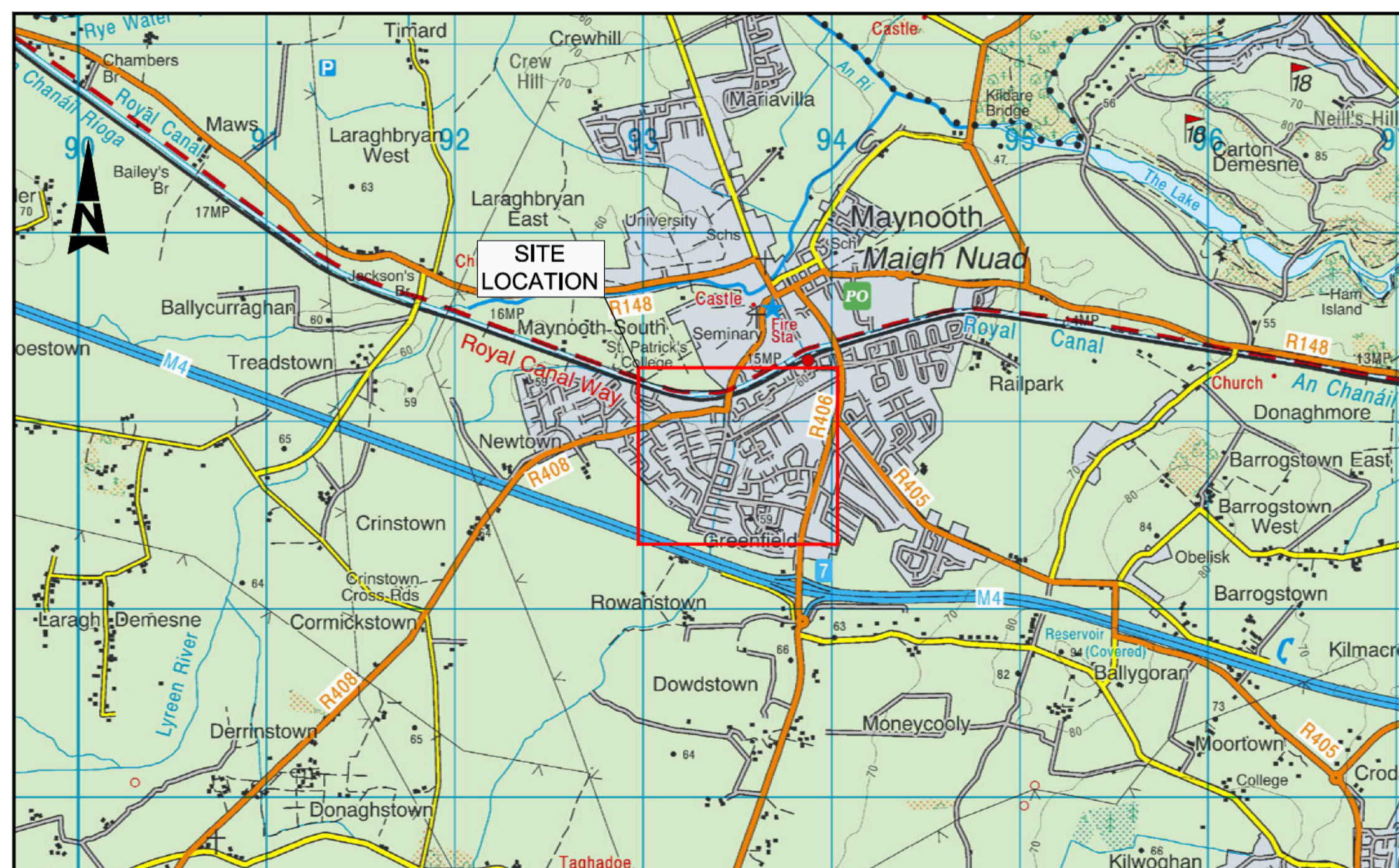
Having reviewed the submissions made from those listed in Table 2.2 and Table 2.3 and with respect to the points raised and the associated responses from the submissions, it is concluded that the proposed development would be in accordance with the provisions of the Kildare County Development Plan (2017-2023)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

APPENDIX A SITE LOCATION DRAWING



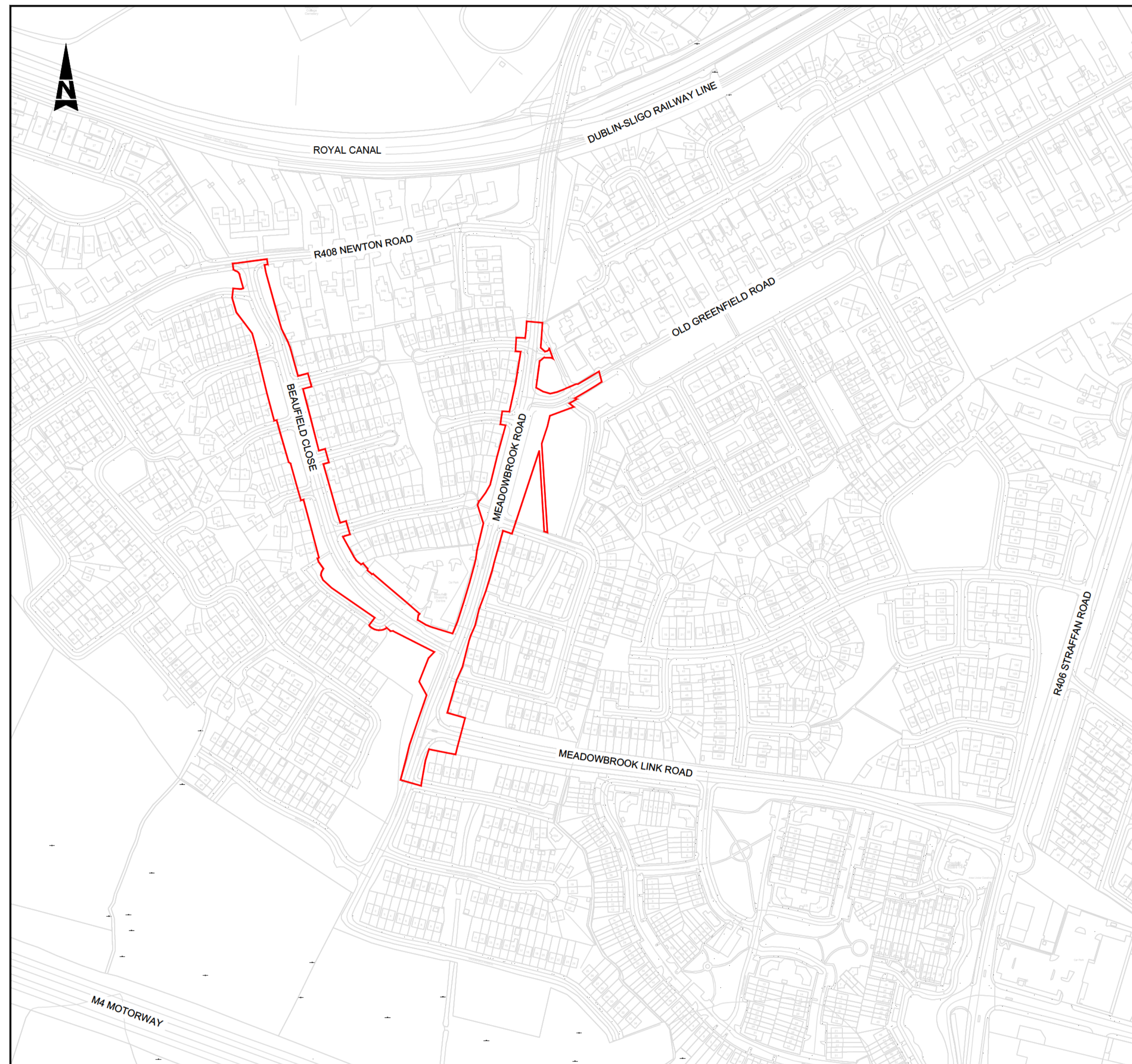
IRELAND LOCATION MAP

Scale at A1 1:2,000,000
Scale at A3 1:4,000,000



SITE MAP - MEADOWBROOK CYCLE SCHEME

Scale at A1 1:25,000
Scale at A3 1:50,000



SITE PLAN - MEADOWBROOK CYCLE SCHEME

Scale at A1 1:2500
Scale at A3 1:5000

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Atkins House, 150-155 Ainslie Business Park, Swords, Co. Dublin
Tel (+353) 01 810 8000 Fax (+353) 01 810 8001
Unit 2B, 2200 Cork Airport Business Park, Cork
Tel (+353) 021 429 0300 Fax (+353) 021 429 0360
1st Floor Technology House Parkmore Technology Park, Galway
Tel (+353) 091 786 050 Fax (+353) 091 779 830

