

Response to Kildare County Council Further Information Request (Plg. Reg. Ref. No. 26/60248)

Phase 2 of Proposed Residential Development at Southgreen, Co. Kildare

June 2026

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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
No. 1	16 June '26	P. Ingle	I. Worrell	

Comments

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We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

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Content

1. Introduction 1

2. Kildare County Council RFI & Engineering Responses 2

2.1 Item 1(a): The Greenway 2

2.2 Item 3: Alignment of Internal Roads 2

2.3 Item 6: Cycle track on South Green Road 4

2.4 Item 7: Traffic and Transport Impact Assessment 4

2.5 Items 8 (a) and (b): Landscaping 4

2.6 Item 11(b): Taking in Charge 5

APPENDICES 6

A. Civil Engineering Drawings 7

1. Introduction

This report has been prepared by Waterman Moylan Engineering Consultants on behalf of Pousterle Limited in support of a planning application submitted to Kildare County Council for a proposed residential development at Southgreen, County Kildare (Planning Reference: 26/60248).

A request for further information (RFI) in respect of the proposed Large-scale Residential Development (LRD) at Southgreen, Co. Kildare was issued by Kildare County Council on 30 April 2026.

The civil engineering–related matters raised within the RFI document are identified and summarised in this report. A response to each civil engineering design issue is also provided herein.

2. Kildare County Council RFI & Engineering Responses

The relevant engineering requests for further information, in line with the original order of the document, are outlined below.

2.1 Item 1(a): The Greenway

To address concerns raised by the Planning Authority in its Opinion Report of 12/09/2025 regarding prematurity of the proposed development pending the upgrade of bridge infrastructure in Kildare Town, and to accommodate the scale of development proposed, the Applicant is required to deliver a comprehensive range of active travel measures as part of this proposed development. In this regard, the Applicant is requested to re-examine the pedestrian/cyclist greenway on the northern boundary of the subject site and submit revised plans and particulars whereby the link is integrated into the residential scheme in a meaningful way and overlooked by dwellings in order to:

(a) Align with PERM 5 in Table 7-1 and Map 7.1 and Cycle 7 in Table 7-2 and Map 7.2 in the Kildare Town Local Area Plan 2023-2029. The Applicant is invited to liaise with the neighbouring developer (Oak Church Avenue) to identify a mutually beneficial filtered permeability link for walking and cycling, to align with the Kildare County Council Permeability Guidelines. Consideration should be given to continuity of footpaths, speed reduction, passive surveillance and lighting.

Response:

The delivery of this greenway aligns with the objectives of Kildare County Council document, “Permeability Guidelines Reconnecting our Communities” specifically the objectives of connecting new development to existing neighbourhoods and ensuring new developments connect to future developments to ensure that all new development supports the concept of the 10-minute neighbourhood and therefore improves quality of life for the residents of towns, villages and neighbourhoods within Kildare.

The remainder of this Further Information item is addressed by others under separate cover.

2.2 Item 3: Alignment of Internal Roads

The Applicant is requested to re-examine the alignment of the long internal stretches of roadway running north-south through the development in order to align with the requirements of the Design Manual for Urban Roads and Streets (DMURS). The straight sections of road, particularly on the main distributor, will increase the need for ramps in the proposed development. The Applicant should note one of the purposes of the DMURS strategy is to provide alternatives to placing ramps in new housing estates and this problem should be avoided in a realigned or reconfigured access arrangement.

Response:

An updated DMURS document has been completed as part of this application, please refer to Waterman Moylan Document *25-003r.006 DMURS Report* for details. The DMURS document sets out to specific design features that have been incorporated within the proposed residential scheme with the intention of delivering a design that is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS). In particular, the alignment of the long internal site roadway running north-south through the development has been re-examined in response to the Further Information request. The road geometry has been revised to incorporate increased horizontal curvature, including a centreline radii of approximately 20 metres, resulting in a less linear road alignment. These amendments will assist in reducing vehicle speeds along this section of roadway and contribute toward a more self-regulating street environment in accordance with DMURS principles.

Two raised tables are proposed along this north-south route to support speed management and pedestrian priority within the development. It is considered that the revised road alignment, together with the proposed raised tables, provides an appropriate and balanced approach to traffic calming in accordance with DMURS principles.

The proposed raised tables also function as traffic calming measures for the two access roads linking into the main north-south internal road, as both western access roads tie into the north-south road via these raised table junctions.

The northern access via South Green Road is designed with an approximately 80 m long road segment prior to reaching the proposed northern raised table. The northern arm of the raised table junction has a length of approximately 60 m to the centreline of the raised table, at which point the alignment of the north-south road transitions into the revised horizontal curvature.

