

# Chief Executives Report on Submissions/Observations Received to the Proposed Material Alterations of the Draft Maynooth and Environs Joint Local Area Plan 2025 - 2031

10 January 2025



Comhairle Contae Chill Dara  
Kildare County Council



comhairle chontae na mí  
meath county council

Aerial photography on coverpage is courtesy of James McDermott, Maynooth. All other images, maps and illustrations are in the ownership of Kildare County Council and Meath County Council unless otherwise stated.



**Kildare County Council,**  
Planning Department,  
Áras Chill Dara,  
Devoy Park, Naas,  
County Kildare, W91 X77F



**comhairle chontae na mí**  
*meath county council*

**Meath County Council,**  
Planning Department  
Buvinda House,  
Dublin Road, Navan,  
County Meath, C15 Y291

## Table of Contents

<b>1</b>	<b>Introduction and Background to the Chief Executives Report.....</b>	<b>1</b>
<b>2</b>	<b>List of Persons/Bodies Who Made Submissions or Observations.....</b>	<b>5</b>
<b>3</b>	<b>Submission from the Office of the Planning Regulator .....</b>	<b>12</b>
	<b>3.1 Office of the Planning Regulator (Submission No. 167) .....</b>	<b>12</b>
<b>4</b>	<b>Submission from Prescribed Authorities and Public Bodies .....</b>	<b>25</b>
	<b>4.1 Transport Infrastructure Ireland (Submission No. 014).....</b>	<b>25</b>
	<b>4.2 Environmental Protection Agency (Submission No. 015) .....</b>	<b>29</b>
	<b>4.3 Uisce Éireann (Submission No. 021).....</b>	<b>30</b>
	<b>4.4 National Transport Authority (Submission No. 062) .....</b>	<b>31</b>
	<b>4.5 Department of Education (Submission No. 079).....</b>	<b>35</b>
	<b>4.6 Office of Public Works (Submission No. 087).....</b>	<b>38</b>
<b>5</b>	<b>Submissions Themed by Chapter and Proposed Material Alteration .....</b>	<b>42</b>
	<b>Chapter 1: Introduction and Context .....</b>	<b>42</b>
	Proposed Material Alteration No. 1.....	42
	<b>Chapter 2: Spatial Planning Context and Vision .....</b>	<b>42</b>
	Proposed Material Alteration No. 2.....	42
	<b>Chapter 3: Compliance with the Core Strategies .....</b>	<b>43</b>
	Proposed Material Alteration No. 3.....	43
	Proposed Material Alteration No. 4.....	43
	Proposed Material Alteration No. 5.....	45
	Proposed Material Alteration No. 6.....	46
	<b>Chapter 4: Place Quality in a Low Carbon Town.....</b>	<b>47</b>
	Proposed Material Alteration No. 7.....	47
	Proposed Material Alteration No. 8.....	47
	Proposed Material Alteration No. 9.....	48
	<b>Chapter 5: Homes and Communities .....</b>	<b>49</b>
	Proposed Material Alterations No. 10, No. 11 and No. 12 .....	49
	Proposed Material Alteration No. 13.....	49
	Proposed Material Alteration No. 14.....	49
	Proposed Material Alteration No. 15.....	50
	Proposed Material Alteration No. 16.....	50
	Proposed Material Alteration No. 17.....	50
	Proposed Material Alteration No. 18.....	51

Proposed Material Alteration No. 19.....	51
Proposed Material Alteration No. 20.....	51
Proposed Material Alteration No. 21.....	52
<b>Chapter 6: Economic Development .....</b>	<b>52</b>
Proposed Material Alterations No. 22, No. 23 and No. 24 .....	52
Proposed Material Alteration No. 25.....	52
Proposed Material Alteration No. 26.....	53
Proposed Material Alteration No. 27.....	53
Proposed Material Alteration No. 28.....	54
Proposed Material Alteration No. 29.....	54
Proposed Material Alteration No. 30.....	55
<b>Chapter 7: Movement and Active Travel .....</b>	<b>55</b>
Proposed Material Alteration No. 31.....	55
Proposed Material Alteration No. 32.....	55
Proposed Material Alteration No. 33.....	57
Proposed Material Alteration No. 34.....	60
Proposed Material Alteration No. 35.....	60
Proposed Material Alteration No. 36.....	61
Proposed Material Alteration No. 37.....	61
Proposed Material Alteration No. 38.....	63
Proposed Material Alteration No. 39.....	63
Proposed Material Alterations No. 40, No. 41, No. 42 and No. 43 .....	69
Proposed Material Alteration No. 44.....	69
Proposed Material Alteration No. 45.....	70
Proposed Material Alteration No. 46.....	70
Proposed Material Alteration No. 47.....	70
Proposed Material Alterations No. 48 and No. 49 .....	71
Proposed Material Alteration No. 50.....	71
Proposed Material Alteration No. 51.....	72
Proposed Material Alteration No. 52.....	73
<b>Chapter 8: Built Heritage and Archaeology .....</b>	<b>73</b>
Proposed Material Alteration No. 53, No. 54 and No. 55 .....	73
<b>Chapter 9: Green and Blue Infrastructure .....</b>	<b>74</b>
<b>Chapter 10: Infrastructure and Environmental Services .....</b>	<b>74</b>

Proposed Material Alteration No. 56.....	74
Proposed Material Alteration No. 57.....	76
Proposed Material Alterations No. 58 and No. 59 .....	77
<b>Chapter 11: Implementation .....</b>	<b>77</b>
Proposed Material Alterations No. 60, No. 61 and No. 62.....	77
Proposed Material Alteration No. 63.....	77
Proposed Material Alteration No. 64.....	78
Proposed Material Alteration No. 65.....	81
Proposed Material Alteration No. 66.....	81
Proposed Material Alteration No. 67.....	84
Proposed Material Alterations No. 68, No. 69, No. 70, No. 71 and No. 72.....	89
Proposed Material Alteration No. 73.....	90
Proposed Material Alterations No. 74 and No. 75 .....	93
Proposed Material Alteration No. 76.....	93
Proposed Material Alteration No. 77.....	93
Proposed Material Alteration No. 78.....	94
Proposed Material Alteration No. 79.....	94
Proposed Material Alteration No. 80.....	95
Proposed Material Alteration No. 81.....	95
Proposed Material Alteration No. 82.....	96
Proposed Material Alteration No. 83.....	97
Proposed Material Alteration No. 84.....	99
Proposed Material Alteration No. 85.....	100
Proposed Material Alteration No. 86.....	101
Proposed Material Alteration No. 87.....	101
Proposed Material Alteration No. 88.....	102
Proposed Material Alteration No. 89.....	104
Proposed Material Alteration No. 90.....	104
<b>Strategic Flood Risk Assessment.....</b>	<b>105</b>
Proposed Material Alteration No. 91.....	105
<b>Strategic Environmental Assessment.....</b>	<b>106</b>
Proposed Material Alteration No. 92.....	106
<b>6 Submissions / Observations which do not relate to a particular Proposed Material Alteration.....</b>	<b>107</b>

<b>7</b>	<b>Overview of Chief Executives' Recommendations.....</b>	<b>120</b>
	<b>7.1 Conclusion .....</b>	<b>122</b>

**Appendix A:** Submission from the Office of the Planning Regulator

**Appendix B:** Summary of all Submissions and Observations Received

## Glossary of Acronyms

ACA	Architectural Conservation Area
AA	Appropriate Assessment
CDP	County Development Plan
DMA	Dublin Metropolitan Area
DMURS	Design Manual for Urban Roads and Streets
DZ	Decarbonising Zone
EMRA	Eastern and Midland Regional Assembly
GBI	Green and Blue Infrastructure
KDA	Key Development Area
KCC	Kildare County Council
LACAP	Local Authority Climate Action Plan
LAP	Local Area Plan
LTSSDS	Long Term Strategic and Sustainable Development Site
MEABTA	Maynooth and Environs Area Based Transport Assessment
MASP	Metropolitan Area Strategic Plan
MCC	Meath County Council
MERR	Maynooth Eastern Ring Road
MOOR	Maynooth Outer Orbital Route
NPF	National Planning Framework
NTA	National Transport Authority
NBMA	Nature Based Management Area
OPR	Office of the Planning Regulator
OPW	Office of Public Works
PMA	Proposed Material Alteration
RSES	Regional Spatial and Economic Strategy
SCA	Settlement Capacity Audit
SCS	Settlement Consolidation Site
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SIA	Social Infrastructure Assessment
SoC	Statement of Character
SPPR	Specific Planning Policy Requirements (as referred to in Section 28 Guidelines)
SWMS	Surface Water Management Strategy
TII	Transport Infrastructure Ireland
TOD	Transport-Oriented Development
TRMP	Town Renewal Masterplan

# 1 Introduction and Background to the Chief Executives Report

This report relates to submissions and observations received from members of the public, key stakeholders and prescribed authorities / public bodies following the publication of the Proposed Material Alterations No. 1 – No. 92, in respect of the Draft Maynooth and Environs Joint Local Area Plan 2025-2031, hereafter referred to as the ‘Draft Plan’. The Proposed Material Alterations (PMAs) were published pursuant to Section 20 of the Planning and Development Act 2000 (as amended).

This report has been prepared by the Chief Executive of Kildare County Council and the Chief Executive of Meath County Council, and hereafter is referred to as the Chief Executives Report.

## 1.1 Legislative Requirements

In accordance with Section 20 (3)(k) of the Planning and Development Act 2000 (as amended), the Chief Executives are required to prepare a report on the submissions or observations received during the public consultation period for the proposed material alterations and submit the report to the members of Clane-Maynooth Municipal District and Meath County Council for their consideration.

The report shall:

- List the persons who made submissions or observations.
- Summarise the recommendations, submissions and observations made by the Office of the Planning Regulator.
- Summarise the submissions and observations made by any other persons.
- Contain the opinion of the Chief Executives in relation to the issues raised and the recommendations to the proposed material alterations, including any change to the proposed material alteration considered appropriate<sup>1</sup>, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

## 1.2 Public Consultation

The Proposed Material Alterations to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 were placed on public display from Friday, 8<sup>th</sup> November 2024 to 4pm Friday, 6<sup>th</sup>

---

<sup>1</sup> Section 20(3)(q) of the Planning and Development 2000 (as amended) outlines the parameters within which a further modification can be made to a material alteration, as follows:

*A further modification to the material alteration—*

*(i) may be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site,*

*(ii) shall not be made where it refers to—*

*(I) an increase in the area of land zoned for any purpose, or*

*(II) an addition to or deletion from the record of protected structures.*

December 2024 inclusive. A public notice was placed in the Irish Independent on Friday, 8<sup>th</sup> November and a copy of this notice was placed in the Meath Chronicle and the Liffey Champion on 16<sup>th</sup> November and the Leinster Leader on 19<sup>th</sup> November. Submissions and observations were invited during the public consultation period. Submissions or observations with respect to the Proposed Material Alterations will be taken into account, before the Joint Local Area Plan is made.

The Proposed Material Alterations (alongside accompanying environmental assessments) were available to view on the Joint Plan's dedicated online public consultation portal at: <https://consult.maynooth.ie>

Copies were also made available for inspection at the following locations:

- Maynooth Community Library, Main Street, Maynooth, County Kildare W23 ND79
- Planning Department, Kildare County Council, Áras Chill Dara, Devoy Park, Naas, County Kildare W91 X77F
- Planning Department, Meath County Council, Buvinda House, Dublin Road, Navan, County Meath C15 Y291
- Ratoath Municipal District Office, Drumree Road, Dunshaughlin, County Meath A85 XK20

The following documents were published for inspection and public consultation:

- Proposed Material Alterations to the Draft Maynooth and Environs Joint Local Area Plan 2023-2029 and to the Strategic Flood Risk Assessment (SFRA).
- Addendum to the Strategic Environment Assessment (SEA) Environmental Report pursuant to the SEA Directive and Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011 containing an assessment of the Proposed Material Alterations.
- Screening Report for the purposes of Appropriate Assessment (AA) pursuant to the EU Habitats Directive (92/43/EEC) and Planning and Development Act 2000 (as amended) containing an assessment of the Proposed Material Alterations.

Copies of the Proposed Material Alterations, associated documents and public notice were issued to the prescribed authorities/public bodies, environmental authorities, including government departments and other agencies.

### 1.3 Contents of the Chief Executives Report

The Chief Executives Report is set out as follows:

- Section 1:** Introduction and background to the Chief Executives Report.
- Section 2:** List of persons or bodies who made submissions or observations
- Section 3:** Submission from the Office of the Planning Regulator (OPR).
- Section 4:** Submissions from other prescribed authorities and public bodies.
- Section 5:** Submissions from all other persons or organisations themed by Chapter and Proposed Material Alteration.
- Section 6:** Noting of submissions/observations which do not relate to a particular Proposed Material Alteration, to which no opinion or recommendation has been made.
- Section 7:** Overview of Chief Executives' Recommendations
- Appendix A:** Submission from the Office of the Planning Regulator
- Appendix B:** Summary of Submissions and Observations Received

### 1.4 Next Steps

Within six weeks of receiving the Chief Executives Report, the Elected Members of the Clane-Maynooth Municipal District in County Kildare and the Elected Members of Meath County Council must consider the Proposed Material Alterations to the Joint Local Area Plan, any environmental reports and the Chief Executives Report on the observations or submissions received and decide whether to make the Maynooth and Environs Joint Local Area Plan 2025-2031 with all, some or none of the Proposed Material Alterations as published.

A further modification to the material alteration may be made where it is **minor** in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site. A further modification to the material alteration may **not be made** where it refers to an increase in the area of land zoned for any purpose, or an addition to or deletion from the record of protected structures.

In making the Maynooth and Environs Joint Local Area Plan, the Elected Members, acting in the interests of the common good and the proper planning and sustainable development of the area, must, in accordance with the '*Code of Conduct for Councillors*' (July 2019) prepared under the provisions of the Local Government Act 2001, carry out their duties in a transparent manner, must follow due process and must make their decisions based on relevant considerations.

Section 20(3)(r) of the Planning and Development Act 2000 (as amended) states that the Members of the Council are restricted to considering:

- The proper planning and sustainable development of the area.
- The statutory obligations of the local authority.
- Any relevant policies or objectives for the time being of the Government or any Minister of the Government.

The 'statutory obligations' of the local authority includes the obligation to ensure that the Joint Local Area Plan is consistent with:

- The objectives of the Kildare County Development Plan 2023-2029 and the Meath County Development Plan 2021-2027 (as varied).
- The national and regional planning objectives specified in the National Planning Framework (2018) and the Regional Spatial and Economic Strategy 2019 - 2031; and
- Specific Planning Policy Requirements specified in guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended).

## 2 List of Persons/Bodies Who Made Submissions or Observations

During the public consultation period a total of 204 submissions and observations were received. Table 2.1 lists members of the public, groups, key stakeholders and prescribed authorities / public bodies who made submissions during the public consultation. Kildare County Council and Meath County Council would like to take the opportunity to thank those who made submissions/observations during the public consultation period.

*Table 2.1 Person/Organisation who made Submissions or Observations*

<b>Sub. No.<sup>2</sup></b>	<b>Name/Organisation</b>	<b>Categorisation of submission by Proposed Material Alteration (PMA) No. or as issues that do not relate to a PMA</b>
001	Iris Kamperman	Issues that do not relate to a PMA
002	Marijn Kamperman	Issues that do not relate to a PMA
003	Bernie O'Meara	Issues that do not relate to a PMA
004	Laetitia McDermott	Issues that do not relate to a PMA
005	Konrad Kielbinski	Issues that do not relate to a PMA
006	Richard Hillan	PMA No. 33 and PMA No. 35
007	Kingsbry Residents Association	Issues that do not relate to a PMA
008	David Lawless	Issues that do not relate to a PMA
009	Gerard Moen	Issues that do not relate to a PMA
010	Fiona Coughlan	Issues that do not relate to a PMA
011	Mary O'Reilly	Issues that do not relate to a PMA
012	Donna Phelan	PMA No. 84 and PMA No. 85
013	Irish Residential Boat Owners Association	PMA No. 25
014	Transport Infrastructure Ireland (TII)	PMA No. 41, PMA No. 48 and issues that do not relate to a PMA ('H' lands zoning)
015	Environmental Protection Agency (EPA)	General overview of PMAs
016	Michael Murphy	PMA No. 33
017	Orla McCabe	Issues that do not relate to a PMA
018	Mark Hughes	Issues that do not relate to a PMA
019	Barry and Dawn Smyth	PMA No. 33 and issues that do not relate to a PMA
020	Maria and John Davey Borresen	PMA No. 33 and issues that do not relate to a PMA
021	Uisce Éireann	PMA No. 56, PMA No. 85 and issues that do not relate to a PMA (Moygaddy zoning)
022	Christopher Maher	PMA No. 33
023	Siobhan Tighe	PMA No. 33 and issues that do not relate to a PMA

<sup>2</sup> Each reference number associated with a submission or observation starts with 'MJLAP-C4' and is followed by a unique reference which is reflected in the submission numbers referred to in Table 2.1.