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-----------------------|----|----------|-------|------|
| - | FOR PART 8 SUBMISSION | JD | 25.02.22 | RR | ST |

| | | |
|---------|--------------------------|--|
| Client | KILDARE COUNTY COUNCIL | |
| Project | MEADOWBROOK CYCLE SCHEME | |

| | | | | | | | |
|----------------|-----------------------|----------------|---------------------------|---------|----------|------------|----------|
| Purpose | FOR PART 8 SUBMISSION | | | | | | |
| Title | SITE LOCATION MAP | | | | | | |
| Original Scale | AS SHOWN | Design/Drawn | JD | Checked | RR | Authorised | ST |
| Date | 25.02.22 | Date | 25.02.22 | Date | 25.02.22 | Date | 25.02.22 |
| Status | P8 | Drawing Number | 5208212 / HTR / DR / 0001 | | Rev | - | |

APPENDIX B CIRCULATION LIST



Comhairle Contae Chill Dara Kildare County Council

Proposed Cycle Scheme at Meadowbrook, Maynooth

Planning Ref. P82022.06

Part 8 Development - Circulation List

Elected members:

Members of Clane-Maynooth Municipal District

Members of the Oireachtas

James Lawless TD

Catherine Murphy TD

Bernard Durkan TD

Réada Cronin TD

Vincent P. Martin TD

Kildare County Council

Planning Department

Eoghan Ryan – DOS

Mairead Hunt - SEO

Emer Ui Fhatharta – Senior Planner

Caroline O'Donnell – A/Senior Planner

Elaine Donohoe - Executive Planner

Bridget Loughlin – Heritage Officer

Ruth Kidney – Conservation Officer (conservationofficer@kildarecoco.ie)

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

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 Barerett, 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

IT Department

Rory Hopkins, Head of Information Systems

Prescribed Bodies & Third Parties

The Arts Council

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

Failte Ireland

National Parks and Wildlife Service

BirdWatch Ireland

Environmental Protection Agency

Waterways Ireland

Transport Infrastructure Ireland (TII) - Environmental Unit

NTA

Bus Eireann

Ervia (includes GNI, IW, Aurora)

Irish Water

HSE National Office - Health and Wellbeing

ESB Head Office

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
An Garda Síochána
Gáis Networks Ireland
Industrial Development Authority Ireland
Irish Wildlife Trust
Tree Council of Ireland
Eir Group HQ
Dept. of Education
Dept. of Environment, Climate and Communications
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
Hot Heads Hair Salon
Spar shop
Dry Cleaners
Newtown Inn Bar
Off-License
Maynooth Cycles
Maynooth Garda Station

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 ____/____/____ | REFERENCE NO Part8/____-____ |
| _____ Administrative Officer | _____ Date |

1. DEVELOPMENT PROPOSED BY (DEPARTMENT):

Transportation (Active Travel)

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

Kevin Dunne

Email:

Contact No.:

3. SITE LOCATION:

Meadowbrook Rd, Old Greenfield Rd
+ Beaufield Close, Maynooth

4. LEGAL INTEREST IN LAND/STRUCTURE:

KCC Owner

5. SITE AREA (IN HECTARES):

2.094

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

Provision of 2m protected cycle track and 2m
footway on both sides of Meadowbrook Rd,
Beaufield Close and the affected section of
Old Greenfield 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)

1/3/22 [Attendance Sheet Attached]

4/3/22 10:30-11:00 Carmel O'Grady, Jonathan Walsh, Chanel Ryan

Carthac de Bri, Derek McCormack, Kevin Dunne

10. PUBLIC DISPLAY PERIOD:

INCLUDE DATES AND ATTACH COPY OF NEWSPAPER NOTICE & SITE NOTICE

22nd March to 22nd April

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

Yes

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

22nd March 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.

Consultation Meeting Attendance List

Total Number of Participants

22

Meeting Title

Sustainable Transport Part 8 Schemes

Meeting Start Time

3/1/2022, 11:57:44 AM

Meeting End Time

3/1/2022, 4:36:03 PM

Meeting Id

9508082b-dd98-4be7-b65e-dab3228b64ec

| Full Name | Join Time | Leave Time | Duration | Email | Role | Participant ID (UPN) |
|--------------------|-----------------------|-----------------------|----------|-------|------|----------------------|
| Niall Sheehan | 3/1/2022, 11:57:44 AM | 3/1/2022, 4:36:03 PM | 4h 38m | | | |
| James Doyle | 3/1/2022, 11:58:25 AM | 3/1/2022, 12:16:39 PM | 18m 13s | | | |
| Carthac de Bri | 3/1/2022, 11:58:52 AM | 3/1/2022, 12:16:48 PM | 17m 56s | | | |
| Patrick Henderson | 3/1/2022, 11:58:52 AM | 3/1/2022, 12:16:43 PM | 17m 50s | | | |
| Donal Hodgins | 3/1/2022, 11:59:16 AM | 3/1/2022, 12:16:44 PM | 17m 28s | | | |
| Kevin Dunne | 3/1/2022, 11:59:19 AM | 3/1/2022, 12:16:44 PM | 17m 25s | | | |
| Cora Dempsey | 3/1/2022, 11:59:34 AM | 3/1/2022, 12:16:49 PM | 17m 15s | | | |
| John O'Neill | 3/1/2022, 11:59:56 AM | 3/1/2022, 12:16:47 PM | 16m 50s | | | |
| Derek M. McCormack | 3/1/2022, 12:00:06 PM | 3/1/2022, 12:16:47 PM | 16m 40s | | | |
| Andrew O'Mullane | 3/1/2022, 12:00:21 PM | 3/1/2022, 12:16:45 PM | 16m 24s | | | |
| David Ledwith | 3/1/2022, 12:00:22 PM | 3/1/2022, 12:16:45 PM | 16m 22s | | | |
| George Willoughby | 3/1/2022, 12:01:01 PM | 3/1/2022, 12:19:38 PM | 18m 36s | | | |
| Eoghan Gt. Lynch | 3/1/2022, 12:01:07 PM | 3/1/2022, 12:16:45 PM | 15m 38s | | | |
| John Connor | 3/1/2022, 12:01:29 PM | 3/1/2022, 12:16:44 PM | 15m 14s | | | |
| Sharon O'Gara | 3/1/2022, 12:01:33 PM | 3/1/2022, 12:17:14 PM | 15m 40s | | | |
| Earnan McGee | 3/1/2022, 12:02:06 PM | 3/1/2022, 12:16:23 PM | 14m 16s | | | |
| Paula O'Brien | 3/1/2022, 12:02:09 PM | 3/1/2022, 12:16:46 PM | 14m 37s | | | |
| Ronan Linnane | 3/1/2022, 12:02:11 PM | 3/1/2022, 12:16:43 PM | 14m 32s | | | |
| Andrew Hickey | 3/1/2022, 12:02:29 PM | 3/1/2022, 12:16:43 PM | 14m 13s | | | |
| Cyril Buggie | 3/1/2022, 12:03:17 PM | 3/1/2022, 12:16:50 PM | 13m 33s | | | |
| Clodhna Scanlon | 3/1/2022, 12:03:43 PM | 3/1/2022, 12:17:16 PM | 13m 33s | | | |
| Mark Flanagan | 3/1/2022, 12:08:59 PM | 3/1/2022, 12:16:47 PM | 7m 47s | | | |

APPENDIX D

DEPARTMENT AND STATUTORY BODY RESPONSES



Department of Public Health
Health Service Executive
Dr Steevens' Hospital
Dublin 8
D08 W2A8

13/04/2022

Department of Public Health Response to Consultation

Consultation: Proposed Cycle Scheme at Meadowbrook, Maynooth - Planning reference P82022.06

Relevant authority: Kildare County Council

Date finalised: 13/04/2022

Authors:

Dr Cale Lawlor, Senior Medical Officer – Department of Public Health, CHO7

Dr Ruth McDermott, Specialist of Public Health Medicine – Department of Public Health, CHO7

Introduction

Cycling and Active Transport is a key intervention that Public Health supports for mobility and health. The international evidence around cycling and active transport is supportive of cycling as a health intervention to promote:

- Physical activity and health¹
- Heart and lung health¹
- Mental health²

There are a diverse range of social and community health effects also, such as:

- Reduced air and noise pollution both through mode switching, and through decreasing congestion³
- Accessibility of transport for a diverse population
- Increased social cohesion and interaction⁴
- Accessibility to businesses and commercial enterprises⁵
- Decreased road danger for both cyclists and motorists⁴

There are also significant environmental health effects from supportive cycling and active transport infrastructure, including:

- Reduced air and noise pollution³
- Provision of options instead of motorised transport
- Reduced reliance on motorised transport and the ability to move more people with less space than with private cars, reducing carbon emissions and effect on global climate

Active transport and cycling are government-support interventions in Ireland, and public policies reflect the overwhelming health benefits of active transport and cycling infrastructure. Relevant national policies that support such infrastructure include:

- Project Ireland 2040
- Healthy Ireland
- Physical Activity Guidelines
- The National Development Plan
- The Climate Action Plan
- The National Transport Authority Integrated Implementation Plan

Local and regional plans and policies complement these national policies in support for active transport infrastructure.

