

Preliminary Engineering Assessment Report

Proposed Naas Library - Part 8 Planning Application, Naas, Co.
Kildare

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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2008, BS EN ISO 14001: 2004 and BS OHSAS 18001:2007)

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Comments

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A. Drawings

17-125-P100 Site Location

17-125-P101 Proposed Watermain and Road Layout

17-125-P102 Proposed Drainage Layout

1. Introduction

1.1 Site Location

The subject site is located at the former Naas Town Hall in Naas, Co. Kildare. The subject site is bounded by existing commercial developments to the north, south, east and west.

The exact site location is shown on Waterman Moylan drawing No. 17-125-P100.

1.2 Site Description

The site area is approximately 0.2 hectares. The site contains the former Naas Town Hall with an existing car-park located at the rear. The site can be accessed by pedestrians off the North Main Street with vehicle access to the car-park off Abbey Street. The site contains existing services as part of the former Naas Town Hall.

1.3 Background of Report and Summary

This report investigates the availability of existing engineering infrastructure that would be required to facilitate the re-development of the subject site. It details the options available for the disposal of storm water, disposal of foul water, water supply and road access from the developed site.

2. Surface Water Drainage

2.1 General

There are existing surface water drains located on the site. It is proposed that any existing drainage within the rear car-park and below the building extension footprint is decommissioned and removed as part of the works. It is proposed that the front of the building facing onto the North Main Street will drain as per the current scenario.

It is proposed to drain surface water runoff from the building extension and the re-developed rear car-park area via new 150 mm surface water drains. These drains will discharge to the existing surface water sewer Moat Lane to the north of the site.

It is proposed to implement a permeable pavement system in the car-parking area as a Sustainable Urban Drainage System (SUDS) to improve the quality and reduce the rate of surface water discharged from the proposed development. The car-parking and market area will be graded so that the majority of this hardstanding area drains via the permeable paving. Soakaway tests carried out as part of the Site Investigation works on the site have shown the underlying gravels have high permeability with an infiltration rate of 0.3 m/s. Therefore, an infiltration type permeable pavement system with a high level overflow is proposed. This will provide a degree of interception storage and will encourage surface water runoff, particularly the first 5mm of rainfall, to infiltrate to ground.

Waterman Moylan drawing No. 17-125-P102 included as part of the proposed submission shows the surface water drainage network for the subject site.

3. Foul Water Drainage

3.1 General

The subject site currently drains via gravity and outfalls at several locations to the existing combined sewers surrounding the site on Town Hall Lane and Moat Lane. It is proposed that the existing connections will be maintained where possible. New foul drainage inspection chambers and connections to the public combined sewer will be provided as required to serve the revised layout of the building.

Waterman Moylan drawing No. 17-125-P102 shows the foul sewer network within the subject site.

4. Water Supply

4.1 Water Supply – General

There is an existing 150 mm uPVC watermain on the North Main Street and Moat Lane adjacent the subject site. It is proposed to provide potable water to the development via a connection to this watermain.

Waterman Moylan drawing No. 17-125-P101 shows the proposed watermain layout.

5. Transport

5.1 Site Access

It is proposed to provide vehicle access to the site via the existing rear car-park entrance on Abbey Street. 8 No. car-parking spaces will be provided as part of the re-development.

Waterman Moylan drawing No. 17-125-P101 shows the car-parking layout and access location.

APPENDICES

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UK and Ireland Office Locations