Sub. No. <sup>2</sup>	Name/Organisation	Categorisation of submission by Proposed Material Alteration (PMA) No. or as issues that do not relate to a PMA
024	Shane O’Duffy	PMA No.5, PMA No. 6, PMA No. 50, PMA No. 56, PMA No. 64, PMA No. 67, PMA No. 88, PMA No. 90, PMA No. 91 and issues that do not relate to a PMA
025	Gavan Shanley	PMA No. 33 and issues that do not relate to a PMA
026	Anthony Keane	PMA No. 33 and issues that do not relate to a PMA
027	Susanne Keane	PMA No. 33 and issues that do not relate to a PMA
028	Jim Kinsella	Issues that do not relate to a PMA
029	Debroah Carolan	PMA No. 67
030	Jody Collins	PMA No. 33 and issues that do not relate to a PMA
031	Miriam Maher	PMA No. 33 and issues that do not relate to a PMA
032	Jeanette Cameron	PMA No. 33 and issues that do not relate to a PMA
033	Sean DeLoughry	PMA No. 33 and issues that do not relate to a PMA
034	Pearse MacManus and SORCHA MacManus	PMA No. 33 and issues that do not relate to a PMA
035	Vicki Gilliam	PMA No. 33 and issues that do not relate to a PMA
036	Martina Walsh	PMA No. 33 and issues that do not relate to a PMA
037	Patrick Halton	PMA No. 33 and issues that do not relate to a PMA
038	Elaine Neary	PMA No. 33 and Issues that do not relate to a PMA
039	Carol Kelly	PMA No. 33 and Issues that do not relate to a PMA
040	Philip Neary	PMA No. 33 and Issues that do not relate to a PMA
041	Edel DeLoughry	PMA No. 33 and Issues that do not relate to a PMA
042	Liam Doran	Issues that do not relate to a PMA
043	David Smyth	PMA No. 33 and issues that do not relate to a PMA
044	Tesco Ireland	PMA No. 51
045	Elaine Burke	PMA No. 33 and issues that do not relate to a PMA
046	Melanie Oliver	PMA No. 33 and issues that do not relate to a PMA
047	Liam Doran	PMA No. 51
048	Shay Fagan	PMA No. 67
049	Brendan Whelan	PMA No. 33 and issues that do not relate to a PMA
050	Rob Hurley	PMA No. 87
051	Maria Whelan	PMA No. 33 and issues that do not relate to a PMA
052	Maynooth Community Council	PMA No. 1, PMA No. 4, PMA No. 6, PMA No. 7, PMA No. 8, PMA No. 9, PMA No. 13, PMA No. 14, PMA No. 15, PMA No. 16, PMA No. 17, PMA No. 18, PMA No. 19, PMA No. 20, PMA No. 21, PMA No. 25, PMA No. 27, PMA No. 28, PMA No. 29, PMA No. 30, PMA No. 38, PMA No. 46, PMA No. 67, PMA No. 76, PMA No. 88 and PMA No. 89
053	TL	Issues that do not relate to a PMA
054	Mark O'Sullivan	Issues that do not relate to a PMA
055	Lorraine Gavin	PMA No. 33 and issues that do not relate to a PMA

<b>Sub. No.<sup>2</sup></b>	<b>Name/Organisation</b>	<b>Categorisation of submission by Proposed Material Alteration (PMA) No. or as issues that do not relate to a PMA</b>
<b>056</b>	Alex Gavin	PMA No. 33 and issues that do not relate to a PMA
<b>057</b>	Emma Gavin	PMA No. 33 and issues that do not relate to a PMA
<b>058</b>	Mike O'Neill	PMA No. 47
<b>059</b>	Geraldine O'Sullivan	PMA No. 33 and issues that do not relate to a PMA
<b>060</b>	Gary Cullen	PMA No. 33, PMA No. 66 and issues that do not relate to a PMA
<b>061</b>	Yvonne Moran	PMA No. 33 and issues that do not relate to a PMA
<b>062</b>	National Transport Authority (NTA)	PMA No. 33, PMA No. 64, PMA No. 65 and PMA No. 66
<b>063</b>	Cora McGorry	PMA No. 33 and issues that do not relate to a PMA
<b>064</b>	Cozone Ventures Limited	PMA No. 66
<b>065</b>	Tony Rudden	PMA No. 33 and issues that do not relate to a PMA
<b>066</b>	Zak Monagle	PMA No. 33 and issues that do not relate to a PMA
<b>067</b>	Siobhan Cregg	PMA No. 33 and issues that do not relate to a PMA
<b>068</b>	Ann Marie Burke	PMA No. 33 and issues that do not relate to a PMA
<b>069</b>	John and Martha Geoghegan	PMA No. 67 and PMA No. 90
<b>070</b>	Paula Monagle	PMA No. 33 and issues that do not relate to a PMA
<b>071</b>	Una Clarke	PMA No. 33 and issues that do not relate to a PMA
<b>072</b>	Paula Monagle	PMA No. 33 and issues that do not relate to a PMA
<b>073</b>	Karen Sherlock	PMA No. 33 and issues that do not relate to a PMA
<b>074</b>	Barry Walsh	PMA No. 33 and issues that do not relate to a PMA
<b>075</b>	Jennifer Crawley	PMA No. 33 and issues that do not relate to a PMA
<b>076</b>	Sherwood Homes Limited	PMA No. 63 and PMA No. 73
<b>077</b>	Garreth Kelly	PMA No. 33 and issues that do not relate to a PMA
<b>078</b>	Dorothy Fitzsimons (also including Eve Fitzsimons, Ciara Fitzsimons, Colin Fitzsimons and Beth Fitzsimons)	PMA No. 33 and issues that do not relate to a PMA
<b>079</b>	Department of Education	PMA No. 13, PMA No. 18, PMA No. 51, PMA No. 72 and issues that do not relate to a PMA (Non-material Change F)
<b>080</b>	Ailbhe Walsh	PMA No. 33 and issues that do not relate to a PMA
<b>081</b>	Leo Rooney	PMA No. 33 and issues that do not relate to a PMA
<b>082</b>	Rita Rooney	PMA No. 33 and issues that do not relate to a PMA
<b>083</b>	Deirdre Guinan	PMA No. 33 and issues that do not relate to a PMA
<b>084</b>	Caoimhe O'Sullivan	PMA No. 33 and issues that do not relate to a PMA
<b>085</b>	Grace O'Sullivan	PMA No. 33 and issues that do not relate to a PMA
<b>086</b>	Noreen Foley	PMA No. 33 and issues that do not relate to a PMA

<b>Sub. No.<sup>2</sup></b>	<b>Name/Organisation</b>	<b>Categorisation of submission by Proposed Material Alteration (PMA) No. or as issues that do not relate to a PMA</b>
<b>087</b>	Office of Public Works	PMA No. 70, PMA No. 80, PMA No. 84, PMA No. 85, PMA No. 87, PMA No. 90 and PMA No. 91, Maynooth Environs and SFRA (Errata)
<b>088</b>	Liam Doran	PMA No. 33 and issues that do not relate to a PMA
<b>089</b>	Mariesa Cormican	PMA No. 33 and issues that do not relate to a PMA
<b>090</b>	Derek Cormican	PMA No. 33 and issues that do not relate to a PMA
<b>091</b>	Michael Cormican	PMA No. 33 and issues that do not relate to a PMA
<b>092</b>	Keelan Cormican	PMA No. 33 and issues that do not relate to a PMA
<b>093</b>	Finn Cormican	PMA No. 33 and issues that do not relate to a PMA
<b>094</b>	Kevin McCarra	PMA No. 33 and issues that do not relate to a PMA
<b>095</b>	Kathryn Troy	PMA No. 33 and issues that do not relate to a PMA
<b>096</b>	Sinead Troy	PMA No. 33 and issues that do not relate to a PMA
<b>097</b>	Keith Troy	PMA No. 33 and issues that do not relate to a PMA
<b>098</b>	Edel Hutchinson	PMA No. 33 and issues that do not relate to a PMA
<b>099</b>	John Hutchinson	PMA No. 33 and issues that do not relate to a PMA
<b>100</b>	Aoibhin Hutchinson	PMA No. 33 and issues that do not relate to a PMA
<b>101</b>	Cian Hutchinson	PMA No. 33 and issues that do not relate to a PMA
<b>102</b>	Maeve Ffrench	PMA No. 33 and issues that do not relate to a PMA
<b>103</b>	Kathleen O'Connor	PMA No. 67
<b>104</b>	Colin Fitzsimons	PMA No. 33 and issues that do not relate to a PMA
<b>105</b>	John McAndrew	PMA No. 33 and issues that do not relate to a PMA
<b>106</b>	Deirdre McAndrew	PMA No. 33 and issues that do not relate to a PMA
<b>107</b>	Alastair McAndrew	PMA No. 33 and issues that do not relate to a PMA
<b>108</b>	Ruby McAndrew	PMA No. 33 and issues that do not relate to a PMA
<b>109</b>	Colin Fitzsimons	PMA No. 33 and issues that do not relate to a PMA
<b>110</b>	Caroline Blount	PMA No. 33 and issues that do not relate to a PMA
<b>111</b>	Patrick Blount	PMA No. 33 and issues that do not relate to a PMA
<b>112</b>	Emma Blount	PMA No. 33 and issues that do not relate to a PMA
<b>113</b>	Philip Blount	PMA No. 33 and issues that do not relate to a PMA
<b>114</b>	Tanya Heverin	PMA No. 33 and issues that do not relate to a PMA
<b>115</b>	Daryl Heverin	Issues that do not relate to a PMA
<b>116</b>	Aoife Quinn	PMA No. 33 and issues that do not relate to a PMA
<b>117</b>	R Lambert	PMA No. 33 and issues that do not relate to a PMA
<b>118</b>	K Lambert	PMA No. 33 and issues that do not relate to a PMA
<b>119</b>	Ciaran Scally	PMA No. 33 and issues that do not relate to a PMA
<b>120</b>	N Lambert	PMA No. 33 and issues that do not relate to a PMA
<b>121</b>	Michael McGuigan	PMA No. 33 and issues that do not relate to a PMA
<b>122</b>	Cillian Mag Uiginn	PMA No. 33 and issues that do not relate to a PMA
<b>123</b>	Oisín Mag Uiginn	PMA No. 33 and issues that do not relate to a PMA
<b>124</b>	Kevin O'Sullivan	PMA No. 33 and issues that do not relate to a PMA
<b>125</b>	Cora Troy	PMA No. 33 and issues that do not relate to a PMA
<b>126</b>	Hannah Troy	PMA No. 33 and issues that do not relate to a PMA

<b>Sub. No.<sup>2</sup></b>	<b>Name/Organisation</b>	<b>Categorisation of submission by Proposed Material Alteration (PMA) No. or as issues that do not relate to a PMA</b>
<b>127</b>	Jim Shiel	PMA No. 33 and issues that do not relate to a PMA
<b>128</b>	Michelle McDonnell	PMA No. 33 and issues that do not relate to a PMA
<b>129</b>	Joanne Neary	PMA No. 33 and issues that do not relate to a PMA
<b>130</b>	Kilcloon Environmental Action Association (KEAA)	PMA No. 2, PMA No. 32, PMA No. 33, PMA No. 37, PMA No. 56, PMA No. 57 and PMA No. 64
<b>131</b>	Lourda and Michael McCormack	PMA No. 33 and issues that do not relate to a PMA
<b>132</b>	Eve Fitzsimons	PMA No. 33 and issues that do not relate to a PMA
<b>133</b>	Ciara Fitzsimons	PMA No. 33 and issues that do not relate to a PMA
<b>134</b>	Beth Fitzsimons	PMA No. 33 and issues that do not relate to a PMA
<b>135</b>	Anna Bradley	Issues that do not relate to a PMA
<b>136</b>	Damian Bracken, Mary Frances Bracken and Killian Bracken	PMA No. 33 and issues that do not relate to a PMA
<b>137</b>	Anna Bradley	PMA No. 33 and issues that do not relate to a PMA
<b>138</b>	Ed Mitchell	PMA No. 33 and issues that do not relate to a PMA
<b>139</b>	Alan Mitchell	PMA No. 33 and issues that do not relate to a PMA
<b>140</b>	Derry Bradley	PMA No. 33 and issues that do not relate to a PMA
<b>141</b>	Leon Mitchell	PMA No. 33 and issues that do not relate to a PMA
<b>142</b>	Cairn Homes Properties Limited	PMA No. 81 and PMA No. 82
<b>143</b>	David Dempsey	PMA No. 33 and issues that do not relate to a PMA
<b>144</b>	Margaret Dempsey	PMA No. 33 and issues that do not relate to a PMA
<b>145</b>	Vivienne Bermingham	Issues that do not relate to a PMA
<b>146</b>	Eoghan Walsh	PMA No. 33 and issues that do not relate to a PMA
<b>147</b>	Caoimhe Walsh	PMA No. 33 and issues that do not relate to a PMA
<b>148</b>	Carton Court Residents Association	Issues that do not relate to a PMA
<b>149</b>	David Greene	PMA No. 33 and issues that do not relate to a PMA
<b>150</b>	Catriona Greene	PMA No. 33 and issues that do not relate to a PMA
<b>151</b>	SSC Sustainable Community	Issues that do not relate to a PMA
<b>152</b>	Ciaran Briody	PMA No. 33 and issues that do not relate to a PMA
<b>153</b>	Liam Doran	PMA No. 33 and issues that do not relate to a PMA
<b>154</b>	Dorothy Guina Dornan	PMA No. 67
<b>155</b>	Denton Howard	PMA No. 33 and issues that do not relate to a PMA
<b>156</b>	J Dempsey	PMA No. 33 and issues that do not relate to a PMA
<b>157</b>	T Dempsey	PMA No. 33 and issues that do not relate to a PMA
<b>158</b>	David Dempsey	PMA No. 33 and issues that do not relate to a PMA
<b>159</b>	Tom Gilliam	PMA No. 33 and issues that do not relate to a PMA
<b>160</b>	Niamh Cronly	PMA No. 33 and issues that do not relate to a PMA
<b>161</b>	Liam Doran	Issues that do not relate to a PMA

<b>Sub. No.<sup>2</sup></b>	<b>Name/Organisation</b>	<b>Categorisation of submission by Proposed Material Alteration (PMA) No. or as issues that do not relate to a PMA</b>
<b>162</b>	Glenveagh Homes Limited	PMA No. 4 and PMA No. 8
<b>163</b>	Maynooth Green Party Constituency Group	PMA No. 33 and issues that do not relate to a PMA
<b>164</b>	Lucy Cradden	PMA No. 33, PMA No. 39, PMA No. 44 and issues that do not relate to a PMA
<b>165</b>	Albert Larragy	PMA No. 33 and issues that do not relate to a PMA
<b>166</b>	Circle K Ireland Energy Group Limited	PMA No. 77 and PMA No. 79
<b>167</b>	Office of the Planning Regulator (OPR)	PMA No. 33, PMA No. 39, PMA No. 64, PMA No. 65, PMA No. 73, PMA No. 84, PMA No. 85, PMA No. 88 and issues that do not relate to a PMA
<b>168</b>	Karl Branagan	Issues that do not relate to a PMA
<b>169</b>	Terence Taylor	Issues that do not relate to a PMA
<b>170</b>	Jeannette Redmond	PMA No. 33 and issues that do not relate to a PMA
<b>171</b>	David Redmond	PMA No. 33 and issues that do not relate to a PMA
<b>172</b>	Antoinette Larragy	PMA No. 33 and issues that do not relate to a PMA
<b>173</b>	Liam Doran	Issues that do not relate to a PMA
<b>174</b>	Mathew Topper	PMA No. 33 and PMA No. 39
<b>175</b>	Maynooth Green Party Constituency Group	PMA No. 88
<b>176</b>	Liam Doran	Issues that do not relate to a PMA
<b>177</b>	Eliz Nurieva	Issues that do not relate to a PMA
<b>178</b>	Eimear Howard	PMA No. 33 and issues that do not relate to a PMA
<b>179</b>	Mary Molloy	Issues that do not relate to a PMA
<b>180</b>	Irish Cycling Campaign	PMA No. 32 and PMA No. 33
<b>181</b>	Oisin Geoghegan	PMA No. 33 and issues that do not relate to a PMA
<b>182</b>	Gráinne Kilcullen	PMA No. 33 and issues that do not relate to a PMA
<b>183</b>	Eoghan Murray	PMA No. 33
<b>184</b>	Vanessa Liston	PMA No. 88
<b>185</b>	Molly Whelan	PMA No. 33 and issues that do not relate to a PMA
<b>186</b>	Martin Whelan	PMA No. 33 and issues that do not relate to a PMA
<b>187</b>	Sophie Whelan	PMA No. 33 and issues that do not relate to a PMA
<b>188</b>	Thomas Redmond	PMA No. 33 and issues that do not relate to a PMA
<b>189</b>	Ben Whelan	PMA No. 33 and issues that do not relate to a PMA
<b>190</b>	Maynooth Cycling Campaign	PMA No. 33 and PMA No. 39
<b>191</b>	Aoife Conlan	PMA No. 33 and issues that do not relate to a PMA
<b>192</b>	Kevin Lawlor	PMA No. 33 and issues that do not relate to a PMA
<b>193</b>	Liam Doran	Issues that do not relate to a PMA
<b>194</b>	Friends of the Irish Environment	PMA No. 33 and PMA No. 39

<b>Sub. No.<sup>2</sup></b>	<b>Name/Organisation</b>	<b>Categorisation of submission by Proposed Material Alteration (PMA) No. or as issues that do not relate to a PMA</b>
<b>195</b>	The Society of the Divine Word	PMA No. 83
<b>196</b>	Catherine Lawlor	PMA No. 33 and issues that do not relate to a PMA
<b>197</b>	Liam Doran	Issues that do not relate to a PMA
<b>198</b>	Conor O'Brien	Issues that do not relate to a PMA
<b>199</b>	Liam Doran	Issues that do not relate to a PMA
<b>200</b>	Donnacha Gayer	PMA No. 33
<b>201</b>	Liam Doran	Issues that do not relate to a PMA
<b>202</b>	Anne and Ian Flanagan	PMA No. 33 and issues that do not relate to a PMA
<b>203</b>	Damien, Mary Frances and Killian Bracken	PMA No. 33 and issues that do not relate to a PMA
<b>204</b>	Liam Doran	Issues that do not relate to a PMA

### 3 Submission from the Office of the Planning Regulator

This section summarises the issues raised in the submission received from the Office of the Planning Regulator (OPR) in respect of the Proposed Material Alterations to the Draft Maynooth and Environs Joint Local Area Plan 2025–2031. The Chief Executives’ opinion and recommendation is also provided.

Recommended deletions to the Draft Plan are shown in ~~striketrough blue~~ and recommended new text is shown in *italics red* as per the Proposed Material Alterations Report. Further minor additions in text are shown in *green italics* or ~~striketrough green~~ for text deletions. Original text from the Draft Plan where no amendment has been made remains in black.