Given the public health evidence of the overwhelming health benefits of active transport infrastructure, including positive effects on population health and environmental health, the Department of Public Health would be very supportive of interventions to increase provision and utility of such infrastructure.

The authors have reviewed this consultation using a standard approach to consultations developed by the Department based on multiple health and environment-related assessments. While the above provides the evidence base for our public health opinions on plans, the below are points relevant to the specific assessment for this consultation.

Specific points for this development

- The development will be anticipated to provide increased safety and access to services in Meadowbrook, Maynooth, after a temporary interruption
- We would expect a small reduction in air pollution exposure from traffic changes in the area after construction
- We would expect that dedicated infrastructure and increased cyclist and pedestrian safety will encourage active transport
- We would expect this plan will foster and encourage physical activity
- We would expect a small positive impact on social and community health, including on an individual level
- We would expect that this plan will improve liveability for residents in the local area
- We would expect the plan would have a net positive effect on climate change after initial construction
- The benefits could be expected to range from immediate to lifelong (for example, where school students develop familiarity with cycling for transport)

Specific considerations and recommendations for this development

- The plan does not seem to state that the cycling infrastructure would be physically protected, though some of the illustrations seem to suggest so. From a public safety point of view, we would recommend that cycle lanes be protected physically

- We note that a number of trees will be felled in the process of construction. The plan notes that these are planning to be replaced above what was previously available. We are supportive of this positive replacement, and would like to ensure that this is carried out
- We support the traffic calming points of this plan, however, we would encourage consideration of a mandated reduced speed limit to decrease road danger
- An environmental health impact assessment was not carried out, as per local protocol. It would be worth making sure this process is future-proofed in case of future legal challenges
- Special mention is made on the potential effects on Taghadoe Stream, with potential for construction run off to effect the stream. Mitigation measures are proposed to be put in place, and we would like to emphasise the importance of this happening

Overall Public Health position

- The Department of Public Health is very supportive of this plan
- We believe this is a very worthwhile plan which will have positive impact on population health, and help to reduce multiple environmental exposures for users and residents
- We believe that the positive effects will start immediate, and last lifelong
- We would like to see small considerations for other realms of public health impact, such as green space and integrated mobility

Thank you,
 Department of Public Health East, CHO7
 Dr Steevens Hospital, Dublin 8

¹ De Hartog, J. J., Boogaard, H., Nijland, H. & Hoek, G. Do the Health Benefits of Cycling Outweigh the Risks? *Environmental Health Perspectives*. 2010; 118(8): 1109-1116. Doi: 10.1289/ehp.0901747

² Kelly, P., Williamson, C., Niven, A., Hunter, R., Mutrie, N., & Richards, J. Walking on sunshine: scoping review of the evidence for walking and mental health. *British Journal of Sports Medicine*, 2018; 52 (12): 800 - 806.

³ World Health Organisation (WHO), Regional Office for Europe. Implementation Framework for Phase VII (2019 - 2024) of the WHO European Healthy Cities Network: Goals, Requirements and Strategic Approaches. World Health Organisation. 2019. Retrieved July 6, 2021, from: https://www.euro.who.int/__data/assets/pdf_file/0020/400277/04-FINAL-Phase-VII-implementation-framework_ENG.PDF

⁴ Marshall, W. E. & Ferenchak, N. N. Why cities with high bicycling rates are safer for all road users. *Journal of Transport & Health*. June 2019; Vol 13: 100539. Retrieved July 13, 2021, from: <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

⁵ Lee, A. & March, A. Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton. *Australian Planner*. 2010; 47 (2): 85-93. DOI: 10.1080/07293681003767785

APPENDIX E

3RD PARTY SUBMISSIONS

**Part 8 - Proposed Cycle Scheme at
Meadowbrook, Maynooth - Planning reference
P82022.06**

Submissions

Observations report

| URN | Author | Location | Map Attached |
|-----------|-------------|-----------------------|--------------|
| KCC-C74-1 | Enda Gorman | Meadowbrook Link Road | No |

Title: Access to Cycle Lane from Straffan Wood Estate

Theme: Cycle Lane

Could the Engineer please review the possibility of adding an access point from the Cycle Path on the Northern side of Meadowbrook Link Road to make it easier to access from Straffan Wood Estate. I live in this estate and regularly cycle to/from the estate but never use the path on the north side of the Link Road as there is no drop kerb to facilitate bicycle access to or exit from the cycle path. The Southern side path is used extensively as it is on that side of the road. The best place for this would be a drop kerb with access to the cycle path opposite the main entrance to Straffan Wood Estate.

| | | | |
|-----------|-------------|-----------------------|----|
| KCC-C74-1 | Enda Gorman | Meadowbrook Link Road | No |
|-----------|-------------|-----------------------|----|

Title: Proposed Cycle Scheme at Meadowbrook, Maynooth

Theme: Cycle Lane

Can the engineer please review the condition of the cycle path outside Hayfield Estate. When this estate was built it was torn up and has not been properly replaced. This needs to be repaired as my observation is that cyclists do not use it particularly in wet weather as it is just a large puddle.

| | | | |
|-----------|------------|-------------------------------|----|
| KCC-C74-2 | Drew Shiel | Meadowbrook Road, Maynooth | No |
|-----------|------------|-------------------------------|----|

Title:

Theme: Cycle Lane

I'm fully in support of better cycling infrastructure on the Meadowbrook Road. I suggest that there be physical barriers between the cycle lane and the car lane, though, as this makes cycling vastly safer.

Theme: Cycle Lane

Submission received from National Museum of Ireland

Attachments (1)

National Museum of Ireland - Submission.pdf

| | | | |
|-----------|---------------------------|----------|----|
| KCC-C74-6 | Maynooth Cycling Campaign | Maynooth | No |
|-----------|---------------------------|----------|----|

Title: Maynooth Meadowbrook 220415 Final**Theme: part 8**

The observations are included in the attached file.

Attachments (1)

Maynooth Meadowbrook 220415 FINAL.pdf

| | | | |
|-----------|-----------------------------------|--|----|
| KCC-C74-7 | Meadowbrook Residents Association | | No |
|-----------|-----------------------------------|--|----|

Title:**Observation**

- Walls in the meadowbrook estate are in poor repair. Can they be repaired/replaced as part of this project as the works may destabilise them further
- If trees are removed along the road can they be replaced or new shrubs planted
- Can bins [waste and dog] be included on a few locations along the road
- Can bollards that separate our estate from old Greenfield be replaced where they are broken
- Can all the name stones for the estate be preserved and appropriately planted after the work is complete

- Consider where meadowbrook road meets the Newtown road as there is no cycle path on the Newtown road as there is a bus stop on the corner so it may create a danger to cyclists
 - The new road is likely to attract more cyclists, walkers and cars. Therefore there will be more traffic within the estates which are in a poor state so it will increase the possibility of accidents if the roads and footpaths are not repaired in conjunction with the new road. It will also create a scenario where there is state of the art roads and footpaths next to estates which have been left in neglect for many years which reflects poorly on the management of the wider area. Therefore can the estates linking into the main road be repaired at the same time which will also reduce costs in the future.
-

KCC-C74-8

David Hannify

No

Title:**Theme: Cycle Lane**

*large sections of footpaths on Meadowbrook Road are in a serious state of disrepair and need to be removed completely with new concrete paths poured.

* dropped kerbs need to be installed where current footpaths on Meadowbrook Road meet Meadowbrook Avenue, Close and Lawns

* walls in the meadowbrook estate are in poor repair - can they be repaired/replaced as part of this project as the works might destabilise them further.

* as so many trees are being removed particularly on the meadowbrook road can new trees be planted or shrubs if more appropriate.

* Can bins be provided?

* can the bollards that separate our estate from old Greenfield be replaced where they are broken?

* can all the name stones for the estate be preserved and appropriately planted after the work is complete

* can they review where the meadowbrook road meets the Newtown road as there is no cycle path on the Newtown rd abd there is a bus stop on that corner so maybe dangerous for cyclists turning the corner.

KCC-C74-9

Tom Madden

At road junctions

No

Title: Replacing trees

Theme: part 8

Will you please replace the trees with ever-green shrubs, planted close to any wall along the proposed route.

| | | | |
|-----------|------------|-------------------|----|
| KCC-C74-9 | Tom Madden | At road junctions | No |
|-----------|------------|-------------------|----|

Title: Road markings**Theme: Cycle Lane**

Would you please ensure there are effective, long lasting road signs and road markings at cycle-lane/road junctions, warning drivers to stop and yeild to cyclists. The existing road markings at the meadowbrook road/newtown road are not obvious to drivers (are faded away) and drivers approaching from the Newtown direction to Maynooth, often do not stop at the stop line.

| | | | |
|-----------|------------|-------------------|----|
| KCC-C74-9 | Tom Madden | At road junctions | No |
|-----------|------------|-------------------|----|

Title: Drainage**Theme: part 8**

Please ensure the proposed development has sufficient capacity to deal with heavy and prolonged periods of rain to avoid flooding of the road, cycle land and footpath.

| | | | |
|------------|----------------------------|-----------------------|----|
| KCC-C74-10 | Maynooth Community Council | Meadowbrook, Maynooth | No |
|------------|----------------------------|-----------------------|----|

Title: Part 8 - Cycle Scheme, Meadowbrook, Maynooth

Theme: Cycle Lane

See attached letter.