Similarly, the southern access via South Green Road is designed with an approximately 75 m long road segment prior to reaching the proposed southern raised table. The northern arm of the raised table junction has a length of approximately 60 m to the centreline of the raised table, at which point the alignment of the north-south road incorporates horizontal deflection curving the roadway toward the south.

Notwithstanding the above, should Kildare County Council consider the junctions acceptable without the inclusion of the raised tables, these elements can be omitted from the final design without comprising the overall speed reduction measures given the new, upgraded road alignment.

Refer to the Waterman Moylan Drawing No. *SOU-WMC-PH2-XX-DR-C-P0110 - Proposed Road Levels and Kerbing Layout* for further details of the updated road proposals.

A comparison of the central spine road layout, as submitted under the planning application and as subsequently updated, is provided below. Side-by-side images have been included to clearly illustrate the proposed revisions.



Planning Site Layout (source: Architect Layout)



Request for Further Information Site Layout

2.3 Item 6: Cycle track on South Green Road

The Applicant is requested to confirm and identify how the unidirectional cycle track and footpath will be delivered on both sides of the South Green Road as part of the proposed development. The Applicant is requested to note that the promotion of active travel and connecting cycle and footpaths is essential to address the modal shift and mitigate against the bridge crossing infrastructure deficiency.

Response:

The lands on either side of the northern section of the roadway are within the applicant's control. The central section abuts a private house over a short section on the western side of the roadway, and the verge has been removed in this section in order to ensure the road upgrade works can be delivered. The proposed road upgrade works are wholly contained within the existing road reservation in this area. The new roadway is partially located on the existing roadway and is generally widened into the subject lands to the east. The proposed cycle track on the western side of the upgraded South Green Road is generally located on the western carriageway of the existing road edge with the footpath constructed on the existing road verge. On the southern section of the road upgrade works, again the widening works are undertaken within the proposed development lands and the works to the west within the existing road reservation.

Refer to the Waterman Moylan Drawing No. *SOU-WMC-PH2-XX-DR-C-P0114 - Land Ownership Boundaries Along South Green Road* for further details on the proposed cycle track arrangements along South Green Road.

2.4 Item 7: Traffic and Transport Impact Assessment

The Applicant is requested to revise the Traffic and Transport Impact Assessment to use a trip rate departure of 1 for the morning peak.

Response:

The Traffic and Transport Assessment (TTA) undertaken by Waterman Moylan has been updated to use a trip rate departure of 1 for the morning peak. Refer to the updated TTA submitted as part of this application, under a separate cover, for full details of the assessment.

2.5 Items 8 (a) and (b): Landscaping

The Applicant is requested to provide clarification is relation to the existing Attenuation area along the Southgreen Road.

(a) Who is currently maintaining the area?

(b) What are the current water levels within the basin?

(c) Whether the existing fence can be removed so that the attenuation area may be incorporate into the landscape scheme in a more appropriate and integrated manner.

The Applicant is requested to confirm that the proposed surface water management proposals throughout the subject site align with Kildare County Council's Sustainable Urban Drainage Guidelines.

Response:

(a) The area has been transferred to Kildare County Council as part of the East West Inner Link Road project.

(b) Current water levels in the attenuation area are zero. We understand that the attenuation system in this area is a below ground stormtech type system with no requirement for above ground storage. The system is designed as a soakaway (with storage for excess volumes above infiltration capacity) as there is no watercourse in the area and permeable soils (gravels) are located in the area.

(c) There are no specific requirements to fence off the area as all systems are below ground. The applicant advises that there is no known reason why Kildare County Council could not remove the existing timber chain-link permitter fence surrounding the attenuation area within this area, and submit that the area will now function as a low maintenance biodiversity area. The previous proposed new hedge adjoining South Green Road has been removed to facilitate passive supervision of this area.

2.6 Item 11(b): Taking in Charge

(b) The Applicant must confirm that road drainage will not discharge into tree pits in private areas, as this affects the local authority's ability to maintain the road after it is Taken in Charge.

Response:

(b) The Applicant confirms that no road drainage runoff will discharge to the tree pits located within private areas. No gully connections, dropped kerbs, or similar drainage provisions will be incorporated to facilitate the conveyance of runoff from the public road network to these tree pits. The private-area tree pits will be designed to receive runoff solely from the associated private hardstanding areas.

The remainder of this Further Information item is addressed by others under separate cover.