#### 3.1 Office of the Planning Regulator (Submission No. 167)

##### Issues Raised

This submission from the Office of the Planning Regulator (OPR) notes that a core function of the office is the strategic evaluation and assessment of statutory plans to ensure consistency with legislative and policy requirements relating to planning. The submission states that the office has evaluated and assessed the proposed material alterations (PMAs) under the provisions of sections 31AO(1) and 31AO(2) of the Planning and Development Act 2000, as amended, and within the context of its earlier recommendations and observations to the Draft Plan. Further states that its evaluation and assessment of the PMAs has regard to the current Kildare County Development Plan 2023-2029, and the Meath County Development Plan 2021-2027, the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Assembly (EMRA), and relevant section 28 guidelines.

##### **Overview**

States that in its submission to the Draft Plan the office considered it to be generally consistent with policies in the National Planning Framework (NPF) and the RSES for the EMRA area. Notes that its submission included eight recommendations to enhance its alignment with the relevant county development plans, the objectives of the RSES, and Section 28 Guidelines, and two observations where further consideration was advised. Submits that the office was generally satisfied with the response to its recommendations and particularly the clarity of the responses in the Chief Executives Report (CE Report), and in particular welcomes the introduction of the specific climate action policy objectives.

The Office also welcomes the response on monitoring and implementing the draft Plan, particularly policy objective CSO 1.2 to establish a joint monitoring and implementation group with the respective local authorities. Notes the importance of implementation and monitoring given Maynooth’s designation as a Key Metropolitan Town in the RSES. States that in response to the issues raised in the office’s submission under Recommendations 5 and 7, the scope of the joint monitoring and implementation group should include and prioritise the following:

- The prioritisation of strategic active travel routes and connections, including the delivery of the greenway; and
- Tracking the development of the enterprise and employment generating lands to ensure Maynooth becomes an economic driver within the Dublin Metropolitan Area.

States that the second point is particularly relevant given the job numbers facilitated by the Draft Plan and the fact that 70% of the potential job creation numbers are concentrated on two land banks (Maynooth West and Moygaddy), where development is dependent on key pieces of infrastructure (Maynooth Orbital Outer Road, new train station and Maynooth Transfer Pipeline). Considers that a close review should be kept on the employment generating lands via the plan monitoring regime to mitigate the risk that no employment lands come forward in the life of the plan stage. The office considers that Recommendations 5 (ii) and (iii), and Recommendation 7 could therefore be addressed through the proposed monitoring and implementation system.

The submission notes the provisions of Proposed Material Alteration (PMA) No. 88. States that while it does not have any objection to the proposed residential zoning objective, it is also important that sufficient employment land is delivered over the plan period to achieve the job targets.

The submission further notes that the planning authorities did not introduce a material amendment in response to Recommendation 6 which related to additional employment zonings to the south of the M4 adjoining junction 7, points also raised by Transport Infrastructure Ireland (Recommendation 6). States that this matter should be highlighted in your authorities' notice letter upon adoption as per section 31AO(5) of the Act and will be fully considered by the office at that stage.

In relation to the material alterations, the office generally considers the approach taken has been robust and evidence-based, with the exception of the three recommendations below which relate to flooding, permeability and cycle connections, and the masterplans at Moygaddy.

Finally, it is noted that some of the changes to the Draft Plan, pursuant to this Office's submissions, have raised additional matters where further consideration is recommended. These largely relate to points of clarity and set out in the two observations below.

The submission notes that recommendations issued relate to clear breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government, as set out in the Ministerial Guidelines under Section 28. Accordingly planning authorities are required to implement or address recommendation(s) made by the OPR in order to ensure consistency with the relevant policy and legislative provisions. Further notes that observations take the form of a request for further information, justification on a particular matter, or clarification regarding particular provisions of a plan on issues that are required to ensure alignment with policy and legislative provisions. The planning authority is requested by the OPR to action an observation. States that submission can include advice on matters that the office considers would contribute positively to the proper planning and sustainable development of the area. It is requested that full consideration is given to the advice contained in a submission.

### 1. Integration of Transport and Land Use Planning: Active Travel Measures

The office notes that in its original submission to the Draft Plan it welcomed the ambitious mode share targets for this Key Town, set down in the Maynooth and Environs Area Based Transport Assessment (MEABTA) and indicates that modal split assumptions, will require at least half of all journeys by new residents to be on sustainable modes. In this regard, the office expresses concern regarding PMA No. 33 and PMA No. 39, which propose the deletion of 34 permeability measures and three cycle measures respectively. The office notes that the Chief Executive was opposed to these deletions and highlighted in the CE’s Report that the proposed permeability and cycle networks are crucial to achieving sustainable mobility, reducing car dependency and promoting active travel. Submission states, therefore, that it is of particular concern that a number of the measures proposed for deletion would inhibit the delivery of active travel infrastructure to serve the Railpark KDA, and also prevent the upgrade of active travel infrastructure along Carton Avenue which is a key access route connecting housing, services and new development areas direct to the town centre.

Notes that under the Kildare Climate Action Plan 2024-2029 (Kildare Climate Action Plan), Maynooth is a designated Decarbonisation Zone (DZ) with an objective to reduce emissions in the DZ in line with the prescribed target of achieving a 51% reduction in emissions by 2030. States that the Climate Action Plan also includes an objective under Table 5.4 of the Plan ‘to support active travel infrastructure and initiatives to facilitate more walking and cycling’. *Further notes that the* Kildare County Development Plan also outlines specific policy and objectives under TM P10 and TM P2 to promote and facilitate improvements to pedestrian and cycle facilities. Also notes objectives of the RSES to require the integration of transport and land use planning (RPO 8.1) and to support the delivery of pedestrian and cycle linkages within Maynooth (RPO 4.33).

Further notes that the deletion of the active travel measures for Carton Avenue is not consistent with the Open Space and Outdoor Recreation Strategy of the Kildare County Development Plan (Appendix 3) which includes an action to prepare a detailed design and conservation plan for the lands at Carton Avenue. This conservation plan will examine the potential for appropriate new access points into Carton Avenue and circulation routes within the lands. Also states that objective GBIO 2.7 of the Draft Plan supports the preparation of a Conservation Plan and Masterplan for Carton Avenue. The office is therefore concerned that PMA No. 33 and PMA No. 39, which propose the deletion of a significant number of active travel measures, are not consistent with the policy requirements outlined above. Therefore, requests that the planning authorities make the Plan without PMA No. 33 and PMA No. 39.

#### **MA Recommendation 1 – Land Use and Transport Planning**

Having regard to the need for the integration of land use and sustainable transportation and the transition to a low carbon and climate resilient society including the reduction of greenhouse gas emissions, and in particular to:

- Regional Policy Objectives RPO 4.33 and 8.1 of the RSES for delivery of pedestrian and cycling linkages within Maynooth and integrating of transport and land use planning;
- the Climate Action and Low Carbon Development Act 2015, as amended, mandatory target to reduce greenhouse gas emissions by 51%, and the Climate Action Plan 2024,

- and associated actions including the National Sustainable Mobility Policy (2022) targets to reduce vehicle kilometres travelled per year and the National Investment Framework for Transport in Ireland (2021);
- Policy Objectives TM P10 and TM P2 of the Kildare County Development Plan 2023-2029 (Kildare County Development Plan);
  - Kildare County Council's Open Space and Outdoor Recreation Strategy (appendix 3 of Kildare County Development Plan);
  - Section 5.4 and table 5.4 of the Kildare Climate Action Plan 2024-2029 and its designation of Maynooth as Decarbonisation Zone; and
  - Policy Objective GBIO2.7 of the draft Maynooth and Environs Joint Local Area Plan 2025-2031 (Joint Local Area Plan) for the preparation of a Conservation Plan and Masterplan for Carton Avenue,

the Planning Authorities are required to make the Joint Local Area Plan:

- (i) generally without the deletions in MA33 and MA 39 unless specific individual justifications can be provided that the individual measures are consistent with the policy framework set out above; and
- (ii) specifically without the deletions relating to the Railpark Key Development Area and the Carton Avenue lands contained within MA 33 and/or MA 39.

## 2. Masterplans for Maynooth Environs

The OPR outlines concern regarding PMA No. 64 and PMA No. 65, which proposes additional text into policy objectives MEO 1.1 and MEO 1.2. These policy objectives require masterplans to be prepared for the Maynooth Environs Masterplan 16 (i.e. Moygaddy lands) and 17 (i.e. Carton Demesne lands). The alteration requires the masterplans to be agreed in writing with Meath County Council prior to any future application for development which is welcomed. However, the OPR is concerned with the insertion of the following additional text:

*The Masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objectives of the masterplan being achieved and...*

Submits that this new text alters the approach for preparing masterplans for Meath County Council to that provided for in the Joint Local Area Plan for Kildare County Council in relation to lands at Moygaddy and Carton Demesne. States that there is no evidence-based reason for amending the wording of these masterplan objectives and for creating different policy frameworks for lands crucial to the delivery of the joint strategic vision for Maynooth on either side of the county border. Considers that the purpose of the masterplans is to ensure an integrated approach is taken to the phasing, management and development of the respective land banks (section 11.3.6 of draft Joint Local Area Plan). Significant infrastructure and investment are required to develop these lands, such as the North-Eastern MOOR, Maynooth Transfer Pipeline Project, greenway, and active travel bridge. As such the insertion of this new text undermines the stated objective of the masterplans and should be omitted from both PMA No. 64 and PMA No. 65, and any other sections of the Plan for consistency.

### MA Recommendation 2 – Masterplans for Maynooth Environs

Having regard to the compact and sustainable growth of Maynooth and the co-ordination of development and infrastructure delivery, and in particular to:

- Regional Policy Objectives RPO 4.33 and 4.35 of the RSES for the co-ordination of the development and infrastructure delivery, and preparation of a Maynooth and Environs Joint Local Area Plan 2025-2031 (Joint Local Area Plan) to provide a co-ordinated planning framework;
- Section 4.6 of the RSES identifying the Moygaddy lands for Science and Technology based employment;
- Section 2.7 of the Meath County Development Plan 2021-2027 (the Meath County Development Plan) setting out the core strategy and policy framework for its settlement strategy;
- Section 15.1 of the Meath County Development Plan identifying masterplan areas 16 and 17; and
- Section 4.2(ii) of the Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (2024) for the importance of masterplans, the Planning Authorities are required to make the Joint Local Area Plan without MA 64 and 65.

### 3. Flood Risk Management

States that the office generally welcomes the response to its recommendation on flood risk management. However, states that the PMAs include two zoning amendments on lands that are vulnerable to flooding:

- PMA No. 84 rezones an area of land which overlaps with Flood Zones A and B from water compatible OS and Amenity to highly vulnerable Student Accommodation; and
- PMA No. 85 rezones an area of land which overlaps with Flood Zones A and B from SR to highly vulnerable Phase 2 New Residential (Transit-Oriented Development).

Notes that highly vulnerable development is not appropriate in Flood Zones A or B unless the use cannot be avoided, substituted, or finally demonstrated that all criteria of the Plan Making Justification Test (Justification Test) have been satisfied. An updated SFRA was not provided at the material alterations stage and the two rezonings have therefore not been assessed in the context of the sequential approach to flood risk management, including any Justification Test.

### MA Recommendation 3 – Flood risk management

Having regard to flood risk management, and in particular to:

- Regional Policy Objectives RPO 7.12 of the RSES - Flooding;
- Policy Objective IN O33 of the Kildare County Development Plan 2023-2029 which requires the implementation of the Flood Guidelines;
- Policy Objective INF POL 18 for Flood Risk for the Meath County Development Plan 2021-2027 which require the implementation of the Flood Guidelines; and
- the provisions of The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009),

the Planning Authorities are required to omit MA 84 and MA 85 from the draft Joint Local Area Plan or amend the zoning objectives to exclude the sections affected by Flood Zone A and B.

#### 4. Maynooth Central Settlement Consolidation Site (SCS)

Notes that Recommendation 3 of the office’s submission on the Draft Plan required the planning authorities to strengthen the policy framework for the Maynooth SCS and identify the housing yield for this site.

The Office welcomes the detailed response to this recommendation. Acknowledges that the CE’s Report clearly set out the relevant details on the extant permission and the estimated housing yield for the remaining portion of the lands. Notes that this is transposed into the Draft Plan via an amendment to table 3.9 Estimated Residential Capacity for Maynooth (MA 4).

States that the Office considers that additional text should be included in Section 11.1.3 Maynooth Central Urban Design Framework, setting out this estimated development yield, as per the rational set out in the CE’s Report, for clarity. The Office also considers that the SCS should be included in table 11.5 setting out the implementation and infrastructure delivery schedule for these lands. This has been done for all of the other residential lands in Joint Local Area Plan and given the site’s designation in the RSES, it should be identified and included in this table.

#### MA Observation 1 - Maynooth Settlement Consolidation Site

Arising from the Kildare and Meath County Councils’ (Planning Authorities) response to Recommendation 3 of the Office’s submission on the draft Maynooth and Environs Joint Local Area Plan 2025-2031 (Joint Local Area Plan), and in the interests of consistency and clarity and to ensure the implementation of the plan, the Planning Authorities are advised to make the Joint Local Area Plan with minor modifications pursuant to MA 4 and MA 8 to:

- amend section 11.1.3 Maynooth Central Urban Design Framework to include the estimated residential yield, as per the rational set out in the Chief Executive’s Report; and
- include the Maynooth Central Settlement Consolidation Site in table 11.5 setting out the implementation and infrastructure delivery schedule for these lands.

#### 5. Transit-Oriented Development (TOD)

Submission states that Recommendation 4 of the office’s submission on the Draft Plan required the planning authorities to review the zoning objective for the proposed TOD. The Joint Plan states that lands in Maynooth West that are located within an 800m distance of the likely location of the new Maynooth West Train Station are designated as a TOD. Notes that the CE’s Report states that the likely location for the new train station is on the SR(2) lands to the south of the Royal Canal. Accordingly, PMA No. 85 seeks to rezone the SR(1) lands immediately north of the Royal Canal to Phase 2 New Residential (TOD), a site area of 12.5 ha. The Office welcomes this zoning change given the lands proximity to the future train station. Further to the above, the Office advises that an amendment is made to PMA No. 73, to augment the Maynooth West Masterplan Area to include the SR(2) lands to the south of the Royal Canal. This would maximise the use of the future high-capacity public transport and ensure a more comprehensive consideration is given to the integration of the land parcels. Notes that a similar point was raised by the National Transport Authority in their submission on the Draft Plan).

### MA Observation 2 – Transit-Oriented Development

Arising from the Planning Authorities’ response to Recommendation 4 of the Office’s submission on the draft Maynooth and Environs Joint Local Area Plan 2025-2031 (Joint Local Area Plan) and in the interests of consistency and clarity and to ensure the implementation of the Local Area Plan, the Planning Authorities are advised to make the Plan with minor modifications pursuant to MA 73 and MA 85 to extend the Maynooth West Masterplan Area to include the SR(2) lands to the south of the Royal Canal, where the new train station is likely to be situated.

#### Summary

The office requests that the planning authorities address the recommendations and observations outlined above. Notes that the Chief Executives Report prepared for the elected members under section 20 of the Act must summarise these recommendations and the manner in which they will be addressed. Further notes that at the end of the process, the planning authorities are required to notify the OPR within five working days of the making of the Plan under section 31AO(5) of the Act. States that where the planning authorities decide not to comply with the recommendations of the OPR, or otherwise makes the Plan in such a manner as to be inconsistent with the recommendations of the office, the Chief Executives must, in the notice letter, inform the office accordingly and state the reasons for the decision of the planning authorities.

#### Chief Executives’ Opinion

The comments of the OPR on the integration of transport and land use planning (active travel measures) and specifically MA Recommendation 1 regarding Proposed Material Alteration (PMA) No. 33 and PMA No. 39 are acknowledged and fully accepted. Under (PMA) No. 33, the proposed deletion of 34 permeability measures comprises a significant proportion (23.9%) of the 142 permeability measures proposed in the Draft Plan. Whilst the deletion of five cycle measures proposed under PMA No. 39 constitutes 8.8% of the 57 cycle measures contained in the Draft Plan. It is noted that the vast majority of these measures create linkages between existing areas within the built-up area while most measures connecting to undeveloped areas are not proposed to be deleted. It is considered that should the elected members adopt these PMAs they will inevitably result in a less cohesive and holistic active travel network in Maynooth than is currently envisaged. This will by extension, lead to a corresponding reduction in its potential to offer the public a viable and safe alternative to the car for short trips within the town. This is particularly concerning having regard to the well-documented over-reliance on the private vehicle in Maynooth. Given the substantial growth targets for both housing and employment in the town over the life of the Plan, a ‘business as usual’ approach to transport and movement in Maynooth is clearly no longer feasible; there is simply not enough road space in the town to accommodate a parallel increase in vehicular traffic. This was highlighted in numerous instances in the Chief Executives Report on submissions / observations received to the Draft Plan which stated that the growth strategy pursued in the Draft Plan is *‘predicated on the full delivery of the MERR, sections of the MOOR, active travel measures, BusConnects and DART+ West... over the life of the Plan’* (emphasis added). Accordingly, it is agreed that PMA No. 33 and PMA No. 39 are both contrary to stated regional and county policies on active travel and sustainable movement. They are also considered inimical to achieving our legally binding obligations regarding carbon emissions reduction, in particular the 51% reduction of

in emissions for Maynooth Decarbonising Zone (DZ) by 2030, as set out in the Kildare Local Authority Climate Action Plan (LACAP) 2024-2029, which was adopted by the Elected Members of Kildare County Council on 18<sup>th</sup> December 2023. Accordingly, it is agreed that PMA No. 33 and PMA No. 33 should not be adopted by the elected members.

The contents of MA Recommendation 2 *'Masterplans for Maynooth Environs'* which relates to PMA No. 64 and PMA No. 65 is acknowledged. There are two Masterplan areas identified within Maynooth Environs, relating to the Moygaddy (MP 16) and Carton Estate (MP 17) landbanks. Meath County Council recognise the importance of Masterplans to ensure an integrated approach is taken to the phasing, management and development of these strategic lands within each Masterplan area. MP 16 and 17 masterplans in the Maynooth Environs will ensure an integrated approach is taken to the phasing, management and development of the respective land banks as outlined in Section 11.3.6 of Draft Plan. The Council recognise that significant infrastructure and investment is required to develop these lands, including the North-Eastern Maynooth Outer Orbital Route, Maynooth Transfer Pipeline Project, greenway, and active travel bridge. Accordingly, PMA No. 64 and No. 65 will be modified to remove the text *'unless it can be demonstrated that the application will not undermine the objectives of the masterplan being achieved'*. Masterplans will therefore be prepared and agreed by Meath County Council prior to the consideration of any future planning applications.