Attachments (1)

Maynooth Community Council Submission.docx

| | | | |
|------------|------------------|----------|----|
| KCC-C74-11 | fiona O Sullivan | Maynooth | No |
|------------|------------------|----------|----|

Title: Part 8 - Proposed Cycle Scheme at Meadowbrook, Maynooth - Planning reference P82022.06

Theme: Cycle Lane

Walls in the Meadowbrook estate bordering the road / proposed cycle lane are in poor repair and the building works associated with the proposal will further negatively impact on these and destabilise them further causing a public health hazard for those using the cycle path. Can they be replaced or repaired as part of this process.

| | | | |
|------------|------------------|----------|----|
| KCC-C74-11 | fiona O Sullivan | Maynooth | No |
|------------|------------------|----------|----|

Title: Landscaping**Theme: Cycle Lane**

There was no landscaping plan submitted with the planning application. There are many trees located on the site which enhance our community and in my opinion must kept or replaced appropriately.

| | | | |
|------------|------------------|----------|----|
| KCC-C74-11 | fiona O Sullivan | Maynooth | No |
|------------|------------------|----------|----|

Title: Entrance Stones**Theme: Cycle Lane**

Will all the name stones at the entrances to the estates / roads bordering the cycle path be preserved and replanted after work is finished?

| | | | |
|------------|------------------|----------|----|
| KCC-C74-11 | fiona O Sullivan | Maynooth | No |
|------------|------------------|----------|----|

Title: Increased traffic**Theme: Cycle Lane**

Together with the increased traffic through the estates due to the new / enhanced walkways between various estates, and now, the proposed cycle path, footpaths and roads in Meadowbrook which join onto the main road through the estate which already are in a dangerous condition for pedestrians, cyclists and those with mobility issues will deteriorate further unless urgent work is completed. The plan makes no mention of this.

| | | | |
|------------|------------------|----------|----|
| KCC-C74-11 | fiona O Sullivan | Maynooth | No |
|------------|------------------|----------|----|

Title: Litter**Theme: Cycle Lane**

No provision for additional bins in the plan, which is needed with the increased footfall the plan will bring.

| | | | |
|------------|------------------|----------|----|
| KCC-C74-11 | fiona O Sullivan | Maynooth | No |
|------------|------------------|----------|----|

Title: Junction of Meadowbrook and Newtown Road**Theme: Cycle Lane**

Where the Meadowbrook Road meets the Newtown Road needs to be looked at as there is no cycle path on the Newtown Road as well as a bus stop at the corner which may be a danger to cyclists turning said corner.

| | | | |
|------------|------------------|----------|----|
| KCC-C74-11 | fiona O Sullivan | Maynooth | No |
|------------|------------------|----------|----|

Title: Bollards at Old Greenfield**Theme: Cycle Lane**

As part of the works, can the bollards at the bottom of Old Greenfield be replaced as they are a hazard in current state.

| | | | |
|------------|-----------------------|--|----|
| KCC-C74-12 | Maynooth Access Group | Meadowbrook Road, Maynooth, Co. Kildare | No |
|------------|-----------------------|--|----|

Title: Proposed cycle scheme at Meadowbrook, Maynooth**Theme: part 8**

Please see attached submission re Signal Controlled Crossing on Meadowbrook Road

Attachments (1)

Maynooth Access Group Meadowbrook Cycle Scheme - Redacted.pdf

KCC-C74-13

Peter Hamilton

Meadowbrook Road

No

Title: Landscaping and Nature**Theme: Cycle Lane**

The design shows significant tree removal. In Beaufield 41 mature trees are to be removed representing a total of 33%. On Meadowbrook Road 25 mature trees are being removed, representing 60% of the total. In total this is a sever loss of mature trees.

It is recognised that some of this is essential to allow for the benefits of a positive new cycling and pedestrian environment, but it takes significant time for new trees to mature resulting in a significant loss to nature and public amenity. It is essential that these are all replaced with mature trees or replaced on a 3 for 1 basis with young trees to maintain an appropriate level of planting in support of nature, biodiversity and amenity.

The Meadowbrook Estates on either side of Meadowbrook Road were completed in 1999 and have not been taken in charge by Kildare County Council. As a result, some of the area is in very poor repair. Many roads, footpaths, boundary walls and trees within the estate are in poor state of repair. These works are an opportunity for a positive upgrade of the part of the area along Meadowbrook Road. Can I request that everything possible is done in the scope of this plan to complete a very positive new public realm space.

Can I further request that this is taken account in the landscape planning for the finished new cycle-paths and footpaths. That due care and attention is paid to any boundary walls facing onto the road that are in disrepair. Where some improvement or repair can be done within scope and budget of the cycle path plan this is done to achieve a high standard of finish in the completed project.

For the purpose of biodiversity support as well as amenity, and to provide an upgrade to the neighbourhood surrounding Meadowbrook Road a very positive nature-oriented landscaping plan is adopted. Where trees are removed mature trees are planted as replacement on a one-for-one basis wherever possible. Where it is not possible to plant mature trees three young trees/saplings are planted for each mature tree. That all trees and hedgerows planted are native species. That no planting of species on the national biodiversity centre's invasive species list or other invasive species lists are used particularly including bay laurel.

KCC-C74-14

Peter Hamilton

No

No

Title: Cycle lane junctions and connections**Theme: Cycle Lane**

The connection from Beaufield Close to Newtown Road shows the cycle lanes not continuing all the way to Newtown Road. Can the design be improved to continue the lanes to Newtown Road to give a continuous path as far as Newtown Road with a safe connection then onto Newtown Road. This will

particularly support vulnerable and young cyclists?

From the maps of the proposed cycle path designs it is unclear that there is a continuous cycle path on each of the junctions, in particular the major junctions. Can continuity of cycle path be ensured at the junctions of Beaufield Close to Meadowbrook Road, Meadowbrook Road to Meadowbrook Link Road in particular?

Submission by Gary O'Daly

On behalf of

**Beaufield Area Resident's Association
(BARA)**

In relation to

Planning reference P82022.06

**Part 8 – Proposed Cycle Scheme at
Meadowbrook, Maynooth**

Background of Beaufield Area Resident’s Association

Beaufield Area Residents’ Association (BARA) is the local residents’ association representing the residents of the 159 houses that make up the Beaufield Estate. This comprises of the 8 cul-de-sacs of Green, Close, Drive, Avenue, Lawn, Crescent, Grove and Gardens (image 1) which lie between Meadowbrook Road and Newtown Road in Maynooth.