APPENDICES

A. Civil Engineering Drawings

SOU-WMC-PH2-XX-DR-C-P0110 - Proposed Road Levels and Kerbing Layout

SOU-WMC-PH2-XX-DR-C-P0114 - Land Ownership Boundaries Along South Green Rd

NOTES:

1. DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.

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LEGEND:

- SITE BOUNDARY
- FFL xx.xxx — PROPOSED FINISHED FLOOR LEVEL
- 92.166 — PROPOSED ROAD LEVEL
- 1:150 — PROPOSED ROAD GRADIENT
- 92.82 — EXISTING TOPOGRAPHICAL SPOT LEVEL
- PROPOSED WOONERF (HOMEZONE) STREETS TO THE LANDSCAPE ARCHITECT'S SPECIFICATIONS

REFER TO DRAWING
SOU-WMC-PH2-XX-DR-C-P0112 – TYPICAL ROAD CONSTRUCTION DETAILS

- PROPOSED 125mm KERB LINE (DETAIL 1)
- PROPOSED 25mm KERB LINE (DETAIL 2)
- PROPOSED DROP KERB LINE (DETAIL 3)
- PROPOSED FLUSH KERB LINE (DETAIL 4)
- PROPOSED 100mm SHOW KERB LINE (DETAIL 5)
- PROPOSED 125/0mm DROP KERB LINE AT SWALES (DETAIL 6)
- PROPOSED 60mm KERB FACE AT CYCLETRACK (DETAIL 7)
- PROPOSED DRAINAGE CHANNEL KERB (DETAIL 8)

OUTLINE OF ENTRANCE TO EXISTING ESB SUBSTATION

Electricity Station

INSET A

1:500 0 10m 20m 30m 40m 50m
1:1 0 10 20 30 40 50 60 70 80 90 100

Rev	Date	Description	By	Chk
P04	15/06/2026	ISSUE FOR FURTHER INFORMATION REQUEST	IG	IW
P03	02/03/2026	ISSUE FOR PLANNING	IG	IW
P02	26/01/2026	ISSUE TO QUALITY AUDITOR	IG	IW
P01	11/07/2025	ISSUED FOR STAGE 2A PLANNING	IG	IW

Amendments

Project
SOUTHGREEN PHASE 2, KILDARE TOWN, Co. KILDARE

Title
PROPOSED ROAD LEVELS AND KERBING LAYOUT

Client
POUSTERLE LIMITED

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Status
PLANNING FURTHER INFORMATION

Designed By	Approved	Waterman Ref
PI	IW	25-003
Drawn By	Date	Scales @ A1
IG	JULY 2025	1:500

Project - Originator - Volume - Level - Type - Role - Number: SOU - WMC - PH2 - XX - DR - C - P0110
Revision: P04

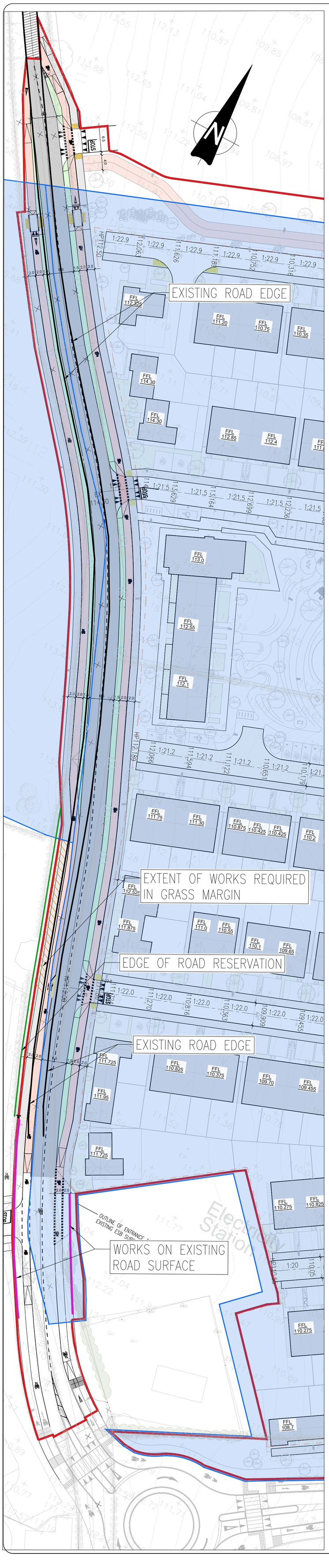
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Date: Jun 15, 2026 - 3:29pm