The comments of the OPR with regard to flood risk management and in particular MA Recommendation 3 are acknowledged. It is noted that the concerns regarding flood risk, which affects only very minor parts of lands subject to PMA No. 84 and PMA No. 85, are based on the High End Future Scenario (HEFS) flood extent mapping which was first highlighted to Kildare County Council and Meath County Council by the Office of Public Works on foot of their submission to the Proposed Material Alterations. The recommendation by the OPR to amend the zoning objectives to exclude the sections affected by Flood Zone A and B cannot be accommodated at this stage of the planning making process, as under Section 20(3)(q) of the Planning and Development Act 2000 (as amended) it is not possible to further amend a material alteration if it results in *'an increase in the area of land zoned for any purpose'*. The alternative recommended by the OPR to omit PMA No. 84 and PMA No. 85 from the Draft Plan is not considered necessary for a number of reasons. This includes the provisions of PMA No. 70 which states that *'vulnerable and less vulnerable uses shall not be permitted on any area where there is identified flood risk as shown in Map 10.2.'* It is considered however, that a further minor modification be made to PMA No. 70 so that it also refers to the HEFS flood risk extents mapping for the plan area. It is noted that the Plan also contains a mechanism to ensure that the flood risk is managed within the Maynooth West Masterplan Area (i.e., the location of lands subject to PMA No. 84 and PMA No. 85) so that these lands can be developed safely. In this regard, attention is drawn to the provisions of Objective MWO 1.2 b) of the Draft Plan which stipulates the masterplan shall be accompanied by *'a Site-Specific Flood Risk Assessment for the masterplan lands'*. Objective MWO 1.2 also stipulates that such a masterplan must be accompanied by an application for development on the lands that is not located within or linked to activities taking place within the existing built environs of St Patrick's College Campus. Accordingly, no development can take place on these lands in the absence of the masterplan being agreed by Kildare County Council. In addition to the proposal to make a

further minor modification to PMA No. 70 (as outlined above), it is also considered appropriate that the respective legends of Map 10.2 and Map 10.2a of the Draft Plan should be amended to reference the high end future scenario (HEFS) CFRAM flood extents mapping for Maynooth. Furthermore, in accordance with revised Section 5.28 of the Flood Risk Management Guidelines (Circular PL 2/2014), an additional minor modification shall be incorporated into PMA No. 70 to provide for an exception in respect of minor proposals for development within existing, developed, zoned areas at risk of flooding.

The request contained in MA Observation 1 to amend Section 11.1.3 Maynooth Central Urban Design Framework to include the estimated residential yield, as per the rationale set out in the Chief Executive's Report is accepted. It is considered that this information would be more appropriately set out as a minor modification to the additional text in Proposed Material Alteration No. 4 which relates to Table 3.9 Estimated Residential Capacity.

An additional request in MA Observation 1 to include the Maynooth Central Settlement Consolidation Site in Table 11.5 setting out the implementation and infrastructure delivery schedule for these lands is also accepted. It is considered that this is a consequential amendment related to PMA No. 4.

The request contained in MA Observation 2 to make the Plan with minor modifications pursuant to PMA No. 73 and PMA No. 85 to extend the Maynooth West Masterplan Area to include the SR(2) lands to the south of the Royal Canal is not accepted. It should be noted that the overall nature and extent of the Maynooth West Masterplan was the subject of considerable analysis on the part of Kildare County Council during the pre-draft stage. The lands as defined by the SR(2) zoning in the Draft Plan were deliberately excluded from the masterplan area due to a number of significant reasons. Firstly, as stated in the Plan this area is subject to a high degree of uncertainty regarding the planning and delivery of key transport infrastructure within the SR(2) zoning. This is further exacerbated by the recent Rail Order granted by An Bord Pleanála in respect of DART+ West omitting the train depot element of the project, which was to be located to the west of the lands. These issues would need to be fully resolved in order for any masterplan to be finalised. This would inevitably lead to lengthy delays in its preparation and consequently impede the development of all lands zoned in Maynooth West, including C(4): New Residential, P: Research and Technology and E(1) and E(2): Community and Education lands. Furthermore, the inclusion of the lands as part of the masterplan would mean that it would have to be prepared and agreed to by multiple landowners rather than just one landowner at present. It is the experience of Kildare County Council that this makes the process for producing a masterplan resource intensive, time-consuming and quite unwieldy and the solution proposed in the Draft Plan is most practical and deliverable. Accordingly, in the interests of activating the lands zoned for development in Maynooth West within an appropriate time frame, it is considered that only the SR(1) lands should be subject to the preparation of a masterplan.

It should be noted that Kildare County Council fully acknowledges the strategic importance of the SR(2) lands, they being the anticipated location of a new train station serving Maynooth West. In this regard, the provisions of the Draft Plan including objective MWO 1.1, text supporting its zoning objective in Table 11.7 and PMA No. 63 are all considered to

provide strong support the co-ordinated delivery of critical transportation infrastructure on the SR(2) lands over the life of the Plan.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 4 should be adopted by the elected members with the following minor modification.

Chapter 3, Table 3.9 Estimated Residential Capacity for Maynooth (County Kildare), amend table and accompanying text, with minor modification as follows:

~~\* Some 250 units have been allocated to identified sites within ‘A: Town Centre’ and ‘B: Existing Residential and Infill’ zoned lands as a targeted measure aimed at supporting compact growth inside the defined Built-Up Area (BUA) of Maynooth.~~  
 Maynooth Central Settlement Consolidation Site has a combined potential residential yield of 299 units, i.e., 130 units in addition to the permitted development on Parson Street (169 units) referred to in this table. Potentially, 130 residential units could be delivered on half of the remaining area (5.7 ha-1.98ha = 3.72ha/2 =1.86ha) if brought forward at 70% net site area at 100 units per hectare.

As a consequential amendment resulting from Proposed Material Alteration No. 4 an additional section regarding the Maynooth Central Settlement Consolidation Site is recommended to be included in Table 11.5 Implementation and Infrastructure Delivery Schedule – Residential Lands, as follows:

*A: Town Centre – Maynooth Central Settlement Consolidation Site (SCS)*

<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.2 and 7.3 relating to the site. - PERM 66 – replace active modes bridge over Royal Canal and other active travel measures identified on Map 7.1 and Map 7.2 - RD7 – new southern access to Parson Street from Leinster Street (Map 7.4) - PK 6 – Upgrade Leinster Street car park (Map 7.5) - Upgrades to existing infrastructure	Short - Medium Term – In tandem with new development.	Developer, State
<b>Education</b>		
Childcare facility – as per ‘E: Community and Education’ zoning.	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
<b>Open Space Provision</b>		
Provision of open space and recreational areas.	To be carried out in tandem with new development and completed prior to the occupation of first unit.	Developer
Maynooth Harbour Field Park	Short – Medium Term (subject to funding)	State, KCC
<b>Water and Wastewater</b>		

<i>Water Supply – No site-specific constraints envisaged. Some local network improvements may be required.</i>	<i>In tandem with new development.</i>	<i>Developer</i>
<i>Wastewater – No site-specific constraints envisaged - subject to modelling.</i>	<i>In tandem with new development.</i>	<i>Developer</i>
<b>Surface Water Drainage</b>		
<i>A portion of site is considered to be significantly affected by fluvial flooding.</i>	<i>On-going – In tandem with new development.</i>	<i>Developer</i>
<i>Consideration should be given to utilising public green open space as multi-purpose spaces to include surface water attenuation to help improve the resilience of the system and maintain capacity under likely climate change scenarios.</i>		
<i>Infiltration at source to remove pollutants and minimal runoff through third-party lands/into road drainage.</i>		

It is recommended that Proposed Material Alteration No. 33 and Proposed Material Alteration No. 39 **should not be** adopted by the elected members.

It is recommended that Proposed Material Alteration No. 64 should be adopted by the Elected Members with the following minor alteration.

Modification to Material Alteration No. 64 as follows:

- MEO 1.1** Require the submission of a masterplan **prior to** any **future** application for the development of lands identified as ‘Masterplan Area 16’ on Map 11.2: **The masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objective of the masterplan being achieved** and shall address the following...’

It is recommended that Proposed Material Alteration No. 65 should be adopted by the Elected Members with the following minor alteration.

Modification to Material Alteration No. 65 as follows:

- MEO 1.2** Require the submission of a masterplan **prior to** any **future** application for the development of lands identified as ‘Masterplan Area 17’ on Map 11.2: **The masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objective of the masterplan being achieved** and shall address the following...’

It is recommended that Proposed Material Alteration No. 70 should be adopted by the elected members with the following minor modification.

Chapter 11: Implementation, Land Use Objectives, insert additional text, with a minor modification as follows:

*Subject to Site-Specific Flood Risk Assessment (SSFRA) vulnerable and less vulnerable uses shall not be permitted on any area where there is an identified flood risk as shown in Map 10.2 Strategic Flood Risk Assessment, and on any CFRAMS flood extent maps for High End Future Scenario (HEFS) within the plan area. An exception to this will be made in respect of minor proposals for development in existing, developed, zoned areas at risk of flooding in accordance with Revised Section 5.28 of the Flood Risk Management Guidelines (Circular PL 2/2014).*

As a consequential amendment resulting from Proposed Material Alteration No. 70 the following additional text shall be included in the legends of Map 10.2: Infrastructure and Environmental Services – Strategic Flood Risk Assessment and Map 10.2a: Infrastructure and Environmental Services – SFRA Land Use Zoning Underlay:

*Note: The flood risk extents are based on the CFRAMS mid-range future scenario (MRFS) only. Regard should also be had to the High End Future Scenario (HEFS) flood risk mapping for the plan area available from: <https://www.floodinfo.ie/>*

## 4 Submission from Prescribed Authorities and Public Bodies

This section of the report summarises the issues raised in the six submissions or observations received in respect of the Proposed Material Alterations to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 from prescribed authorities and public bodies (in addition to the OPR).

The relevant submissions are as follows:

Submission No. 014	Transport Infrastructure Ireland
Submission No. 015	Environmental Protection Agency
Submission No. 021	Uisce Éireann
Submission No. 062	National Transport Authority
Submission No. 079	Department of Education
Submission No. 087	Office of Public Works

The Chief Executives' opinion and recommendation is set out under each submission.

Recommended deletions to the Draft Local Area Plan are shown in ~~striketrough blue~~ and recommended new text is shown in *italics red* as per the Proposed Material Alterations Report. Further minor additions in text are shown in *green italics* or ~~striketrough green~~ for text deletions. Original text from the Draft Plan where no amendment has been made remains in black.

### 4.1 Transport Infrastructure Ireland (Submission No. 014)

#### **Issues Raised**

The submission from Transport Infrastructure Ireland (TII) states that the authority generally welcomes the Proposed Material Alterations arising from consideration of its initial submission on the Draft Plan. Submission outlines the role of TII in the maintenance and operation of safe and efficient national road and light rail networks. Notes that presence of the M4 Motorway is a critical enabler of national, regional, and local development policy and is within the plan area.

States that its observations seek to address the safety, capacity and strategic function of the national road network in accordance with TII's statutory functions and the provisions of official policy outlined in the Section 28 *Guidelines Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012) and the EMRA *Regional Spatial and Economic Strategy* (RSES) including Metropolitan Area Strategic Plan (MASP) area. Submission refers to a number of Regional Policy Objectives (RPOs) which are of particular relevance in supporting the work of the authority in maintaining the integrity, capacity and safe operation of the national road network. These include RPO 8.1, RPO 8.2, RPO 8.3 and RPO 5.2. Notes that the National Transport Authority's Greater Dublin Area Transport Strategy 2022-2042 contains Measure ROAD2 which sets out National Roads Requirements explicitly complementary to the Guidelines and includes provision 1: - "*The primary function of national roads is to cater for strategic traffic and this function must be protected*". States that having regard to official policy, TII provides the following comment in relation to the Proposed Material Alterations on display.

## **1.0 Draft LAP Chapter 7 Movement and Active Travel**

### **Proposed Material Alteration No. 41**

TII welcomes Proposed Material Alteration No. 41 which includes revisions to Objectives MATO 2.1, MATO 2.3, MATO 4.2 and Section 7.7. Submits that the Joint Plan in highlighting in proposed MATO 2.1, MATO 4.2 and Section 7.7 the requirement to observe compliance with TII Publications in respect of development that may interact with the national road network will advance the technical and standards compatibility of such development with the strategic function of the national road network in accordance and Section 28 Guidelines and national and regional policy objectives.

Submits that a minor editorial issue would be that TII publications ought to be capitalised as it refers to a suite of assessment and standards that set design guidance for the national road network and associated infrastructure and in accordance with Government's *NGS Circular No. 2 of 2022 RE: Application of Guidelines and Standards in relation to works on Public Roads in Ireland* is, alongside DMURS, the appropriate guidance for the local road network subject to extra urban speed limits.

States that the explicit recognition of the National Cycle Network (NCN) alongside the Cycle Network Plan as part of the proposed amendment to Objective MATO 2.3 advances integrated recognition and implementation of strategic sustainable mobility objectives.

### **Proposed Material Alteration No. 48**

Welcomes Proposed Material Alteration No. 48 for the purpose of clarifying the strategic ground transportation context of the Joint Plan in accordance with commensurate National Development Plan (NDP) and regionally scheduled priorities.

## **2.1 Omissions from Material Alterations - Draft LAP Chapter 11 Implementation and revisions to Map 11.1 Land Use Zoning Map**

Outlines concerns that a revision requested by recommendation of TII was not proposed as a material alteration. This relates to the recommended removal of the proposed extended 'H' land use zoning objective locations to the immediate south-west and south of the local Ballygoran Road at M4 Junction 7. TII submits this proposed zoning is, and remains, at variance with the national and regional policies which relate to national roads.

TII advises that under National Policy Objective (NPO) 74 of the National Planning Framework (NPF) indicates the requirement to secure the alignment of the NPF with National Development Plan (NDP) through the delivery of the NPF's National Strategic Outcomes. Notes the role of the National Development Plan 2021 – 2030 in outlining the investment priority to ensure that the existing extensive transport networks, which have been enhanced over the last two decades, are maintained to a high level. Reiterates a range of government policies relating to maintaining the strategic capacity and safety of the road network including provision for future development. These include National Strategic Outcome (NSO) 2 of the NPF. RPO 8.1, RPO 8.2 and RPO 8.3 of the RSES and Measure ROAD2 of the NTA's National Transport Authority's Greater Dublin Area Transport Strategy 2022-2042.

With respect to the 'H' zoning objective, TII highlights the requirements of the Spatial Planning and National Roads Guidelines for Planning Authorities and specifically Sections 2.4 and 2.7. States that both sections respectively require proposals for development of lands adjacent to national roads be evidenced to demonstrate the road can continue to perform their strategic transport function into the future, and that particular care is required at locations at or close to junctions as additional traffic generated may lead to the premature and unacceptable reduction in the level of service available to road users. States that no evidence-based approach has been demonstrated by this zoning and submits that based on the conclusions of the Chief Executives Report on submissions to the Draft Plan prepared in September 2024, TII remains of the opinion that the demonstration of an evidence-based policy prescribed approach does not appear adhered to and is thus contrary to the provisions of National and Regional policy outlined the *Spatial Planning and National Roads Guidelines for Planning Authorities*, notwithstanding the Chief Executives Report on submissions to the Draft Plan prepared in September 2024.

States that it is the opinion of TII that the inclusion of an additional plot of land to the southern side of the Ballygoran Road and the south western quadrant of the interchange from 'white land' not zoned for development to draft land use zoning *objective 'H: Industry / Office Park / Warehousing'* and extension of the Draft Joint LAP boundary exceeding the 'Built-Up Area boundary (Census 2022)' represents an undesirable precedent and incremental diminution of the function of M4 Junction 7 interchange capabilities and the strategic function of the national road network contrary to the *Guidelines on Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012) and also *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* (DoHLGH, 2024). Submits that these zonings should be omitted until such time as the evidence base has been developed in accordance with statutory guidance outlined which is supported by national and regional policy.

### **Conclusion**

Submission concludes by acknowledging and welcoming the proposed alterations to the Draft Plan that arise following the council's consideration and assessment of TII's initial submission. However, it states that there remain specific provisions of the Draft Joint LAP which the Authority requested review prior to adoption which are not subject to proposed alteration as set out in TII's submission on the Draft Development Plan of July 2024 (TII ref. TII24-127717).

Reiterates the authority's serious concerns for precedent and contravention of *Spatial Planning and National Road Guidelines for Planning Authorities* in relation to the continuation of the Draft Joint Plan proposal for a change in land use zoning from 'white land' not zoned for development category to a commercial development category immediately south west and east of Junction 7 of the motorway as set out in section 2.0 above.

In relation to the proposed material amendments on display, TII respectfully requests that the foregoing observations are taken into consideration by the Councils prior to finalising the Joint Plan to ensure that its provisions advance efficient and proper planning and sustainable development where development interfaces with the national road network.

### **Chief Executives' Opinion**

The contents of the submission received from Transport Infrastructure Ireland (TII) are noted.

TII's support for Proposed Material Alteration No. 41 is acknowledged. The minor editorial issue highlighted is noted. This issue will be address in the final published version of the Plan, once adopted.

TII's support for Proposed Material Alteration No. 48 is noted.

The comments of TII with regards to the proposed extended '*H: Industry/Office Park/Warehousing*' land use zoning objective locations to the immediate south-west and south of the local Ballygoran Road at M4 Junction 7 in the Draft Plan are also noted. There is no legislative provision to remove these zoned lands at this stage of the plan-making process as under Section 20(3)(q) of the Planning and Development Act 2000 (as amended) it is not possible to further amend a material alteration if it results in '*an increase in the area of land zoned for any purpose*'.