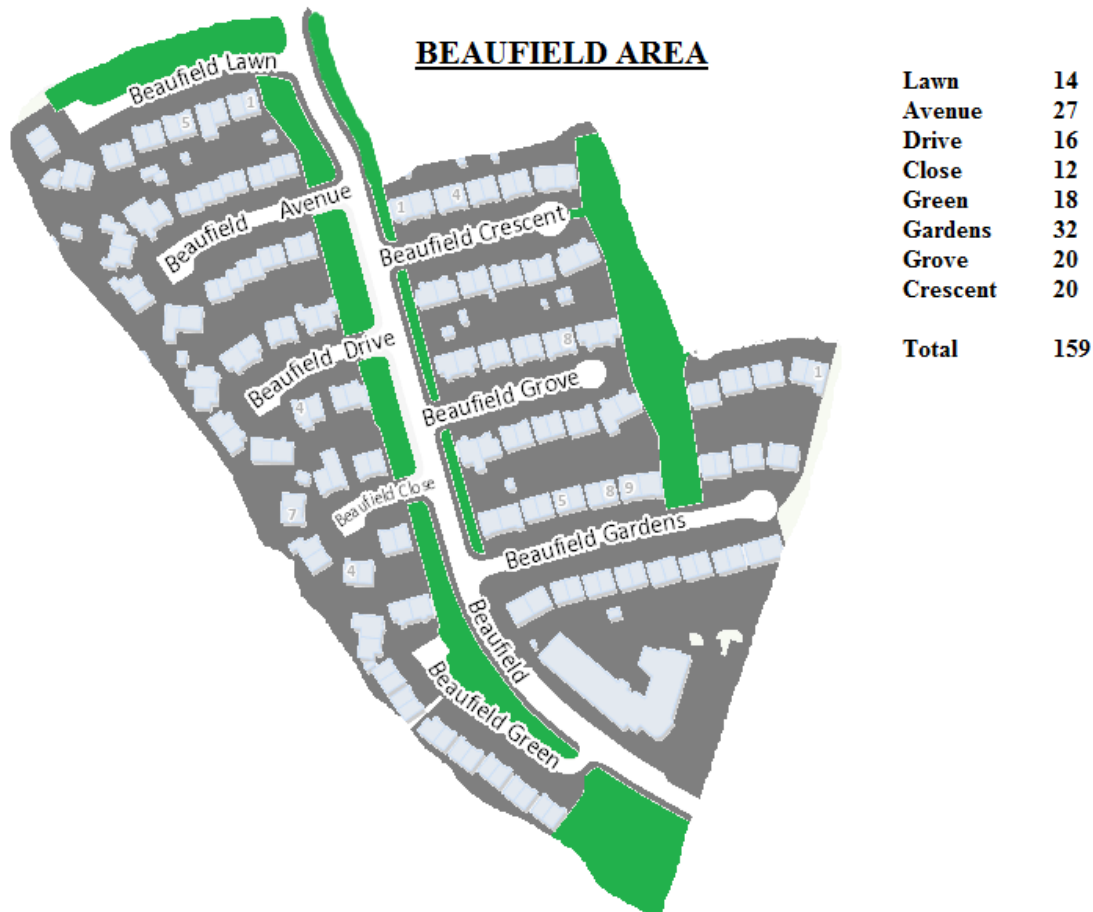


Image 1 – Beaufield Area detailing cul-de-sacs and green space area

BARA is a member of the Kildare Public Participation Network (ref. KEPPN-01384). BARA is overseen by an elected committee of 8 residents whose primary mission is to ensure the maintenance of the green space of the estate (marked in green in image 1). This is done by the annual contracting of a landscaper to cut the grass, the collection of green space maintenance fees from households and the applying for grants where they may be of use in achieving this goal.

A BARA committee member also represents the Association on the Maynooth Community Council which allows the association stay informed of activities which may affect residents in the Maynooth area and also make representations on behalf of residents on matters that may concern them.

Observations

BARA broadly welcomes the proposed cycle scheme at Meadowbrook which proposes to provide a segregated high quality cycle route on Meadowbrook Road, Old Greenfield Road and Beaufield Close which runs through the central core of the Beaufield Estate.

The Association would like to draw attention to one area of confusion that has arisen out of the Part 8 Consultation Document that has been posted on the Kildare County Council Website. The document refers to the 410m road that runs through the estate from Meadowbrook Road to Newtown Road as **Beaufield Close**. To the residents of the Beaufield Estate, Beaufield Close is the smallest cul-de-sac on the estate comprising of 12 houses and not the central thoroughfare which gives access to each of the individual cul-de-sacs in the Beaufield Estate. Therefore, for the rest of this submission the Association will refer to this 410m road as Beaufield Road and not Beaufield Close.

The Association would like to mention that when Beaufield was originally constructed, it was envisioned that the Beaufield Estate would be a cul-de-sac with a single entry point on the Newtown Road. As we know the Beaufield Road now also opens out onto the Meadowbrook Road providing an alternative link road between the Newtown Road and the Meadowbrook Road. As a result, considerably more traffic travels through the estate than was originally planned, effectively making the central thoroughfare of the estate a key artery in the Maynooth traffic network.

The Association would also like the planners to understand that the Beaufield Estate is a single estate comprising of 8 cul-de-sacs off a central thoroughfare rather than as 8 individual estates as referred to in 4.2.2 of the Part 8 Report.

The Association sees the proposed development as an opportunity not only to prioritise both pedestrian and cyclist movements as well as regularise permeability links in the area but also to improve the safety and aesthetic of the general area to the benefit of the residents of Meadowbrook, Beaufield and Old Greenfield along with the wider Maynooth population.

The Association also welcomes the proposed realignment of existing car parking spaces on Beaufield Road. The realignment is greatly needed given the wide radius the shops on the Beaufield Road serve. Parking and the movement of not only vehicular, but also pedestrian and cycle traffic can be extremely dangerous at busy times. The presence of Maynooths' only cycle shop in this complex also raises the importance that this realignment of car parking spaces serves the needs of all modes of transport who use the area.

Requests for Consideration

In considering the proposed cycle scheme the Association would like to highlight three areas in which we would request that the Council pay particular attention and give consideration to the following requests:

1. Speed

The Association would like to point out that while the Beaufield Road provides a vital transport corridor to vehicular traffic in Maynooth, the road itself is mainly intended as an access road for residents to the cul-de-sacs of the Beaufield Estate. While traffic calming measures including speed ramps and signage (Image 2) have been present for many years, the volume and speed of the traffic which transits through the estate is still a concern for the residents, especially those with young children who play on the green spaces either side of Beaufield Road. The Association notes that according to 5.1 of the Part 8 Report, the proposed speed limit for Beaufield Road is 50km/h.



Image 2 – Traffic Calming Signs on Beaufield Road from Meadowbrook Road End

The Association would ask that the Beaufield Road be designated a “Slow Zone” with a 30km/h speed limit and that the traffic calming signs at either entry point of the Beaufield Estate be replaced with the “Slow Zone” signs that are already present in Carton Court and Leinster Street in Maynooth (Image 3). This reduction in the speed limit from 50km/h to 30km/h is also in line with Jake’s Law and is also in line with 3.1.1 of the Part 8 Report which encourages traffic calming and enforcing low traffic speeds in urban areas.



Image 3 – Slow Zone signage at the entrance to Carton Court, Maynooth

This signage would serve to remind motorists that they are travelling through a residential area where not only will pedestrians and cyclists have prioritised crossings but also that children at play may also be in the vicinity.

The above request is also in line with the 2.1 Project Aims and Objectives of the Part 8 Report which is to improve safety for vulnerable road users, including a reduction in vehicle speeds.

The report highlights that based on the traffic survey of the road in September 2021, 85%ile speed of the vehicles was 43km/h which is alarming in a residential area with several speed bumps and a pedestrian crossing.

2. Estate Signage

As mentioned above, when Beaufield was originally constructed, it was planned that the estate would be a cul-de-sac with a single entry point from the Newtown Road. As such all the signage marking the names of the individual cul-de-sacs face towards traffic coming in from the Newtown Road only. While some of these signs are still present, many are damaged, only the stands of some of the signs remain or the signage is missing entirely (images 4 and 5).



Image 4 – Beaufield Avenue Sign facing Newtown Road



Image 5 – Damage Beaufield Close sign stand missing sign facing Newtown Road

Given the location of these old signs, they are most likely going to be needed to be removed to facilitate the provision of the proposed protected cycle track and footways on both sides of the Beaufield Road. To aid the completeness of the works, we are asking that new naming signs be added adjacent to the footpaths at the end of each cul-de-sac. We feel this would unify and complete the works, contribute to the pride of the estate, and remind all users of the road (motorists, cyclists, walkers) that this is a residential area.

This request ties in with 2.2 Design Principles of the Part 8 Report which highlights that the attractiveness of the route and that it should be well maintained with landscaping. Given that the green space landscaping is maintained by the Association it would be viewed as a great sign of good will for the signs to be replaced with something matching the standards of the proposed scheme.

The one exception to this would be the Beaufield Rock which is located at the entrance to the estate on the Newtown Road and is maintained by residents in Beaufield Lawns with floral arrangements present throughout the year (image 6). From the drawings provided as part of the proposed Cycle Scheme we believe that the protected cycle track will start beyond the rocks current location and it will not require being moved.



Image 6 – Beaufield Rock at Newtown Road entrance to Beaufield Road.

Replacing of these signs would do much to improve the aesthetic of the estate not to mention being of great benefit to those trying to conduct business in the estate such as couriers, food delivery drivers or census enumerators. They would also be of great benefit to visitors of residents in the estate who often get confused between the different cul-de-sacs.

3. Trees

The Association notes from the Part 8 Report that a targeted tree survey was undertaken and that the advice of an arboriculturist was sought. We welcome the fact that overall the proposed scheme has a net gain of trees.

Many of the trees along the central road in Beaufield are quite tall and overall there is a 'mature' aesthetic to the road and its surrounds. The Association would request that it be ensured that the new proposed trees to be planted be either of a certain maturity to ensure they have a sufficient chance of survival or where saplings are to be planted, that their growth is monitored for several years until they reach a level of maturity that is enough to ensure their survival.

We want to ensure that the replacement trees are big enough to add to estate rather than being small saplings of just a few years old. The failure rate of young trees can vary and we would like to see the council assist with replacing any trees that do die in the first few years after planting.

Summary

- BARA welcomes the proposed Cycle Scheme
- BARA Requests consideration is taken to recognise the residential nature of Beaufield Road by reducing the proposed speed limit to 30km/h and erecting "Slow Zone" signage as used elsewhere in Maynooth.
- To aid the completeness of the works, BARA are asking that new naming signs for each of the cul-de-sacs be added adjacent to the footpaths at the end of each cul-de-sac.
- BARA ask that any new trees that are planted be mature or supported in a manner that they are likely to thrive with replacement trees planted if any trees die in the first few years after planting.