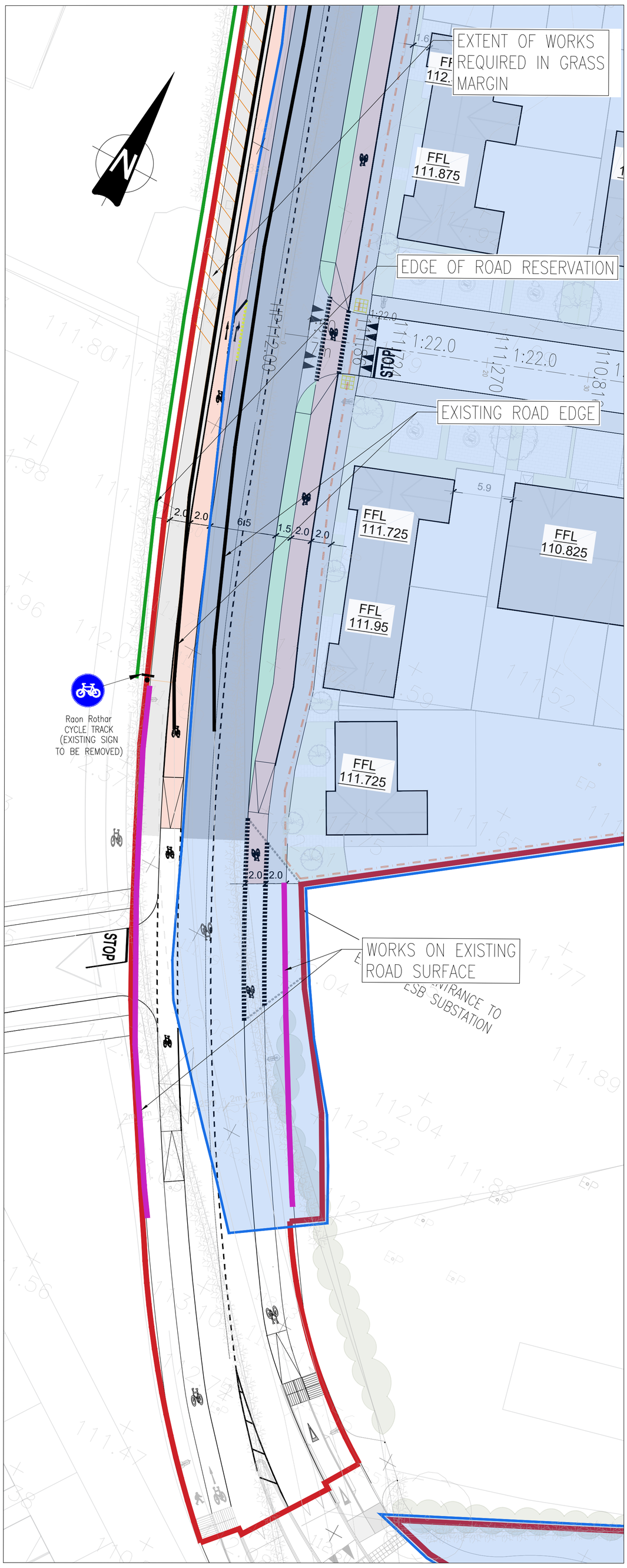
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SOUTHERN SECTION
SCALE 1:250

LEGEND:

- SITE BOUNDARY
- LAND OWNERSHIP BOUNDARY
- EXISTING ROAD EDGE
- EDGE OF ROAD RESERVATION
- WORKS ON EXISTING ROAD SURFACE
- WORKS WITHIN CLIENT OWNERSHIP
- EXTENT OF WORKS REQUIRED IN GRASS MARGIN

1:250 0 5m 10m 15m 20m 25m
1:1 0 10 20 30 40 50 60 70 80 90 100
1:500 0 10m 20m 30m 40m 50m
1:1 0 10 20 30 40 50 60 70 80 90 100

Rev	Date	Description	By	Chk
P01	15/06/2026	ISSUE FOR FURTHER INFORMATION REQUEST	IG	IW

Amendments

Project
SOUTHGREEN PHASE 2, KILDARE TOWN, Co. KILDARE

Title
LAND OWNERSHIP BOUNDARIES ALONG SOUTH GREEN ROAD

Client
POUSTERLE LIMITED

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Status: PLANNING

Designed By	Approved	Waterman Ref
PI	IW	25-003
Drawn By	Date	Scales @ A1
IG	JUNE 2026	AS SHOWN

Project - Originator - Volume - Level - Type - Role - Number	Revision
SOU - WMC - PH2 - XX - DR - C - P0114	P01

Drawing Location: N:\Projects\25\25-003 South Green Phase 2 Site O\Drawings\Waterman Moylan\Civil\Planning\Autocad Drawings\SOU-WMC-PH2-XX-DR-C-P0114 - Land Ownership Boundaries Along South Green Rd..dwg
Date: Jun 15, 2026 - 3:39pm

UK and Ireland Office Locations