It is not accepted that there was no evidence-based approach behind their inclusion in the Draft Plan. The present use (car-sales business) of the land zoned 'H' located to the immediate south of the Ballygoran Road adheres fully with the proposed zoning. It is important to note that a commercial use has been established on site for in excess of 10-years. Accordingly, the Draft Plan is considered to have adopted a rational and appropriate approach in formalising and regularising the current land use within the landholding.

With regard to the land zoned 'H' located to the southwest of Junction 7, it is also noted that there are existing established and permitted commercial uses on the site, comprising of warehousing and workshops. Furthermore, as outlined in the Chief Executives' Opinion to TII's submission to the Draft Plan, extensive modelling was carried out during the Maynooth and Environs Area Based Transport Assessment (MEABTA), which included the subject lands. This modelling was based on the projected development that is expected to take place in the town over the lifetime of the plan including a modest increase in development at Dowdstown. The impact of zoning this additional portion of land on the existing road and motorway network was deemed to be reasonable and appropriate. Additionally, this site was considered in the Settlement Capacity Audit prepared to inform the Draft Plan (Site Ref. No. 17) which concluded that the site was Tier 2 for employment purposes (i.e., serviceable during the lifetime of the Plan).

### **Chief Executives' Recommendation**

It is recommended that a further minor and non-material modification be made to the Draft Plan, as follows:

Capitalise the title of all Transport Infrastructure Ireland (TII) publications referred to in the Plan.

## 4.2 Environmental Protection Agency (Submission No. 015)

### **Issues Raised**

#### **Proposed SEA Determination**

The submission from the EPA notes the proposed determination regarding the need for SEA of the Alterations. The submission states that for land use plans at a county and local level the EPA provide a self-service approach through the guidance document '*SEA and Local Authority Land-Use Plans – EPA Recommendations and Resources*' and should be considered as appropriate and relevant to the alterations.

#### **Sustainable Development**

Submits that Kildare County Council and Meath County Council should ensure that the Plan, as amended, is consistent with the need for proper planning and sustainable development. States that adequate and appropriate critical service infrastructure should be in place, or required to be put in place, to service any development proposed and authorised during the lifetime of the Plan.

Submits that Kildare County Council and Meath County Council should consider the need to align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaptation plans.

States that Kildare County Council and Meath County Council should also ensure that the Plan is consistent with key relevant higher-level plans and programmes.

#### **Future Modifications to the Draft Plan**

States that where further changes to the Draft Plan are proposed, these should be screened for likely significant effects in accordance with SEA Regulations.

#### **SEA Statement – “Information on the Decision”**

The submission sets out a summary of what should be contained in the SEA statement once the Plan has been made, a copy of which should be sent to any environmental authority consulted during the process.

#### **Environmental Authorities**

The submission outlines the bodies that should be consulted under the SEA Regulations.

### **Chief Executives’ Opinion**

The contents of the submission received from the Environment Protection Agency are noted.

The planning authorities in accordance with Section 20 of the Planning and Development Act 2000 (as amended), has screened the Proposed Material Alterations and determined that a Strategic Environmental Assessment (SEA) was required with respect to 13 of the Proposed Material Alterations (Nos. 2 (Objective DO 1.4 only), 26, 27, 29, 30, 32, 36 (amendment to GBIO 2.7 only), 49, 63, 84, 87, 89 and 90) which have the potential to result in significant environmental effects. The SEA Addendum report provided an assessment with respect to the proposed material alterations and a SEA Screening Report, SEA

Screening Determination and SEA Environmental Report pursuant to the SEA Directive and Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011 were prepared.

The Addendum Report detailed considered that the mitigation measures set out in Chapter 9 of the SEA Environmental Report will work to avoid or reduce any potential negative environmental effects identified in this Addendum and should be complied with. Furthermore, in accordance with environmental legislation, where the potential for significant environmental effects exist, site-specific environmental assessment will be carried out, as required. These assessments will include the incorporation of site-specific detailed mitigation measures to ameliorate the potential for significant environmental effects.

An SEA Statement (with Non-technical Summary) will be prepared upon the final adoption of the Joint Local Area Plan.

#### **Chief Executives' Recommendation**

No further change is recommended.

### **4.3 Uisce Éireann (Submission No. 021)**

#### **Issues Raised**

The submission from Uisce Éireann (UÉ) generally welcomes the proposed material alterations arising from submissions on the Draft Plan. In addition to its submission made at the Draft Plan stage UÉ makes some general comments on proposed material alterations below.

#### **Proposed Material Alteration No. 56**

Regarding the timeline for the Maynooth Transfer Pipeline. It is currently estimated that the project will be completed end 2027 / early 2028.

#### **Proposed Material Alteration No. 85**

Notes that Proposed Material Alteration (PMA) No. 85 results in the changing of the zoning of 13 ha from Strategic Reserve to New Residential (Transport Orientated Development). States that this is a large area that is not serviced with a public sewer network and that a considerable network extension would be required to the public network over 800m past the university campus on the Kilcock Road. Notes that there is currently no UÉ project to support this

#### **Zoning Moygaddy lands**

States that the zoning should take cognisance of the proposed route of the Maynooth Transfer Pipeline.

#### **Chief Executives' Opinion**

The contents of the submission received from Uisce Éireann (UÉ) are noted. Regarding the submission of UÉ to Proposed Material Alteration (PMA) No. 56, it is considered that a further minor modification be made to the Proposed Material Alteration to reflect the

updated information on the envisaged delivery timeline for the Maynooth Transfer Pipeline provided in the submission.

It is important to note that the proposed amendment to the zoning of lands from 'SR(1): Strategic Reserve' to 'C: Phase 2 New Residential (Transit-Oriented Development)' as provided for under PMA No. 85 can only be brought forward for New Residential through a statutory amendment under Section 20 of the Planning and Development Act 2000 (as amended) or through subsequent planning legislation (Table 11.7, footnote 73 of the Draft Plan refers). It is further noted that as outlined in Section 11.7 of the Draft Plan, the development of the lands must be phased and delivered in tandem with the delivery of DART+ West and Maynooth West Train Station. Therefore, it is unlikely to result in any significant development of the lands over the life of the plan. In any event, it is the consideration of Kildare County Council that the delivery of servicing infrastructure within lands (i.e., roads infrastructure, water and wastewater services) will be developer-led.

Comments regarding Maynooth Transfer Pipeline with respect to the Moygaddy lands are also noted. The Local Authorities recognise the importance of this strategic piece of infrastructure which is essential for the future growth of Maynooth and its environs. Both Local Authorities are aware of the route of the Transfer Pipeline which has been permitted by Meath County Council under Planning Reference No. 22/960 and by Kildare County Council under Planning Reference 22/784.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 56 should be adopted by the Elected Members with the following minor modification.

Chapter 10: Infrastructure and Environmental Services, Section 10.2.2 Wastewater, link an additional footnote to the ninth sentence of Section 10.2.2 as follows:

It is envisaged that this project will be completed within the life of the Joint Plan. <sup>Footnote</sup>

*Footnote Section 5.3.2 of the Settlement Capacity Audit indicates that the Maynooth Wastewater Transfer Pipeline project would be completed by 2026 which Uisce Éireann (UÉ) has indicated may now not be the case. A revised timeline provided by UÉ in December 2024 envisages the project will be completed by end 2027 / early 2028.*

## **4.4 National Transport Authority (Submission No. 062)**

### **Issues Raised**

The submission from the NTA welcomes the opportunity to comment on the Material Alterations to the Draft Maynooth Local Area Plan 2025-2031 and, on the basis of the Transport Strategy for the Greater Dublin Area (GDA) 2022-2042, submits the following comments for consideration.

### **Proposed Material Alteration No. 33**

The submission states that it does not consider that the deletion of numerous proposed permeability links to be in accordance with the objectives as set out in the Plan to make Maynooth a more sustainable town where active travel is prioritised. Notes the recent publication *Reimagining Permeability in Kildare – Reconnecting our Communities: Permeability Guidelines* in this regard. Refers to Measure PLAN9 of the GDA Transport Strategy which provides that local area plans in the GDA should ensure that the road and street networks in new development areas are designed on the basis of providing for filtered permeability and should incorporate measures which deliver filtered permeability in existing neighbourhoods.

**Recommendation:** The NTA recommends that Proposed Material Alteration (PMA) No. 33 is not approved, and the Plan moves forward with the proposed permeability measures in place, to be delivered in accordance with the Kildare County Council Permeability Guidelines which provides for consultation with the communities as part of the scheme making process.

### **Proposed Material Alterations No. 64 and No. 65**

The submission considers that the proposed wording included in PMA No. 64 and No. 65 in relation to MEO 1.1 and MEO 1.2 is unclear and has the potential to undermine the process of plan-led development. Submits that the development of these lands should be plan-led in order to achieve the maximum integration of land use and transport planning. States that any masterplan of these lands should be agreed with Meath County Council in advance of planning applications coming forward. *'The masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objectives of the masterplan being achieved...'*

**Recommendation:** The submission recommends that the proposed additional wording of MEO 1.1 and MEO 1.2 is unclear and should be amended or deleted in order to protect the importance of a plan-led process to ensure the sustainable development of this area.

### **Proposed Material Alteration No. 66**

The submission notes the changes in PMA No. 66 which includes *'The introduction of second option (B) to access the post-primary school site from the Maynooth Eastern Ring Road (MERR)'*. Submits that it is unclear from the text, as well as Figure 11.7, whether the second option would be in place of the original access point or in addition to the original access point. The text and Figure 11.7 should make it clear that there will only be one vehicular access point to serve the school development. The introduction of a second or several active travel access points should be provided in order to encourage and promote active travel choices. It is submitted that the addition of two vehicular access points would undermine investment in active travel and public transport infrastructure and would encourage private car use.

**Recommendation:** It is recommended that PMA No. 66 should clearly state that only 1 no. vehicular access point should be provided to the school (location to be determined) and should provide for multiple active travel access points in order to encourage sustainable mode choices.

### **Chief Executives' Opinion**

The contents of the submission received from the National Transport Authority (NTA) are noted.

Regarding the submission of the NTA to Proposed Material Alteration (PMA) No. 33, the proposed deletion of 34 permeability measures comprises a significant proportion (23.9%) of the 142 permeability measures proposed in the Draft Plan. If approved, the omission of these measures will result in a more limited active travel network within Maynooth and Environs, which will by extension, lead to a corresponding reduction in its potential to offer the public a viable alternative to the private car for short journeys to key destinations within the town. PMA No. 33 is considered to be contrary to a range of both regional policies and the policies of the Kildare County Development Plan 2023-2029 concerning active travel and the implementation of the 10-minute settlement. It is also considered to be contrary to the provisions for Maynooth Decarbonising Zone (DZ) as contained in the County Kildare Local Authority Climate Action Plan 2024-2029. Not only is the PMA at odds with the spirit of the Plan (as expressed in the vision statement), but it is also considered to actively militate against key requirements of the Plan including (inter alia) objectives; CCSO 1.1 (supporting and facilitating compact growth development and integrated neighbourhoods); HCO 2.2 (requiring the development of a high standard of urban design through the creation of permeable developments) and; MATO 2.2 (ensuring that all development allows for connectivity for active travel modes to adjacent lands). Accordingly, the Chief Executives agree with the recommendation from the NTA that PMA No. 33 should not be adopted by the Elected Members.

The comments received relating to PMA 64 and PMA 65 are acknowledged and accepted. There are two Masterplan areas identified within Maynooth Environs, relating to the Moygaddy and Carton Estate landbanks. Meath County Council recognise the importance of Masterplans to ensure an integrated approach is taken to the phasing, management and development of these strategic lands within each Masterplan area. MP 16 and 17 masterplans in the Maynooth Environs will ensure an integrated approach is taken to the phasing, management and development of the respective land banks as outlined in Section 11.3.6 of draft Joint Local Area Plan. The Council recognise that significant infrastructure and investment is required to develop these lands, including the North-Eastern Maynooth Outer Orbital Route, Maynooth Transfer Pipeline Project, greenway, and active travel bridge. Accordingly, PMA 64 and 65 will be modified to remove the text '*unless it can be demonstrated that the application will not undermine the objectives of the masterplan being achieved*'. Masterplans will therefore be prepared and agreed by Meath County Council prior to the consideration of any future planning applications.

The recommendation of the NTA with regard to PMA No. 66 is accepted. It is considered that an additional minor modification be made to ensure that only one vehicular entrance will be permitted into the Post-Primary School site.

### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 33 **should not be** adopted by the Elected Members.

It is recommended that Proposed Material Alteration No. 64 should be adopted by the Elected Members with the following minor modification.

Modification to Material Alteration No. 64 as follows:

- MEO 1.1** Require the submission of a masterplan **prior to** any **future** application for the development of lands identified as 'Masterplan Area 16' on Map 11.2: **The masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objective of the masterplan being achieved** and shall address the following...'

It is recommended that Proposed Material Alteration No. 65 should be adopted by the Elected Members with the following minor modification.

Modification to Material Alteration No. 65 as follows:

- MEO 1.2** Require the submission of a masterplan **prior to** any **future** application for the development of lands identified as 'Masterplan Area 17' on Map 11.2: **The masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objective of the masterplan being achieved** and shall address the following...'

It is recommended that Proposed Material Alteration No. 66 should be adopted by the Elected Members with the following minor modification.

Chapter 11: Implementation, Table 11.1 Railpark KDA Design Brief, amend as follows:

### **Connectivity and Movement**

Vehicular access to this KDA shall be provided via the Maynooth Eastern Ring Road (MERR) which shall be constructed prior to or in tandem with the development of the KDA. The KDA should provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to the Royal Canal Greenway to the north, as well as adjacent areas to the west and south. The KDA should also ensure the possibility of realising future links to potential development lands to the east. Particular attention should be given to the interface between the residential portion of the KDA and the site of the post-primary school to the south. **The A single point of access to the post-primary site for vehicular traffic will be agreed with the planning authority at planning application stage. This will be either via point A: Celbridge Road or point B: MERR, as identified in Figure 11.7. Vehicular access to residential development within the KDA will be via the MERR only.**

## 4.5 Department of Education (Submission No. 079)

### **Issues Raised**

This submission from the Department of Education states that it has considered the Proposed Material Alterations to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 and notes that there are no alterations to the population projections as outlined in the draft LAP and therefore the department re-affirms the projected school requirements as per its submission to the Draft Plan.

### **Proposed Material Alteration No. 13**

The Department notes the proposed wording in Proposed Material Alteration (PMA) No. 13 relating to the inclusion of a paragraph regarding Special Education Needs within Maynooth. It also welcomes the proposed wording of the new education and training objective which is also proposed under the PMA.

### **Proposed Material Alteration No. 18**

The department notes and is seeking clarification on the proposed new wording for PMA No. 18 which relates to Objective HCO 6.7. The submission requests if the councils can clarify that the purpose of the amendment is to address the deficit in recreational space for all members of the community and not solely students as the amended wording is not clear in that regard. Additionally notes that the Department is in favour of a shared facilities approach that benefits all members of the community.

### **Proposed Material Alteration No. 51**

Notes the wording of PMA No. 51 for parking measure PK 8 which will now seek to investigate measures to improve traffic congestion related to Maynooth Education Campus.

### **Proposed Material Alteration No. 72**

Notes the proposed wording of PMA No. 72 for land use zoning objective E(3) which now includes the designation of recreational facilities for use by the Maynooth Educate Together National School and Gaelscoil Ui Fhiaich.

### **Non-Material Change F**

Notes the non-material changes to Table 5.6 Social Infrastructure Requirements the inclusion of a new row that includes the text "Identified requirement: Additional 1,248 places required" at post-primary level. States that in its submission to the Draft Plan, the department noted that the MASP status for Maynooth could potentially see an overall increase of 15,531 persons as stated in Section 3.2.4 of the Draft Plan. Contends that it was on this basis that the department welcomed the zoning for a potential post-primary school at lands on Celbridge Road. Submits that at no stage has the department identified to the councils a specific post-primary school place requirement based on such an increase. However, the department recognises that given certain criteria, a 15,000 plus increase in population could potentially create a school place requirement in the range of what is outlined in the text. The submission therefore suggests that the text be amended to reflect the potential need for an extra 1,248 required places.

**Chief Executives’ Opinion**

The contents of the submission received from the Department of Education are acknowledged.

The comments of the department on the wording of Proposed Material Alterations No. 13, No. 51 and No. 72 are noted.

In response to the clarification sought by the department on the wording of PMA No. 18 which relates to Objective HCO 6.7, it should be noted that this PMA was included on the basis of a number of submissions to the Draft Plan which (inter alia) highlighted that there were insufficient sports grounds / amenity space available to provide for the recreational needs of existing pupil population of Maynooth Educate Together National School. Accordingly, by proposing to insert the text *‘(including the Maynooth Educate Together National School to address the deficit in recreational space for students)’* the planning authorities sought to make a specific provision which ensures that the objective which seeks to facilitate all sports clubs, community groups and educational institutions in Maynooth in the acquisition and or use of lands for sports and recreational purposes, while also providing support for addressing the specific acute situation currently experienced at Maynooth Educate Together National School. It should be further noted that PMA No. 72 is best read alongside PMA No. 18 which is a related amendment.

The views of the department on the content of Non-Material Change F are noted. It is recommended that there be a further non-material change to ensure that the Plan clarify that there is a *‘potential’* requirement for an extra 1,248 places at post-primary school places over the life of the Plan.

**Chief Executives’ Recommendation**

It is recommended that the following additional minor and non-material modifications be made to Non-Material Change F.