Gary O'Daly
Treasurer,
Beaufield Area Residents' Association,

museum

National Museum of Ireland
Ard-Mhúsaem na hÉireann

12/04/2022

Our Ref: IA/71/2022



Dear Sir/Madam,

Thank you for your request for observations (16 March) on the proposed Cycle Scheme at Meadowbrook, Maynooth. 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.

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
website: 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
líonra: 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
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FAICS +353 1 676 6116
r-phost: marketing@museum.ie
líonra: www.museum.ie



MAYNOOTH CYCLING CAMPAIGN



Proposed Cycle Scheme at Meadowbrook Planning Reference: P82022.06

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

General

1. Newtown Road, which links Maynooth town centre to Castle Dawson and other residential estates to the south west of Maynooth, is a narrow regional road with inadequate footpaths and no cycle facilities. While it is outside the area of the proposed works, the proposals fail to address traffic management in the wider Meadowbrook-Newtown area which has implications for the junction radii and the road crossings by vulnerable road users. The Council should bring forward plans for area wide traffic management in conjunction with cycle proposals for the Meadowbrook Road and Beaufield Close.
2. 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.
3. The detailed design should take into account revisions to the National Cycle Manual and not just the existing version which is outdated.
4. The cycle track should have a 100mm wide white line marking in a buffer between the cycle track and kerb like the Straffan Road.
5. Reducing the road width and omission of the centre line marking on both roads would be more effective in reducing traffic speed than ramps where drivers brake and then speed up again.

Cross-section

6. The report claims that the cycle scheme is "high quality" but this is objectively untrue as quality is predominantly dependent on width. The cross-sections generally shows 2m wide cycle tracks and 2m wide footpath. The desired standard width of cycle track internationally including Ireland is 2m but the width shown is a sleight of hand as the 2m should be effective width not constructed width. With a kerb on the right hand side of the cycle track, a high quality cycle facility should have a buffer of 0.5m in accordance with the National Cycle Manual. At best, the level of service is category "B" – the third of five. High quality would be category "A" or "A+".

7. The Meadowbrook Road corridor boundary wall to boundary wall is relatively wide and although there are a significant number of trees, there is sufficient width to provide a high quality cycle and walking facility. In the past there was inadequate funding to provide high quality infrastructure but with the government now allocating 10% of transport investment to cycling, this is no longer the case.



8. It is noted that both Beaufield Close and the Meadowbrook Road are 7.3m wide which is excessively wide and which will encourage drivers to speed, notwithstanding the presence of four ramps/raised junctions. There is no logic to reducing them to 6.7m and 6.5m respectively. The width on both roads should be reduced to 6m and the additional space allocated to bring the effective width of cycle track up to a standard effective width of 2m and an adjoining buffer.
9. There is a pinch point at the car park of the Newtown Inn. On drawing DR/0123, the cross section shows a 2m footpath but the plan gives a combined footpath and cycle track dimension of 3.2m. Reducing the road width from 7.3m to 6.0m will give sufficient space to give 2m for a footpath, 2m for a cycle track and a buffer, albeit the buffer on the Newtown Inn side may be less than standard.

Major Junctions

Meadowbrook Road- Meadowbrook Link Road

Meadowbrook Road - Beaufield Close junction

Beaufield Close- Newtown Road

10. The report describes the facility as segregated. However, it is on road at all major junctions without any segregation and with no controlled crossing facilities for pedestrians or cyclists. The Newtown Road is a regional road with traffic levels and a different profile of traffic from local roads. It has been best practice in the Netherlands to provide protected junctions for some 50 years. Dublin City Council has now led the way in proposing protected junctions at a number of locations in the capital to protect vulnerable road users. Kildare County Council should show equal concern for the safety of Maynooth pedestrians and cyclists and provide protected

junctions with crossings (zebra or toucan) at each of the three legs of junctions in question.

Minor Junctions

11. Beaufield Close and

- Beaufield Grove
- Beaufield Drive
- Beaufield Close
- Beaufield Gardens
- Beaufield Green

Meadowbrook Road and

- Meadowbrook Avenue
- Meadowbrook Close
- Cul de sac opp Meadowbrook Lawns
- Southern section of Meadowbrook Road

At minor junctions on the Meadowbrook Road, the cycle facilities are generally at road level ie at the level of the major road. On Beaufield Close, the footpath and cycle track are generally carried through the junction but at the level of footpath/cycle track on the minor road. Both are unsafe practice and should have

- (a) "Entrance kerbs" (inritbanden in Dutch or Zip kerbs) along the main road.
- (b) The turning radii kerbs on footpaths should be omitted and a footpath carried through to clearly show that pedestrian and cyclists on Beaufield Close and Meadowbrook Road have priority over traffic on minor roads.
- (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 should not be repeated.



Entrance kerbs + continuous footpath



Straffan Rd – no kerbs + discontinued footpath

Beaufield Close Only

12. Adjacent to the Newtown Road, the Beaufield Close cycle track starts and finishes on the east side of Beaufield Lawn. There is no valid reason it should not extend as far as the Newtown Road.



13. "Cyclists should not be required to look behind themselves at difficult angles in order to re-enter the carriageway". The triangular wedge shown in red on the plans is unsafe for cyclists merging with motorised traffic.

14. Reducing the width of road to 6m would allow the extra space to be allocated for a buffer on the section of cycle track east of the Newtown Inn



Stratton Rd - no kerbs + discontinued
footpath



Entrance kerbs + continuous footpath

15. Adjacent to the Newtown Road, the Beaulieu Close cycle track starts and finishes on the east side of Beaulieu Lane. There is no valid reason it should not extend as far as the Newtown Road



c/o 6 Griffin Rath Manor
Maynooth
Co. Kildare

5 May 2022

Re: Planning Submission by Maynooth Community Council on behalf of Council Members

Ref: Planning Application Reference P82022.06

Dear Sir or Madam,

Maynooth Community Council is a voluntary group representing Residents' Associations and Voluntary Groups in Maynooth. The Planning and Development Sub-Committee of Maynooth Community Council broadly welcomes the proposed cycle scheme referenced above and supports all measures undertaken to promote and facilitate active travel in our community. We welcome the moves to create and provide greater connectivity between cycle/pedestrian networks in our town thus creating a more sustainable, safe and healthy means of accessing schools, shopping, sporting and leisure facilities within Maynooth. These positive measures will greatly assist and encourage greater use of walking and cycling and a consequent reduction in carbon emitting car usage particularly for shorter car journeys. This will not only benefit our general health and wellbeing but will also help in our efforts to become a more carbon neutral town.

We wish to make the following observations on behalf of our members.

1. We wish to express our disappointment and note that the planning and design does not make provision for the installation of a cycle path continuing on from the short stretch of cycle path already in place on the Newtown Road outside the Castle Dawson estate and linking in to the proposed cycle track which is to commence at the Newtown Road end of Beaufield Road. The stretch of public roadway in this location leading to the Bond Bridge cycle track is extremely dangerous and completely discourages cycling in this area. Parents can not realistically encourage or allow their children cycle to school, sporting or recreational activities on this lethal section of road thus increasing car usage. This area is heavily populated with young families who would appreciate a cycle track scheme that promotes the health, safety and wellbeing of their children.
Drivers travelling on the Rathcoffey Road do not, as a matter of course, observe the 50km/h speed limit and as a rule make no allowances for cyclists. The Newtown Road also leads to the Maynooth Town Football Club and the aim should be to put measures in place that provide for safe passage for vulnerable road users and promote active travel to this sports facility. It makes no sense that this particular issue is not addressed at this planning stage as to delay in to the future will only incur increased costs.

2. It is noted that a large number of trees will be removed on the Meadowbrook Road and into Beaufield Road to accommodate the installation of the cycle way. In addition the wooden fencing on Beaufield Road (opposite the shopping centre) is to be stepped back which will result in the uprooting of what is now a fairly mature native hedgerow. This hedgerow was planted by Maynooth Tidy Towns volunteers and a number of residents from Beaufield Estate as part of the “Trees on the Land” planting programme in 2016.

We would request that all replacement trees are of native species and of good maturity to ensure that the area does not take on the sterile appearance of the cycle/pedestrian paths on Bond Bridge which are totally lacking in character, a character that currently exists on the Meadowbrook and Beaufield Roads with their tree lined green areas and verges. We also request that the hedgerow is reinstated if space permits.

Any disturbance of bulb planting schemes in the green areas leading from the Meadowbrook Road to the Meadowbrook Link Road should be made good with replanting of similar schemes if any bulbs are removed. These bulb planting schemes were planted by Maynooth Tidy Towns Volunteers in autumn 2020.

3. Beaufield Estate is made up of a series of cul-de-sacs which are accessed via the Beaufield Road which splits the Estate. The Beaufield Road is also a feeder road for traffic traversing Maynooth. Traffic volumes can be quite high and speed, despite the presence of traffic calming measures, is a major concern. The greens on either side of the Beaufield Road are used by children on the estate particularly during the summer months. It is noted that the proposed speed limit for Beaufield Road is 50km/h. We support the Beaufield Residents in their request to have this road designated a “Slow Zone” with the appropriate 30km/h signage installed at both ends of the Beaufield Road. This would serve as a reminder to motorists that they are travelling through a residential area and also improve the safety of vulnerable road users which includes cyclists. We also support the residents request to have the cul-de-sac identification signage upgraded as part of the installation of the cycle path through the estate. Many of the signs are damaged or nonexistent which makes road identification impossible.

Overall we welcome this positive development in our town and look forward to seeing further such developments that provide safe, active and sustainable travel routes for all our community to enjoy.

Yours faithfully,

Mary Jennings
Maynooth Community Council

Meadowbrook Cycle Scheme proposed changes from the Maynooth Access Group

1 Introduction

This is a submission for proposed changes from the Maynooth Access Group on the Meadowbrook Cycle Scheme for Maynooth.

Maynooth Access Group's purpose is to promote universal accessibility and inclusivity by sharing information, events and campaigns with the wider community and key stakeholders and by championing the needs of residents of Maynooth and the surrounding areas who have accessibility-related needs and requirements. Maynooth Access Group is part of the County Kildare Access Network, working to make Maynooth inclusive and fully accessible to all.

Maynooth Access Group welcomes the opportunity to make a submission on this proposal. We thank the Kildare County Council, Atkins members of the snc-lavalin group, the NTA for their work on the Cycle Scheme as well as the local residents and Maynooth Access Group members who contributed to this proposal document, with a specific thank you to Grainne Geraghty.

As an access group, there are a number of matters we wish to address in this submission. We make these suggestions in relation to the Meadowbrook Cycle Scheme's stated aims and objectives, with specific attention to; **Safety and Accessibility & Social Inclusion**.^[1] We have attempted to provide a comprehensive and holistic response to the original proposal.

2 Overview & Current circumstances

The Maynooth Access Group wish to propose the inclusion of a **controlled crossing** connecting the Newtown Shops with the Meadowbrook Drive cul de sac.

Presently this area has a strongly established desire path used by many residents currently to access the shops, with road markings and metal fencing already in place.



Fig 1 & 2 Current crossing connecting Newtown Shops with Meadowbrook Drive cul de sac featuring Grainne Geraghty.

The installation of a **controlled crossing** at this point has been a requested addition to the Meadowbrook road by residents of the local area for some time now. This document would like to recognise that a number of **uncontrolled crossings** are planned as part of the Meadowbrook Cycle Scheme [1,2]. It is the assertion of this document however that a **controlled crossing** is required for this particular section of the Meadowbrook road to ensure **Safety, Accessibility & Inclusiveness** as well as to promote access for everyone to the local businesses of the Newtown Shopping area.

A **Puffin Crossing** which detects pedestrians crossing the road and will adjust the crossing time in line with the progression of the pedestrian would in our opinion be the optimum choice for this location. It meets the needs of the vulnerable road user including people with physical, psychological and cognitive disabilities.



Fig 3 Overhead view of Meadowbrook Drive, Meadowbrook Road and the Newtown Shopping area.

3 Safety, Accessibility & Social Inclusion

To begin this section of the document we would like to include the words of a local Meadowbrook Drive resident, Grainne Geraghty, who has a visual impairment.

“Hello

As part of the remodelling of the Meadowbrook road, I would like to request that a safe pedestrian crossing be included in the plan. The Meadowbrook Link Road has become very busy. As a person with no sight, I find it difficult to cross without assistance. When I stand at the current crossing with my white stick unfolded not all cars will stop to allow me to cross and if they do I still feel uncertain about how safe it is for me to proceed.

This crossing should be a minimum of a pedestrian crossing similar to the one at the Newtown shops in Beaufield. The preferred option would be lights with a push-button and an audible bleep similar to the lights close to Kingsbury on the Straffan Road.

*There should be tactile markings going from the edge of the curb right into the wall to enable anyone with a visual impairment to locate the crossing easily.
Thank you.*

Grainne Geraghty”

The inclusion of a **controlled crossing**, with tactile paving and lights to stop both motor vehicles and cyclists would be a significant quality of life boost to residents like Grainne as well as residents who experience reduced mobility due to temporary injury, a physical disability, age-related health issues or even parents with a buggy. The additional safety for local pedestrians and younger residents cannot be overstated, especially with the expected desired increase in cyclists on the road.

4 Type of Crossing

In this section, we will be outlining the reasoning behind the chosen area for a **Puffin crossing** as well as the features for the preferred type of crossing for the area.

Primarily these features focus on three key elements.

- 1) Tactile paving,
- 2) Audible crossing signals,
- 3) Lighting for both cyclists and drivers.

The type of crossing best practices, as well as the reasoning behind how to identify its location, have been obtained from the Voice of vision Impairment [3] website. Voice of Vision Impairment (**VVI**) is an all-Ireland organisation which exists to campaign for the needs and rights of people with disabilities, with particular expertise in the perspective of those who are blind and partially sighted.

The reasoning behind the specified location for the **controlled crossing** can be found in section 10.2 of **VVI's** guide.

They assert that ...*"Officially designated controlled crossings should be instated at all pedestrian desire lines, including:*

- a). *at junctions which are prone to have heavy traffic (even if only at certain times of the day);*
- b). *at points where pedestrians would reasonably be expected to be able to cross and there is no alternative (either at all or close by);*
- c). *where roads need to be crossed to access particular public areas (e.g., shopping centres, libraries, parks, etc.)."* The proposed crossing services a shopping centre which comprises a supermarket, a hairdresser, a cycle shop, off-licence, dry cleaners, a public house, a restaurant and a take away. The adjacent car park also serves as a depot for buses.

As established in section 2 **Overview & Current circumstances**, this location has an established desire path for residents, is located close to a shopping area and it will be having increased traffic once the proposed development has been completed.

The **VVI** also highlights the need for a **controlled crossing** in section 10.3 for areas that are *"where buses or coaches access and egress depots, designated stations, or informal parking bays,..."*[3].

According to the **VVI** *"The importance of signalized crossings increases with the advent and wholesale transition to electric vehicles, which can be impossible to hear, especially with other urban ambient noise."* [3]

This noise concern is especially relevant to this development scheme as it will be increasing the number of cyclists using Meadowbrook road which will increase the risk factor to crossing for visually impaired pedestrians.

It is worth noting that cyclists do represent a significant risk to visually impaired pedestrians if the infrastructure is not adequately planned out. Toucan crossings are called out specifically by both the **VVI** and **Transport Infrastructure Ireland**.

"Toucan crossings invite danger on the vulnerable pedestrian, and so should not be used (see National Cycle Manual 1.9). Cyclists dismounting for a few seconds is a low price to pay for general safety." [3]

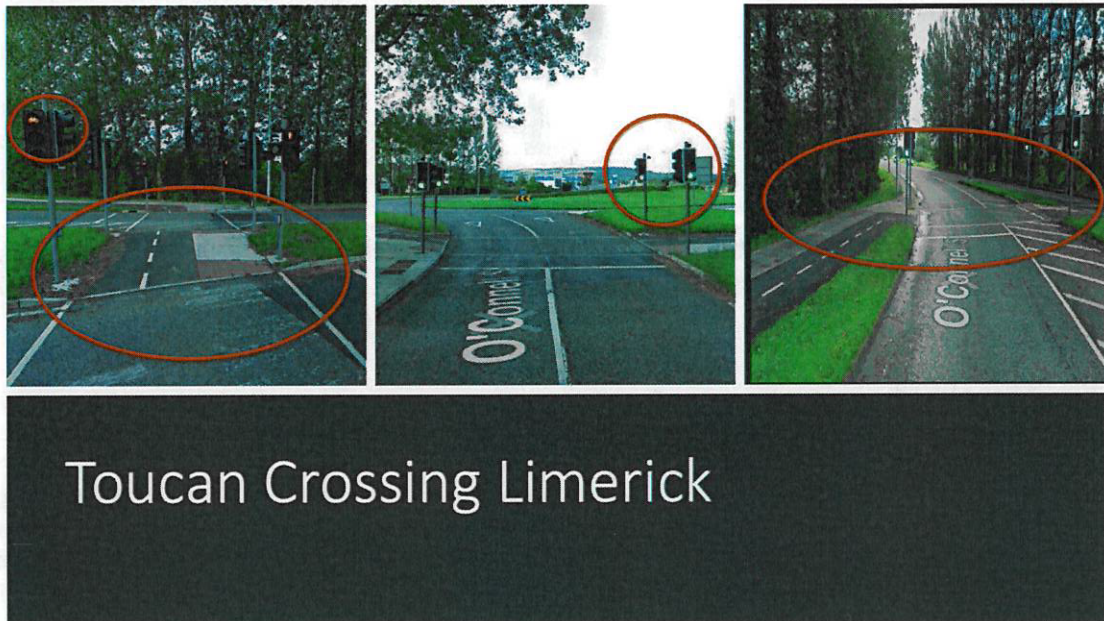


Fig 4 Example of Toucan Crossing [4]

Conclusion

The Meadowbrook Cycle Scheme has an amazing opportunity to help elevate the accessibility infrastructure and improve the quality of life for all residents in the area with only a minor alteration to the current development plan.