Chapter 5: Homes and Communities, Table 5.6 Social Infrastructure Requirements, amend as follows:

Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
<b>Education and Training</b>					
<b>Post-Primary Schools</b>	E	Education	<i>Identified requirement: Additional 1,248 places potentially required</i>		

Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
			<b>New school building for Gaelcholáiste Mhaigh Nuad</b> <ul style="list-style-type: none"> <li>Capacity for 350 pupil places</li> </ul>	<ul style="list-style-type: none"> <li>Site along Moyglare Road, previously occupied by Maynooth Post Primary School</li> </ul>	<ul style="list-style-type: none"> <li>KWETB/ Department of Education</li> </ul>
			<b>Extension of the existing post-primary schools in Maynooth</b> <ul style="list-style-type: none"> <li>Capacity for 1,248 additional pupil places</li> </ul>	<ul style="list-style-type: none"> <li>Maynooth Education Campus, Moyglare Road</li> </ul>	Department of Education
			<b>Reserve a site for a new post-primary school</b>	<ul style="list-style-type: none"> <li>Lands on Celbridge Road zoned 'E(3): Education and Community'</li> </ul>	Department of Education

## 4.6 Office of Public Works (Submission No. 087)

### **Issues Raised**

This submission from the Office of Public Works (OPW) notes its role as the lead agency for flood risk management in Ireland and notes that this submission is made specifically concerning flood risk management. The OPW welcomes Proposed Material Alterations (PMAs) No. 70, No. 80 and No. 91 which have addressed issues raised by the OPW at the Draft Plan stage, and also PMA No. 87 and PMA No. 90 which rezone lands which overlap with Flood Zones A and B for water compatible usage.

### **Errata**

The submission refers to its commentary at Draft Plan stage which that the legend for Figure 4-3 in the Surface Water Management Strategy provided had omitted 'Very Poorly Drained'. Notes that the Chief Executives (CEs) Report on the Draft Plan noted that this would be updated at Material Alteration stage, however states that no text has been included with the proposed material alterations to indicate that this has been addressed.

### **Supplied Justification Tests**

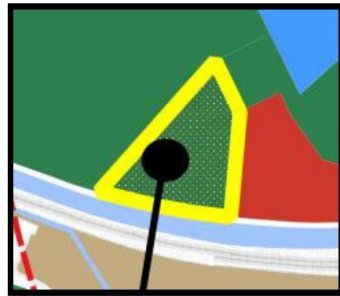
The submission refers to its commentary at Draft Plan stage which noted that part 3 of Justification Tests included consisted primarily of requirements for Site Specific Flood Risk Assessments (SSFRA), with issues to be addressed in SSFRAs noted. As noted at draft plan stage, part 3 of the Plan Making Justification Test as set out in the Guidelines is that *"A flood risk assessment to an appropriate level of detail **has** been carried out as part of the Strategic Environmental Assessment **as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed, and the use or development of the lands will not cause unacceptable adverse impacts elsewhere"***. Submission states that Kildare County Council and Meath County Council should specify the structural or non-structural measures as prerequisites to development and provide information on the residual risks that would remain and how they might be managed. Any requirements, mitigations or limitations required to ensure the lands can be safely developed should be included and transposed into the Draft Plan as policy objectives, and this should not be passed on to development management.

### **Moygaddy Area**

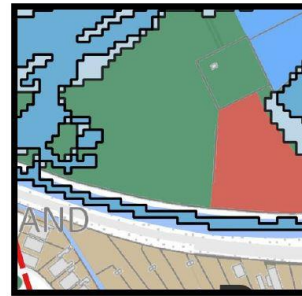
The submission refers to its commentary at Draft Plan stage which noted that it had not been demonstrated how Part 2 of the Plan Making Justification Test had been satisfied for lands in County Meath. Notes that the CE's Report response set out that the lands had been subject to detailed Site-Specific Flood Risk Assessments (SSFRA) as part of the planning applications submitted on these lands which had concluded that proposed development avoided all predicted and identified flood risk and was located in Flood Zone C. The submission states that given that planning applications submitted for these lands do not propose any development in Flood Zone A or B, and that it has not been demonstrated that these lands have satisfied the criteria of the Plan Making Justification Test, Meath County Council might consider rezoning lands in Flood Zones A and B for usage appropriate to the level of flood risk identified.

### Proposed Material Alterations No. 84 and No. 85

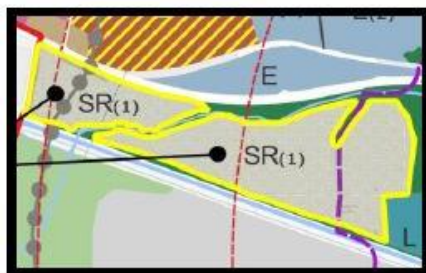
Notes that PMA No. 84 rezones an area of land which overlaps with Flood Zones A and B from water compatible Open Space and Amenity to highly vulnerable Student Accommodation. Proposed Material Alteration 85 rezones an area of land from Strategic Reserve to highly vulnerable Phase 2 New Residential (Transport-Oriented Development). Highly vulnerable development is not appropriate in Flood Zones A or B unless it can be demonstrated that all criteria of the Plan Making Justification Test have been satisfied.



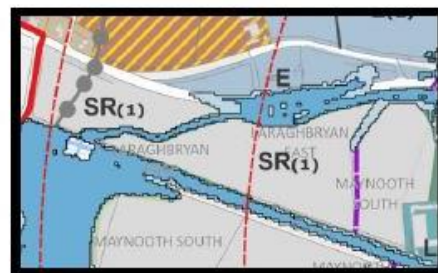
Proposed Material Alteration 84



Flood Zones A and B



Proposed Material Alteration 85



Flood Zones A and B

### Chief Executives' Opinion

The contents of the submission received from the Office of Public Works are noted.

The lack of reference to address the erratum in the Proposed Material Alterations Report was an oversight. Figure 4-3 Soils Hydrology in the Study Area in the Surface Water Management Strategy will be updated accordingly on foot of the final adoption of the Plan.

Regarding the request that Kildare County Council and Meath County Council should specify the structural or non-structural measures as prerequisites to development and provide information on the residual risks that would remain and how they might be managed, attention is drawn to the provisions of Proposed Material Alteration (PMA) No. 70 which states that *'vulnerable and less vulnerable uses shall not be permitted on any area where there is identified flood risk as shown in Map 10.2.'* It is however, accepted that that Map 10.2 is based on the mid-range future scenario (MRFS) (as detailed under Section 6.5 Climate Change Sensitivity of the SFRA) and not the high end future scenario (HEFS) which was first highlighted to Kildare County Council and Meath County Council by the OPW on foot of their submission to the Proposed Material Alterations. To address this issue reference will also be made to the high end future scenario CFRAM mapping in Map 10.2 and Map 10.2a. Furthermore, in accordance with revised Section 5.28 of the Flood Risk Management Guidelines (Circular PL 2/2014), an additional minor modification shall be

incorporated into PMA No. 70 to provide for the exception of minor proposals in existing, developed, zoned areas at risk of flooding.

The comments from the OPW with regard to the issue of flood risk within the Maynooth Environs are acknowledged. These lands are already zoned in the Meath County Development Plan 2021-2027. The area of land zoned employment and community within Flood Zone A and Flood Zone B is minimal - 695sqm and 78sqm respectively. The lands have been subject to detailed Site-Specific Flood Risk Assessments (SSFRA) as part of the planning applications submitted on these lands (22/1251 and 22/1252). Both SSFRA's concluded '*A review of all available flood risk mapping, as discussed throughout this report, confirms that the proposed development avoids all predicted and identified fluvial and coastal flood risk extent i.e., is located within Flood Zone C*'. For clarity, it is proposed to include a statement in Chapter 11 of the Joint Plan (PMA No. 70, refers) to ensure vulnerable and less vulnerable land uses shall not be permitted where there is identified flood risk as illustrated in Map 10.2 Strategic Flood Risk Assessment. The review of the Meath CDP will commence in 2025 and all flood mapping in the county will be reviewed and updated where required.

The comments from the OPW regarding PMA No. 84 and No. 85 are acknowledged. It is accepted that Map 10.2 is based on the mid-range future scenario (MRFS) (as detailed under Section 6.5 Climate Change Sensitivity of the SFRA), which uses an increase in rainfall of 20%, were compared to establish an indication of future flood risk in areas, as a precautionary approach, and not the high end future scenario (HEFS). This was first highlighted to Kildare County Council and Meath County Council by the OPW on foot of their submission to the Proposed Material Alterations (submission dated 5<sup>th</sup> December 2024). It is noted that neither the OPW nor the Office of the Planning Regulator (OPR) raised any concerns with the use of the MRFS mapping in their respective submissions to the Draft Plan. Having regard to the provisions of Section 20(3)(q) of the Planning and Development Act 2000 (as amended) it is not possible to further amend a material alteration if it results in '*an increase in the area of land zoned for any purpose*'. Accordingly, the zoning on lands which are the subject of PMA No. 84 and PMA No. 85 cannot be amended at this stage to provide for a less vulnerable use such as, for example, '*F: Open Space and Amenity*'. It should be noted however, that the Draft Plan contains a mechanism to ensure that the flood risk is managed within the Maynooth West Masterplan Area (i.e., the location of lands subject to PMA No. 84 and PMA No. 85) so that these lands can be developed safely. In this regard, attention is drawn to the provisions of Objective MWO 1.2 b) of the Draft Plan which stipulates the masterplan shall be accompanied by '*a Site-Specific Flood Risk Assessment for the masterplan lands*'.

It is further noted that Objective MWO 1.2 stipulates that such a masterplan must be accompanied by an application for development on the lands that is not located in or linked to activities taking place within the existing built environs of St Patrick's College Campus. Accordingly, no development can take place on these lands in the absence of the masterplan being agreed by Kildare County Council. In addition to the proposal to make a further minor modification to PMA No. 70 (as outlined above), it is also considered appropriate that the respective legends of Map 10.2 and Map 10.2a of the Draft Plan should be amended to note that the flood risk extents are based on the CFRAMS mid-range future scenario (MRFS).

### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 70 should be adopted by the elected members with the following minor modification.

Chapter 11: Implementation, Land Use Objectives, insert additional text, with a minor modification as follows:

*Subject to Site-Specific Flood Risk Assessment (SSFRA) vulnerable and less vulnerable uses shall not be permitted on any area where there is an identified flood risk as shown in Map 10.2 Strategic Flood Risk Assessment, and on any CFRAMS flood extent maps for High End Future Scenario (HEFS) within the plan area. An exception to this will be made in respect of minor proposals for development in existing, developed, zoned areas at risk of flooding in accordance with Revised Section 5.28 of the Flood Risk Management Guidelines (Circular PL 2/2014).*

As a consequential amendment resulting from Proposed Material Alteration No. 70 the following additional text shall be included in the legends of Map 10.2: Infrastructure and Environmental Services – Strategic Flood Risk Assessment and Map 10.2a: Infrastructure and Environmental Services – SFRA Land Use Zoning Underlay:

*Note: The flood risk extents are based on the CFRAMS mid-range future scenario (MRFS) only. Regard should also be had to the High End Future Scenario (HEFS) flood risk mapping for the plan area available from: <https://www.floodinfo.ie/>*

It is recommended that the following additional minor and non-material modification be made to address an erratum in Figure 4-3 in the Surface Water Management Strategy.

Maynooth and Environs Joint Local Area Plan 2025-2031 Surface Water Management Strategy, Figure 4-3 Soils Hydrology in the Study Area, amend as follows:

Insert a '*Very Poorly Drained*' label on the legend of Figure 4.3.

## 5 Submissions Themed by Chapter and Proposed Material Alteration

This section of the report groups the submissions and observations received in respect of each Proposed Material Alteration. The Chief Executives’ opinion and recommendation are provided in respect of the issues raised pertaining to the Proposed Material Alterations.

Recommended deletions to the Draft Local Area Plan are shown in ~~strikethrough blue~~ and recommended new text are shown in *italics red* as per the Proposed Material Alterations. Further minor additions in text are shown in *green italics* or ~~strikethrough green~~ for text deletions. Original text from the Draft Plan where no amendment has been made remains in black.

### Chapter 1: Introduction and Context

#### Proposed Material Alteration No. 1

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Submission welcomes the inclusion of an arts and cultural facility under ‘ <i>opportunities</i> ’ in the SCOT analysis.

#### Chief Executives’ Opinion

The comments of Submission No. 052 in support of Proposed Material Alteration No. 1 are noted.

#### Chief Executives’ Recommendation

It is recommended that Proposed Material Alteration No. 1 should be adopted by the elected members.

### Chapter 2: Spatial Planning Context and Vision

#### Proposed Material Alteration No. 2

Submission No. and Name	Summary of Issue
130 Kilcloon Environmental Action Association (KEAA)	KEAA welcomes Proposed Material Alteration No. 2 (DO 1.3 ‘to prepare a Strategic Land Use Zoning Emissions Study’ and DO 1.4 to prepare a ‘Climate Impact Assessment at planning application stage...’). KEAA submits that the location and nature of the lands zoned as Maynooth Environs are not compatible with the letter or spirit of these two new objectives.

#### Chief Executives’ Opinion

The comments of Submission No. 130 in support of Proposed Material Alteration No. 2 are noted. There are no amendments to change the zoning of the lands within the Maynooth Environs included in the Proposed Material Alterations to the Draft Plan. The lands are, in

fact zoned under the Meath County Development Plan 2021-2027 (as varied). Accordingly, any question over their zoning status therefore cannot be considered as part of the plan-making process for the Joint Plan.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 2 should be adopted by the Elected Members.

**Chapter 3: Compliance with the Core Strategies**

**Proposed Material Alteration No. 3**

No submission/observation has been received in respect of Proposed Material Alteration No. 3.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 3 should be adopted by the Elected Members.

**Proposed Material Alteration No. 4**

<b>Submission No. and Name</b>	<b>Summary of Issue</b>
052 Maynooth Community Council	Outlines concerns that the proposal to put 130 housing units on the historic Maynooth Settlement Consolidation Site may compromise its use for possible community, health and cultural uses, which they believe should be maximized.
162 Glenveagh Homes	<p>Submits that the PMAs are too prescriptive and not in accordance with the Sustainable and Compact Settlement Guidelines 2024. Notes that Maynooth is a Key Town located within the Metropolitan Area, as defined in the RSES. It is submitted that the inclusion of a density figure for the Maynooth Central SCS is not necessary as the density range included in Table 3.3 of the Compact Settlement Guidelines for Metropolitan Towns and Villages (density range of between 50-150 dph (net)) is appropriate for what is a site located “in a highly accessible central location”.</p> <p>Notes the wording of the LAP requires that the appropriate density would be determined at “detailed design stage” based on “a full assessment of site characteristics” and submits that the inclusion of an arbitrary 100 dph figure for the subject lands is not required or appropriate.</p> <p>It is highlighted that under Kildare planning ref.: 21370 and ABP ref. 313264-22 (relating to the extant permission on the site), the subject lands have a permitted net density of c. 131 dph.</p>

	The submission requests that PMA No. 4 is not included and if it is to be included, replacement text is proposed removing the 100dph and changing to 50-150dph.
--	---

**Chief Executives’ Opinion**

The concerns outlined in Submission No. 052 are noted. It is considered the Maynooth Central Settlement Consolidation Site (SCS) represents an exciting opportunity to develop a truly sustainable urban neighbourhood in the heart of Maynooth, within walking distance of the key services of the town centre, educational institutions, in addition to high capacity public transport provision (including BusConnects and future DART+ services). Whilst acknowledging its partial location within the Maynooth Architectural Conservation Area (ACA), the lands are for the most part brownfield and backland in nature and need to be appropriately developed in order for the town to meet stated county, regional and national policy requirements relating to compact growth, urban regeneration and low carbon development.

It is considered that the proposed design framework as outlined in Section 11.1.3 of the Draft Plan incorporates the optimal balance between residential and non-residential uses that is needed to deliver a successful mixed-use urban neighbourhood. It is further noted that the framework places significant emphasis on the delivery of community facilities and infrastructure including provision for a potential community hub and library, the upgrading/redevelopment of the existing Maynooth Health Centre building, along with the provision of a high quality permeable public realm, including a civic plaza. Additionally, it is noted that PMA No. 16 includes an additional objective to support and facilitate the expansion/upgrading of the Maynooth Community Care Unit within the SCS.

With regard to the contents of Submission No. 162, the Draft Plan fully acknowledges that SCS is within a ‘highly accessible urban location’ and has accordingly applied an overall average density of 100 dwelling per hectare to residential development within the site. This is within the wide density range band (50 uph-150 dwellings per hectare [dph]) set out by the Sustainable and Compact Settlement Guidelines (2024) for such a metropolitan town location. It is not accepted that inclusion of a density figure in PMA No. 4 for the SCS is unnecessary. This PMA has been made on foot of a recommendation (Recommendation No. 3) of the Office of the Planning Regulator to the Draft Plan and aligns with the provisions of the Development Plan Guidelines (2022) where Section 4.5.2 states that:

*‘Broad assumptions regarding the residential yield to be delivered on substantial individual sites is required, together with estimates of smaller-scale infill housing growth, such that a robust estimate of overall development potential can be formulated.’*

In developing such broad assumptions, as noted in page 33 of the Draft Plan, Table 3.9 simply seeks to ‘apply a notional average net density range to each individual site taking into consideration their particular characteristics’ in order to define and provide a level of clarity as to the location and intensity of residential development within the plan area. This is a requirement of the Section 28 Guidelines on Development Plans (2022) and the Guidelines on Sustainable and Compact Settlements (2024). The density range and estimated

residential yield applied to the site is for development that has yet to receive planning permission. It is therefore noted that the extant permission referred to in the submission remains unaffected by this provision which is accounted for separately in Table 3.6 of the Draft Plan. The *notional average net* density range applied (100 dph) also reflects the location of the potential areas for residential development within the site, as identified by Figure 11.2 of the Draft Plan, which are areas adjacent to Maynooth ACA considered to need a more sensitive and responsive type of development, as required by Objective BHO 2.1 of the Draft Plan. This is also in keeping with the provisions of Section 14.8 of Kildare County Development Plan 2023-2029 which seeks to apply a contextual approach to building heights, in keeping with the provisions of the Guidelines on Urban Development and Building Heights (2018).

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 4 should be adopted by the Elected Members, subject to a further minor modification recommended in Section 3.1 of this report.