We encourage strong consideration for this proposed change for the inclusion of a **controlled Puffin Crossing** with parabolic audio signals and a detection system that will detect a pedestrian over the length of crossing.

References

- 1) Proposed Cycle Scheme Meadowbrook Maynooth Report
<https://kildarecoco.ie/AllServices/Planning/Part8Schemes/RoadsandTransportation/ProposedCycleSchemeatMeadowbrookMaynooth-RefP8202206/5208212DG0051%20rev%202%20%20Part8Report.pdf>
- 2) Proposed Cycle Scheme Meadowbrook Maynooth Drawings
<https://kildarecoco.ie/AllServices/Planning/Part8Schemes/RoadsandTransportation/ProposedCycleSchemeatMeadowbrookMaynooth-RefP8202206/General%20Arrangement%20Drawings.pdf>
- 3) Voice of vision Impairment: Pedestrian Crossings (Continued Protection and Guidance)
<https://vvi.ie/mapp/pedestrian-crossings/>
- 4) [https://www.tii.ie/tii-library/conferences and seminars/TII road safety audit seminar/2021/TII-Webinar-No-3-PD-23-June-2021.pdf](https://www.tii.ie/tii-library/conferences%20and%20seminars/TII%20road%20safety%20audit%20seminar/2021/TII-Webinar-No-3-PD-23-June-2021.pdf)

APPENDIX B
APPROPRIATE ASSESSMENT and EIAR SCREENING DETERMINATION

COMHAIRLE CONTAE CHILL DARA

KILDARE COUNTY COUNCIL

Record of Executive Business and Chief Executive's Orders

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

Meadowbrook Cycle Scheme

Appropriate Assessment (AA) Screening Determination

Pursuant to the requirements of the above, Kildare County Council is proposing to construct a cycle scheme at Meadowbrook Road and Beaufield Close, Maynooth, Co. Kildare. The Scheme, known as the 'Meadowbrook Cycle Scheme', shall consist of the following:

Meadowbrook Road

The construction along Meadowbrook Road will involve the installation of northbound and southbound to standard Raised Cycle Lanes / Tracks (as per National Cycle Manual (NCM) 4.3.2/4.3.4), parallel to the carriageway, with parallel to-standard footpaths; with sections of realigned footpath to reduce the impact on trees insofar as possible.

Beaufield Close

The construction along Beaufield Close will consist of northbound and southbound cycle tracks behind verges, parallel to the carriageway with generally parallel footpaths, with sections of realigned footpath to reduce the impact on trees where possible, while providing a facility along the route which is in accordance with current standards

A detailed description of the proposed development has been provided in the Section 1.1 of the Appropriate Assessment Screening Report prepared by Atkins with full drawings and details provided in the Part 8 file.

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

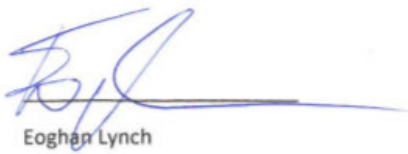
Key points in the determination

- The potential for impacts has been assessed using the source – pathway – effect model.
- One Special Area of Conservation – the Rye Water Valley/Carton SAC Site Code:001398 is approximately 2km from the site and it occurs within the potential zone of influence of the proposed development.
- The proposed route alignment does not intersect the Rye Water Valley/Carton SAC. The alignment of the proposed route does not encroach into any of the qualifying interest habitats associated with the SAC nor does it encroach on habitats that would be utilised by the Narrow mouthed Whorl Snail and the Desmoulin's Whorl Snail. As such there will be no direct impacts, such as loss of SAC habitat, as a result of the construction of the project on the qualifying interest habitats and species of the SAC.
- Surface water drainage from the hard-standing areas of the route will utilise existing or new gullies and existing or new road drainage networks where appropriate. The alignment of the route is along existing roadways and footpaths and as such significant impacts on surface water drainage flows are not anticipated from the construction of the route. Some areas of

the grass verge will need to be removed to facilitate the new footpath on the Meadowbrook Road and Beaufield Close. The excavations of the grass verges may provide a pathway for entry of soil, silt or sediment to the stream. However, given the nature and scale of the proposed scheme, significant effects upon the water quality of the Taghadoe stream – a tributary of the SAC – are not considered likely.

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

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



Eoghan Lynch

Senior Executive Planner


Emer Uí Fhátharta
Senior Planner

March 21st 2022

21st March 2022

ORDER: That Kildare County Council as the Competent Authority, having considered the AA Screening Report prepared by Atkins, makes a determination that a Stage 2: Appropriate Assessment will not be required to inform the Meadowbrook Cycle Scheme project, either alone or in combination with other plans or projects, with respect to any Natura 2000 sites and their Conservation Objectives.

21/3/2022 | 3:41 PM GMT

Date: _____



Chief Executive

COMHAIRLE CONTAE CHILL DARA

KILDARE COUNTY COUNCIL

Record of Executive Business and Chief Executive's Orders

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

Meadowbrook Cycle Scheme

Environmental Impact Assessment (EIA) Screening Determination

Pursuant to the requirements of the above, Kildare County Council is proposing to construct the following a cycle scheme at Meadowbrook Road and Beaufield Close, Maynooth, Co. Kildare. The Scheme, known as the 'Meadowbrook Cycle Scheme', shall consist of the following:

Meadowbrook Road

The construction along Meadowbrook Road will involve the installation of northbound and southbound to standard Raised Cycle Lanes / Tracks (as per National Cycle Manual (NCM) 4.3.2/4.3.4), parallel to the carriageway, with parallel to-standard footpaths; with sections of realigned footpath to reduce the impact on trees insofar as possible.

Beaufield Close

The construction along Beaufield Close will consist of northbound and southbound cycle tracks behind verges, parallel to the carriageway with generally parallel footpaths, with sections of realigned footpath to reduce the impact on trees where possible, while providing a facility along the route which is in accordance with current standards

A detailed description of the proposed development has been provided in the Section 3.2.1 of the Environmental Impact Screening Report prepared by Atkins with full drawings and details provided in the Part 8 file.

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in: "*Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development*" (published by the Department of Environment, Heritage and Local Government in 2003); "*Environmental Impact - Assessment of Projects - Guidance on Screening*" (published by the European Commission in 2017); "*Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*" (published by the Department of Housing, Planning and Local Government in 2018); and on the basis of the objective information provided in the "*Meadowbrook Cycle Scheme Environmental Impact Assessment Screening Report*" (the Screening Report) prepared by Atkins, Kildare County Council, as the Competent Authority, determines that the Meadowbrook Cycle Scheme, individually, and in combination with other plans and projects, does not require and Environmental Impact Assessment.

It is considered that the Screening Report has been carried out giving full consideration to the EIA Directive and in particular to Annex I, II and III of that Directive, which set out requirements for mandatory and sub-threshold EIA.

As the proposed Meadowbrook Cycle Scheme is sub-threshold, it has, therefore, been assessed on a case-by-case basis in accordance with the criteria for determining whether or not a development would or would not be likely to have significant effects on the environment as outlined within Annex III of the EIA Directive.

It is further considered that the Screening Report contains a fair and reasonable assessment of the likelihood of significant effects of the proposed project on the environment, having regard to the foregoing and in particular:

- The size and design of the whole project;
- Cumulation with other existing and/or proposed projects;
- The use of natural resources, in particular land, soil, water and biodiversity;
- The production of waste;
- Pollution and nuisance;
- The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and
- The risk to human health (for example due to water contamination or air pollution).

Section 3 of the report provides a reasonable description and assessment of the types and characteristics of the potential impacts of the proposed development.

It is considered that the environmental effects arising from the proposed project will generally be localised, minor in nature and occur principally during the construction phase. I concur with the conclusion and recommendation of the screening report that the proposed development is not likely to have significant adverse impacts to the receiving environment and does not require an Environmental Impact Assessment Report to be prepared or an Environmental Impact Assessment to be conducted.



Eoghan Lynch
Senior Executive Planner



Emer Uí Fhátharta
Senior Planner

March 21st 2022

21st March 2022

ORDER: That Kildare County Council as the Competent Authority having considered the EIA Screening Report prepared by Atkins, hereby makes a determination that the proposed Meadowbrook Cycle Scheme would not be likely to have significant effects on the environment and that the proposed project does not require an Environmental Impact Assessment.

21/3/2022 | 3:41 PM GMT

Date: _____



Chief Executive