**Proposed Material Alteration No. 5**

Submission No. and Name	Summary of Issue
024 Shane O'Duffy	Submission requests that the text of Proposed Material Alteration (PMA) No. 5’ be amended as follows (requested additional text in <i>red italics</i> ): <i>This will include an update to be provided <del>two years</del> annually to the Joint Local Area Plan Monitoring and Implementation Group after the adoption of the Plan on the servicing and social infrastructure delivered in the town over the intervening period.</i>

**Chief Executives’ Opinion**

The request that the wording of PMA No. 5 be altered to provide an annual update to the on the monitoring of the Plan is not accepted. Any provision on monitoring and providing updates on the implementation of the Plan must be realistic, having regard to the existing and envisaged planning resources of each local authority and taking into consideration their statutory obligations in relation to fulfilling a wide range of other planning and development functions. It should be noted that, unlike a development plan, there is no statutory requirement which requires Kildare County Council or Meath County Council to monitor the implementation of the Joint Local Area Plan. However, the inclusion of Objective CCSO 1.2 and PMA No. 5 is an acknowledgment on the part of both local authorities of the importance and increasing contribution that the settlement of Maynooth will make to the overall development of each county.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 5 should be adopted by the Elected Members.

## Proposed Material Alteration No. 6

Submission No. and Name	Summary of Issue
<b>024 Shane O'Duffy</b>	Submission requests that the text of Proposed Material Alteration (PMA) No. 6 be amended as follows (requested additional text in <i>red italics</i> ): CCSO X.X: Address the deficit in social infrastructure <i>within the lifetime of this plan</i> in respect of the provision of a community centre and municipal sports facility, through the application of a Special Development Contribution where specific exceptional costs in respect of recreational and community facilities not covered by the councils' development contribution schemes are incurred.
<b>052 Maynooth Community Council</b>	Welcomes the proposal for a Special Development Contribution to address the deficit in social infrastructure.

### Chief Executives' Opinion

The request that the wording of PMA No. 6 be amended to ensure that the deficit in social infrastructure is addressed within the life of the Plan is not accepted. It needs to be acknowledged that the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 is a land use plan and is consequently subject to a range of limitations. The Plan is not accompanied by a budget and both Kildare County Council and Meath County Council are not the designated service provider for a range of different areas where there are identified deficiencies in social infrastructure provision (i.e., schools and GP practices). It is therefore important that such limitations in the planning authorities' remit in the provision of services are recognised by the Plan and all statutory objectives contained therein. It is anticipated however that the application of a Special Development Contribution as per PMA No. 6, if adopted, will over the life of the Plan assist in helping to deliver a community centre and high quality municipal sports facility for the town.

The comments of Submission No. 052 in support of PMA No. 6 are noted.

### Chief Executives' Recommendation

It is recommended that Proposed Material Alteration No. 6 should be adopted by the Elected Members.

## Chapter 4: Place Quality in a Low Carbon Town

### Proposed Material Alteration No. 7

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Outlines concerns at the removal of surface car parking space on Leinster Street and on the Doctor's Lane in Figure 4.11. Submits that during their engagement with traders in the town centre as part of the earlier consultation process, they expressed a concern that any reduction in access to the town centre could seriously impact on their business. States that in their initial submission they suggested providing multi-story or underground parking to reduce its footprint. Questions if this a factor in the material alteration to the plan?

#### Chief Executives' Opinion

The updated Figure 4.11 titled *Maynooth Town Centre Ground Floor Land Use Survey* proposed as part of PMA No. 7 merely reflects the extent of ground floor land uses and surface car parks operating at the time the survey was undertaken (October 2024). The rationale for replacing Figure 4.11 was to address some identified inaccuracies in the map (including the extent of operational surface car parks in the town centre), in addition to providing a more up-to-date record of ground floor land uses in Maynooth Town Centre. With regard to the overall comprehensive parking situation in the town centre, it should be noted that the Draft Plan includes a parking strategy which proposes an evidence-based long term solution to manage car parking in the town centre. This strategy was prepared as part of the Maynooth and Environs Area Based Transport Assessment (MEABTA), and its provisions have been fully incorporated into the Draft Plan. It is important to note that the parking strategy does not identify the land comprising the former car park referred to in the submission as being a required for the town centre's future parking needs.

#### Chief Executives' Recommendation

It is recommended that Proposed Material Alteration No. 7 should be adopted by the Elected Members.

### Proposed Material Alteration No. 8

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Outlines concerns that the proposal to put 130 units of housing on the historic Maynooth Settlement Consolidation Site may compromise its use for possible Community, Health and Cultural uses, which we believe should be maximized.
162 Glenveagh Homes	Notes that Proposed Material Alterations (PMA) No. 8 seeks to align the proposed density of the Maynooth Central Settlement Consolidation Site with the proposed density as set out in Table 5.5. As with PMA No. 4, serious concerns are raised in relation to the imposition of a density which could be construed as a limit to the development of this key site.

**Chief Executives’ Opinion**

It is noted that in its submission to Proposed Material Alteration (PMA) No. 8, Submission No. 052 raises the same issues as it did to a related Proposed Material Alteration (PMA No. 4). These issues have been responded to in the Chief Executives’ Opinion on PMA No. 4.

It is further noted that in its submission to Proposed Material Alteration (PMA) No. 8 Submission No. 162 raises the same issues as it did to a related Proposed Material Alteration (PMA No. 4). These issues have been responded to in the Chief Executives’ Opinion on PMA No. 4. It should however be re-iterated that the permission granted under KCC Planning Ref.: 21370 and ABP Reg. Ref. 313264-22 remains unaffected by either PMA No. 4 or PMA No. 8.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 8 should be adopted by the Elected Members.

**Proposed Material Alteration No. 9**

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	<p><b>Proposed Material Alteration No. 9</b>                      Requests that Maynooth Settlement Consolidation Site be included when preparing the Public Realm Strategy and/or that a bespoke plan for the site be developed.</p>

**Chief Executives’ Opinion**

The request that the Maynooth Central Settlement Consolidation Site (SCS) be included as part of the Public Realm Strategy is acknowledged. It is noted that the SCS is under multiple ownership with two of the sites having extant (live) planning permission for development, and construction on one of the sites being (at the time of writing) at an advanced stage. Therefore, there are issues as to the feasibility/practicability of incorporating sites in the SCS that are outside of the ownership of Kildare County Council into a Public Realm Strategy at this time. This is the rationale for the preparation of an Urban Design Framework for the SCS in Section 11.1.3 of the Draft Plan, where Figure 11.2 is intended to provide an overarching and integrated approach, for the multiple landowners, to the development of a permeable and high quality public realm within the site. Whilst there is nothing prohibiting the inclusion of Maynooth Central SCS as part of a future Public Realm Strategy, it is considered that priority in the first instance be given to the streets and public spaces outlined in Objective TCO 1.9. These areas were included on foot of submissions received during the pre-draft stage, in addition to consultation with the elected members. Accordingly, any decision for its inclusion should be on the basis of a comprehensive urban quality analysis which would be undertaken as part of the background research of the Public Realm Strategy.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 9 should be adopted by the Elected Members.

## Chapter 5: Homes and Communities

### Proposed Material Alterations No. 10, No. 11 and No. 12

No submission/observation has been received in respect of Proposed Material Alterations No. 10, No. 11 and No. 12.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alterations No. 10, No. 11 and No. 12 should be adopted by the Elected Members.

### Proposed Material Alteration No. 13

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Supports the commitment to expanding facilities for Special Education, childcare and after-school care.

#### **Chief Executives' Opinion**

The comments of Submission No. 052 in support of Proposed Material Alteration No. 13 are noted.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 13 should be adopted by the Elected Members.

### Proposed Material Alteration No. 14

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Supports the commitment to expanding facilities for Special Education, childcare and after-school care.

#### **Chief Executives' Opinion**

The comments of Submission No. 052 in relation to Proposed Material Alteration No. 14 are noted.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 14 should be adopted by the Elected Members.

### Proposed Material Alteration No. 15

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Supports the commitment to expanding facilities for Special Education, childcare and after-school care.

#### **Chief Executives' Opinion**

The comments of Submission No. 052 in support of Proposed Material Alteration No. 15 are noted.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 15 should be adopted by the Elected Members.

### Proposed Material Alteration No. 16

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes the commitment to support and facilitate the Health Service Executive (HSE) and other key stakeholders in the expansion/upgrading of the Maynooth Community Care Unit building on Leinster Street.

#### **Chief Executives' Opinion**

The comments of Submission No. 052 in support of Proposed Material Alteration No. 16 are noted.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 16 should be adopted by the Elected Members.

### Proposed Material Alteration No. 17

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes the commitment to the delivery of public parks on the Carton Avenue lands (S) and SR (1) lands.

#### **Chief Executives' Opinion**

The comments of Submission No. 052 in support of Proposed Material Alteration No. 17 are noted.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 17 should be adopted by the Elected Members.

### Proposed Material Alteration No. 18

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes the inclusion of a universally accessible swimming pool on lands currently zoned for community use.

#### **Chief Executives' Opinion**

The comments of Submission No. 052 in support of Proposed Material Alteration No. 18 are noted.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 18 should be adopted by the Elected Members.

### Proposed Material Alteration No. 19

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes the inclusion of a universally accessible swimming pool on lands currently zoned for community use.

#### **Chief Executives' Opinion**

The comments of Submission No. 052 in support of Proposed Material Alteration No. 19 are noted.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 19 should be adopted by the Elected Members.

### Proposed Material Alteration No. 20

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes all proposals to develop parks, sensory gardens, greenways, heritage and tourist trails, walks and an information centre.

#### **Chief Executives' Opinion**

The comments of Submission No. 052 in support of Proposed Material Alteration No. 20 are noted.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 20 should be adopted by the Elected Members.

### Proposed Material Alteration No. 21

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes all proposals to develop parks, sensory gardens, greenways, heritage and tourist trails, walks and an information centre.

#### Chief Executives' Opinion

The comments of Submission No. 52 in relation to Proposed Material Alteration No. 21 are noted.

#### Chief Executives' Recommendation

It is recommended that Proposed Material Alteration No. 21 should be adopted by the Elected Members.

## Chapter 6: Economic Development

### Proposed Material Alterations No. 22, No. 23 and No. 24

No submission/observation has been received in respect of Proposed Material Alterations No. 22, No. 23 and No. 24.

#### Chief Executives' Recommendation

It is recommended that Proposed Material Alterations No. 22, No. 23 and No. 24 should be adopted by the Elected Members.

### Proposed Material Alteration No. 25

Submission No. and Name	Summary of Issue
013 Irish Residential Boat Owners Association (IRBOA)	<p>Submission from the Irish Residential Boat Owners Association (IRBOA) states that the objective/amendment appears to completely overlook the potential housing possibilities on the Royal Canal in Maynooth.</p> <p>Submits that the development of a marina adjacent to the canal would allow mooring spaces for many boats, both residential and leisure (as can be seen across the UK and Europe). States that the installation of a pump out for black water in the existing harbour would allow residential boats to moor there immediately. Asserts that providing facilities for residential boats would enable a low impact, low cost, low carbon footprint, immediate source of housing. The inclusion of a marina would facilitate a larger number of boats within the town environs. Submits that boat living a tried and tested, viable, housing option with the majority of residents using solar panels and not needing shore power, in addition to substantially less water. Concludes submission by suggesting that houseboats are included as a part of your housing plan for Maynooth and also states that the IRBOA would welcome the</p>

	opportunity discuss further the possibilities that facilitating a houseboat community in Maynooth would bring.
052 Maynooth Community Council	Welcomes all proposals to develop parks, sensory gardens, greenways, heritage and tourist trails, walks and an information centre.

**Chief Executives’ Opinion**

The contents of the submission No. 13 are acknowledged. Having regard to PMA No. 25 and the content of Objective EDO 2.2 it should be noted that there is nothing prohibiting any future masterplan by Waterways Ireland from proposing the development of a marina, including for residential moorings within the Canal Harbour. Furthermore, Objective EDO 2.3 includes provision to support and facilitate ‘*safe and convenient mooring facilities*’ subject to the required planning and environmental assessments. It is considered that this would cover a broad range of associated servicing infrastructure, including the installation of a pump out for black water. The suggestion that houseboats be specifically included as a part of the housing plan for Maynooth cannot be considered at this stage of the planning making process.

The comments of Submission No. 52 with respect to Proposed Material Alteration (PMA) No. 25 is noted.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 25 should be adopted by the Elected Members.

**Proposed Material Alteration No. 26**

No submission/observation has been received in respect of Proposed Material Alteration No. 26.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 26 should be adopted by the Elected Members.

**Proposed Material Alteration No. 27**

<b>Submission No. and Name</b>	<b>Summary of Issue</b>
052 Maynooth Community Council	Welcomes all proposals to develop parks, sensory gardens, greenways, heritage and tourist trails, walks and an information centre.

**Chief Executives’ Opinion**

The comments of Submission No. 052 with respect to Proposed Material Alteration No. 27 are noted.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 27 should be adopted by the Elected Members.

**Proposed Material Alteration No. 28**

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Notes with keen interest the proposal to investigate the feasibility of Maynooth Castle for arts and culture uses subject to the agreement of the OPW. Maynooth Community Council looks forward to working with KCC and the OPW on this.

**Chief Executives’ Opinion**

The comments of Submission No. 052 in support of Proposed Material Alteration No. 28 are noted.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 28 should be adopted by the Elected Members.

**Proposed Material Alteration No. 29**

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Notes the intention to provide public toilets in the town and states that their experience with public toilets in the town has not been good. Much will depend on where it is located and how the facility is managed.

**Chief Executives’ Opinion**

The comments of Submission No. 052 are noted. It is considered that given the aim set out in Objective EDO 2.3 of the Draft Plan to *‘support and facilitate the development of Maynooth as a greenway destination town and an ‘activity hub’ for water-based activities and associated recreational uses’*, it is incumbent on the planning authorities to also support the development of associated necessary infrastructure and facilities such as universally accessible public toilets.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 29 should be adopted by the Elected Members.

### Proposed Material Alteration No. 30

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes all proposals to develop parks, sensory gardens, greenways, heritage and tourist trails, walks and an information centre.

#### Chief Executives' Opinion

The comments of Submission No. 052 in support of Proposed Material Alteration No. 30 are noted.

#### Chief Executives' Recommendation

It is recommended that Proposed Material Alteration No. 30 should be adopted by the Elected Members.

## Chapter 7: Movement and Active Travel

### Proposed Material Alteration No. 31

No submission/observation has been received in respect of Proposed Material Alteration No. 31.

#### Chief Executives' Recommendation

It is recommended that Proposed Material Alteration No. 31 should be adopted by the Elected Members.

### Proposed Material Alteration No. 32

Submission No. and Name	Summary of Issue
130 Kilcloon Environmental Action Association (KEAA)	<p>KEAA note and welcome Proposed Material Alteration No. 32 (proposed new objective MATO 1.X.) KEAA refers to their previous submission (No. 400) where they referred to Section 4.4.2 of Volume 2 of the Maynooth and Environs Area Based Transport Assessment, which included the following statement, in relation to compact growth, <i>'it is important to note that the Maynooth Environs (Moygaddy) development is the opposite of this, being a peripheral car-centric site which will contribute to urban sprawl'</i>.</p> <p>KEAA recommends that the proposed incorporation of Maynooth Environs into the Draft Plan should be reviewed in light of the proposed new objective MATO 1.X.</p> <p>KEAA also notes with concern, in light of objective MATO 1.X, the large number of proposed permeability measures contained within the Draft Plan that are to be deleted under PMA No. 33.</p>

180 Irish Cycling Campaign	The submission welcomes the provisions of Proposed Material Alteration No. 32 related to improved active travel and public transport.
----------------------------	---

**Chief Executives’ Opinion**

With regard to the issues raised in submission No. 130, it is noted that the lands in Maynooth Environs currently consist of greenfield lands which are zoned for development in the Meath County Development Plan 2021-2027 (as varied). Active travel measures are included in the current live applications for the North-East Maynooth Outer Orbital Route (MOOR) and these measures will be put in place prior to or in tandem with new residential or commercial development. The incorporation of MATO 1.X to develop high-quality, interconnected, safe and sustainable active travel infrastructure will further support the local authorities in seeking high-quality Mobility Management Plans from prospective developers in Maynooth and its environs and support applications for future funding for active travel projects. In respect of concerns regarding high levels of car usage as a result of the development of Moygaddy, Map 7.1 and Map 7.2 in Appendix A contains a series of active travel measures throughout the Moygaddy lands which should be read in conjunction with permeability Measures (PERM 92, PERM 141, PERM 142, PERM 143 and PERM 144) of Table 7.2, Cycling measures (CYCLE 48, CYCLE 55 and CYCLE 56) of Table 7.3 and Public Transport Measures in Table 7.5. These maps and tables detail pedestrian, cycling and public transport measures that will connect Moygaddy to Maynooth Town Centre, the university and rail station. It is also an objective of the Draft Plan under MATO 3.3 to support the ongoing roll-out of the BusConnects programme in Maynooth and support a potential expansion in BusConnects routes which would serve new and expanding areas of Maynooth including Maynooth West and Moygaddy and both councils look forward to working with the NTA in this regard.

Concerns raised that development in the Maynooth Environs (Moygaddy) could be viewed as being on the wrong side of Maynooth are acknowledged. However, it should be noted that a number of different growth scenarios were assessed and considered in the preparation of the Draft Plan. These were informed by a variety of environmental, infrastructure and planned growth considerations. The emerging preferred scenario recommended growth in a number of areas including town centre consolidation, rail-based development to west, and phased and connected development to east and north of the Joint Plan study area.

The comments of submission No. 180 in support of Proposed Material Alteration No. 32 are noted.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 32 should be adopted by the Elected Members.

### Proposed Material Alteration No. 33

A total of 142 submissions were received regarding Proposed Material Alteration No. 33, excluding those from the Office of the Planning Regulator (OPR) and the National Transport Authority (NTA).

Sub. No.	Name
006	Richard Hillan
016	Michael Murphy
019	Barry and Dawn Smith
020	Maria and John H. Davey Borresen
022	Christopher Maher
023	Siobhan Tighe
025	Gavan Shanley
026	Anthony Keane
027	Susanne Keane
030	Jody Collins
031	Miriam Maher
032	Jeanette Cameron
033	Sean DeLoughry
034	Pearse MacManus and Sorcha MacManus
035	Vicki Gilliam
036	Martina Walsh
037	Patrick Halton
038	Elaine Neary
039	Carol Kelly
040	Philip Neary
041	Edel DeLoughry
043	David Smyth
045	Elaine Burke
046	Melanie Oliver
049	Brendan Whelan
051	Maria Whelan
055	Lorraine Gavin
056	Alex Gavin
057	Emma Gavin
059	Geraldine O'Sullivan
060	Gary Cullen
061	Yvonne Moran
063	Cora McGorry
065	Tony Rudden
066	Zak Monagle
067	Siobhan Cregg

Sub. No.	Name
068	Anne-Marie Burke
070	Paula Monagle
071	Una Clarke
072	Paula Monagle
073	Karen Sherlock
074	Barry Walsh
075	Jennifer Crawley
077	Garreth Kelly
078	Dorothy Fitzsimons (also including Eve Fitzsimons, Ciara Fitzsimons, Colin Fitzsimons and Beth Fitzsimons)
080	Ailbhe Walsh
081	Leo Rooney
082	Rita Rooney
083	Deirdre Guinan
084	Caoimhe O'Sullivan
085	Grace O'Sullivan
086	Noreen Foley
088	Liam Doran
089	Mariesa Cormican
090	Derek Cormican
091	Michael Cormican
092	Keelan Cormican
093	Finn Cormican
094	Kevin McCarra
095	Kathryn Troy
096	Sinead Troy
097	Keith Troy
098	Edel Hutchinson
099	John Hutchinson
100	Aoibhinn Hutchinson
101	Cian Hutchinson
102	Maeve Ffrench
104	Colin Fitzsimons
105	John McAndrew
106	Deirdre McAndrew
107	Alastair McAndrew

Sub. No.	Name
108	Ruby McAndrew
109	Colin Fitzsimons
110	Caroline Blount
111	Patrick Blount
112	Emma Blount
113	Philip Blount
114	Tanya Heverin
116	Aoife Quinn
117	R Lambert
118	K Lambert
119	Ciaran Scally
120	N Lambert
121	Michael McGuigan
122	Cillian Mag Uiginn
123	Oisín Mag Uiginn
124	Kevin O'Sullivan
125	Cora Troy
126	Hannah Troy
127	Jim Shiel
128	Michelle McDonnell
129	Joanne Neary
130	Kilcloon Environmental Action Association (KEAA)
131	Lourda and Michael McCormack
132	Eve Fitzsimons
133	Ciara Fitzsimons
134	Beth Fitzsimons
136	Damian Bracken, Mary Frances Bracken and Killian Bracken
137	Anna Bradley
138	Ed Mitchell
139	Alan Mitchell
140	Derry Bradley
141	Leon Mitchell
143	David Dempsey
144	Margaret Dempsey
146	Eoghan Walsh
147	Caoimhe Walsh

Sub. No.	Name
149	David Greene
150	Catriona Greene
152	Ciaran Briody
153	Liam Doran
155	Denton Howard
156	J Dempsey
157	T Dempsey
158	David Dempsey
159	Tom Gilliam
160	Niamh Cronly
163	Maynooth Green Party Constituency Group
164	Lucy Cradden
165	Albery Larragy
170	Jeannette Redmond
171	David Redmond
172	Antoinette Larragy
174	Mathew Topper
178	Eimear Howard
180	Irish Cycling Campaign
181	Oisín Geoghegan
182	Gráinne Kilcullen
183	Eoghan Murray
185	Molly Whelan
186	Martin Whelan
187	Sophie Whelan
188	Thomas Redmond
189	Ben Whelan
190	Maynooth Cycling Campaign
191	Aoife Conlan
192	Kevin Lawlor
194	Friends of the Irish Environment
196	Catherine Lawlor
200	Donnacha Gayer
202	Anne and Ian Flanagan
203	Damien, Mary Frances and Killian Bracken

### **Summary**

Of these, **131 support the deletion of PERM 61**, raising concerns that its removal is not accurately reflected in the updated map in Figure 11.7 in the screening for Appropriate Assessment Report to the Proposed Material Alterations. Submissions note that following the Special Meeting, PERM 61 was removed from the updated draft Local Area Plan (LAP).

However, Figure 11.7: Railpark KDA Urban Design Framework of the Screening for Appropriate Assessment Report, still shows PERM 61.

**10 submissions oppose and note with concern the provisions of Proposed Material Alteration No. 33** due to the deletion of 34 permeability measures. These submissions argue that the deleted routes are crucial for promoting walking and cycling, reducing car dependency, and aligning with climate and health policies. Submissions reference Ireland's climate commitments, international agreements, and national policies, emphasising the need for local decisions to align with these. The submissions emphasise the importance of improved accessibility, particularly for children, the elderly and future residents of new developments.

One submission criticises the prioritisation of individual homeowner objections over broader community benefits, suggesting potential compromises such as trial periods or reclassification of measures. Many submissions stress that permeability is essential for reducing emissions, improving public health and achieving climate goals, particularly given Maynooth's designation as a Decarbonising Zone. Some argue that concerns about anti-social behaviour and safety are overstated, pointing to design solutions and increased surveillance as viable countermeasures.

Several submissions highlight contradictions between Proposed Material Alteration No. 33 and other objectives in the Plan, such as Proposed Material Alteration No. 32, which aims to promote active travel. Concerns are raised that removing permeability measures like PERM 61 and PERM 75 will isolate areas, increase traffic, and make walking or cycling unsafe for children. Specific issues include access challenges for schoolchildren and the failure to accommodate future developments, which undermines Maynooth's long-term sustainability.

One submission specifically addresses the deletion of PERM 28, advocating for its retention as a pedestrian route between Parsons Hall and Newtown Hall, provided it excludes car access. It describes the link as essential for safety, convenience, and reducing traffic. The route is seen as critical for connecting residents to active travel networks, such as the Royal Canal Greenway, and avoiding dangerous high-speed traffic areas.

**The Maynooth Green Party Constituency Group (submission No. 163)** emphasises that no further permeability measures should be removed from the final plan unless supported by strong, reasonable community input. The submission highlights that well-designed permeability is essential for connecting communities, enabling mobility for schoolchildren, parents with buggies, cyclists, and people with accessibility challenges. Reducing permeability would exacerbate car dependency and traffic congestion, impacting the community negatively.

### **Chief Executives' Opinion**

The contents of the submissions with regard to Proposed Material Alteration (PMA) No. 33 are noted.

The contention in numerous submissions that the deletion of measure PERM 61 is not accurately reflected in the updated Figure 11.7 in the screening for Appropriate Assessment Report to the Proposed Material Alterations is accepted. It should be noted that however that the deletion of PERM 61 from Figure 11.7 in the main Proposed Material Alterations Report is accurately reflected (as part of PMA No. 66).

The proposed deletion of 34 permeability measures comprises a significant proportion (23.9%) of the 142 permeability measures proposed in the Draft Plan. It is noted that the vast majority of these measures create linkages between existing areas within the built-up area whilst most measures connecting to undeveloped areas are not proposed to be deleted. If approved, the omission of these measures will result in a more limited active travel network within Maynooth and Environs, which will by extension, lead to a corresponding reduction in its potential to offer the public a viable alternative to the private car for short journeys to key destinations within the town. PMA No. 33 is considered to be contrary to a range of both regional policies and the policies of the Kildare County Development Plan 2023-2029 concerning active travel and the implementation of the 10-minute settlement. It is also considered to be contrary to the provisions for Maynooth Decarbonising Zone as contained in the County Kildare Local Authority Climate Action Plan 2024-2029. Not only is the PMA at odds with the spirit of the Plan (as expressed in the vision statement), but it is also (as noted in a number of submissions) considered to actively militate against key requirements of the Plan, including (inter alia) objectives; CCSO 1.1 (supporting and facilitating compact growth development and integrated neighbourhoods); HCO 2.2 (requiring the development of a high standard of urban design through the creation of permeable developments) and; MATO 2.2 (ensuring that all development allows for connectivity for active travel modes to adjacent lands).

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 33 **should not be** adopted by the Elected Members.

**Proposed Material Alteration No. 34**

No submission/observation has been received in respect of Proposed Material Alteration No. 34.

**Chief Executives’ Opinion**

It is recommended that Proposed Material Alteration No. 34 should be adopted by the Elected members.

**Proposed Material Alteration No. 35**

Submission No. and Name	Summary of Issue
006 Richard Hillan	The submission requests how the temporary nature of the vehicular connection will be monitored and what team/department will be contactable to ensure residents have a direct point of contact to raise issues? Asks what the process for will be ensuring that access is ‘closed’ upon completion of the MERR. Requests contact details for someone in

	the department on this. Questions why the access cannot be created, on a short-medium basis through the area of the ongoing large scale development of the Celbridge Road that leads into Railpark where access has been created already and remains a construction site?
--	---

**Chief Executives’ Opinion**

The contents from submission No. 006 in respect of Proposed Material Alteration (PMA) No. 35 are noted. The questions raised regarding the how the temporary vehicular connection will be monitored are considered an operational matter outside the remit the plan-making process and are not related to the content of PMA No. 35. The provisions of the Plan regarding vehicular traffic accessing the Railpark KDA is unambiguous: ‘*vehicular access to this KDA shall be provided via the Maynooth Eastern Ring Road*’. The request that construction traffic access to the north of the Railpark KDA be created on a short-medium term basis from adjacent lands to the south on the Celbridge Road is not accepted. These lands are in private ownership and Kildare County Council has no statutory powers to direct third party construction traffic through the landholding.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 35 should be adopted by the Elected Members.

**Proposed Material Alteration No. 36**

No submission/observation has been received in respect of Proposed Material Alteration No. 36.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 36 should be adopted by the Elected Members.

**Proposed Material Alteration No. 37**

<b>Submission No. and Name</b>	<b>Summary of Issue</b>
130 Kilcloon Environmental Action Association (KEAA)	KEAA notes Proposed Material Alteration (PMA) No. 37, expressing their concerns on the prospect of delivering this key infrastructure (measure PERM 141). Submission refers to their previous submission to the Draft Plan that the National Transport Authority had confirmed that they had no plans to provide public transport services to serve the Maynooth Environs lands and that accordingly, measure PERM 141 is crucial. KEAA, therefore, continue to assert, despite the changes in PMA No. 37, that this is a long-term ambition and is unlikely to be delivered within the lifetime of the Draft Plan. As a result, all development within Maynooth Environs will be car-based and not in accordance with national policies or with MATO 1.X.

### **Chief Executives' Opinion**

The content of submission No. 130 in relation to the delivery schedule for PERM 141 regarding the 'active modes bridge' over the Rye River to Maynooth Environs is noted. The timelines for active travel measures are envisaged scenarios for the delivery of the relevant infrastructure. The delivery will be managed and updated where required by the Monitoring and Implementation Group to be established under CSO 1.2 of this Draft Plan. The local authorities consider that the active modes bridge can be delivered in the short to medium term (i.e., within the next 5 years). Concerns relating to the availability of funding for new transport investments are noted. However, many of the transportation measures are developer-led and form part of the planning applications currently with An Bord Pleanála and will need to be carried out in tandem with employment or residential development. Planning application (22/1250) for development of the MOOR consists of the provision of pedestrian and cycle improvement measures along L6219, L2214-3 and R157, as well as the provision of 4 no. bridge structures comprising:

- An integral single span bridge at Moyglare Hall over the River Rye Water to connect with existing road infrastructure in County Kildare.
- A new pedestrian and cyclist bridge at Kildare Bridge which will link the proposed site with the existing road network in County Kildare
- A new pedestrian and cycle bridge across the Blackhall Little Stream on the L2214-3 adjacent to existing bridge.
- An integral single span bridge on the north-eastern section of the MOOR arc, over the Blackhall Little Stream.

It is acknowledged that the construction of PERM 141 'Active Modes Bridge' over Rye River to Maynooth Environs does not form part of the MOOR application. However, active travel measures including the provision of pedestrian and cycle improvement measures along the L6219 and L2214-3, provision of pedestrian and cycle improvement measures along R157 are included in the current live application for the MOOR. These measures will be put in place prior to or in tandem with new residential or commercial development.

### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 37 should be adopted by the Elected Members.

### Proposed Material Alteration No. 38

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Notes the change to PERM 136 to the Glenroyal Shopping Centre through the proposed new development on the Doctor's Lane and into Newman Place. Reiterates concern about the existing KCC public car park, which according to the revised map, appears to have been removed. Questions where will cars park to access the restaurants in the evening?

#### **Chief Executives' Opinion**

The comments of Submission No. 052 regarding Proposed Material Alteration (PMA) No. 38 are acknowledged. It should be noted that the car park referred to in the submission is not under the ownership or management of Kildare County Council and has not been in use for some time. Its removal from the Figure 4.11 which is sought under PMA No. 7 is merely intended to reflect the extent of surface car parking in operation in the town, up-dated as of October 2024.

With regard to the overall comprehensive parking situation in the town centre, it should be noted that the Draft Plan includes a parking strategy which proposes an evidence-based long term solution to manage car parking in the town centre. This strategy was prepared as part of the Maynooth and Environs Area Based Transport Assessment (MEABTA), and its provisions have been fully incorporated into the Draft Plan. It is important to note that the parking strategy does not identify the land comprising the former car park referred to in the submission as being a required for the town centre's future parking needs.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 38 should be adopted by the Elected Members.

### Proposed Material Alteration No. 39

Submission No. and Name	Summary of Issue
164 Lucy Cradden	States that this PMA is the result of a short-sighted viewpoint, and questions why are we removing vital safe cycle links that will facilitate active sustainable travel in the town? Refers to the Irish Fiscal Advisory Council which in recent days have indicated that Ireland is facing fines of up to €20 billion as a result of our failure to reduce carbon emissions. States that transport is responsible for a significant portion of these emissions, and it is up to local councils to provide people with convenient alternatives. Submits that there are few alternatives in Maynooth and removing cycle routes is a major disappointment to people seeking non-car options who want to play their part in reducing emissions.

<p>174 Mathew Topper</p>	<p>This submission protests the amendments to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031, particularly in relation to CYCLE 52.</p> <p>This submission attached a submission prepared by Parklands residents during the Draft Plan consultation period in objection to some of the permeability and cycling measures. It rebuts all the major points in the attached submission as follows:</p> <p><u>Safety:</u> Submits that the safety issues raised are mainly to do with the inconvenience to drivers. The writer regularly walks through the “Y” and has never seen a local resident inconvenienced. Submits that the “Y” could do with better design, but that new links would likely be designed to higher standards.</p> <p><u>Anti-Social Behaviour:</u> Claims about increased anti-social behaviour are dismissed as exaggerated. The writer suggests that such issues are more related to poor design and lack of surveillance than permeability itself. Highlights the irony of concerns about safety in quiet residential areas while existing traffic creates more significant dangers.</p> <p><u>Residential Amenity and Wellbeing:</u> The claim that improved permeability would harm residential amenity is denied and concerns about injuries caused by bikes or scooters are dismissed as baseless when compared to fatalities caused by cars.</p> <p><u>Environmental Impact:</u> The writer criticises concerns about hedgerow removal in comparison to the broader environmental harm of increased car dependency. Submits that if the residents of new estates can’t walk to town and school it will lead to an increase in pollution, reduced safety and will negatively impact our national climate change goals.</p> <p>Suggests an inquiry into the decision-making in terms of the local and national objectives to provide clarity for most present and future stakeholders.</p>
<p>190 Maynooth Cycling Campaign</p>	<p>Supports the retention of all the removed permeability and cycling measures on the grounds that their deletion is contrary to government policy on climate, health and road safety.</p> <p>States that Kildare County Council (KCC) could have done much more to prepare local people for the prospect of increased permeability and provides examples of Maynooth’s track record of opposition to proposed cycle infrastructure. Submits that KCC should have learnt from these episodes as well as the report Active travel infrastructure design and implementation: Insights from behavioural science by the ESRI in conjunction with Fingal County Council.</p>

	<p>Suggests summarising the Maynooth and Environs Area Based Transport Assessment into a document to be circulated to every home in Maynooth which explains in plain terms what is planned, why it is necessary and what the impacts thereof will be.</p> <p><u>Targets for Travel Modes</u> Suggest including targets for future modes of travel at a micro level (at town level) in the LAP in order to monitor and report progress on an annual basis.</p> <p><u>Climate Action</u> Highlights the importance of addressing the lack of permeability in order to establish an area-wide network to increase the level of cycling in Maynooth. Examples of Dutch cities are provided. The submission references the Climate Action Plan 2024 and states that the widespread deletion of permeability measures by councillors is contrary to the Plan. It highlights Maynooth's designation as a Decarbonisation Zone, stressing that deleting these measures would be contrary to the demonstration of best Irish practice.</p> <p><u>Health</u> In terms of health, the submission references research linking active travel to improved public health and highlights the cost of healthcare provision due to physical inactivity. Furthermore, the submission references the National Physical Activity Plan for Ireland, the National Sports Policy 2018-2027 and Healthy Kildare Plan 2022-2026 and it highlights the responsibility of councillors in implementing central government policies as well as its own policies on health.</p> <p><u>Road Safety</u> The submission references the European target of a 50% reduction in road fatalities by 2030. It highlights the low quality of existing cycling infrastructure and states that cyclists need more and better options to reduce the risk of collisions. An example from the Netherlands is referenced to demonstrate that the absence of permeability links will endanger an increased number of vulnerable road users in Maynooth.</p>
<p>194 Friends of the Irish Environment</p>	<p>The submission calls for the Elected members not to delete CYCLE 20, CYCLE 52, and CYCLE 57 in the Draft Plan.</p> <p>Highlights that greenhouse gas emissions attributed to the transport sector have increased by 130% due, in part, to car-dependent and car-prioritised development policies and decisions.</p> <p><u>Changes in Public Attitudes to Address Climate Action</u> The submission references various facts which highlight the impact of climate change, the urgency to respond to climate change challenges and the impact of switching car trips with walking, cycling, or scooting.</p>

	<p><u>Prioritising Climate Action and Societal Wellbeing</u>  The submission highlights Ireland’s obligations under international agreements and frameworks, the findings of the UN Environment Programme Emissions Gap Report 2022, reports from the World Meteorological Organization on rising temperatures in Europe and the “Climate Change 2023: Synthesis Report” published by the IPCC on the rapidly closing window of opportunity to secure a liveable and sustainable future for all.</p> <p><u>Acceleration of Climate Change</u>  Various sources are referenced which highlight the acceleration of climate change and states prompt actions are needed to avoid worsening outcomes.</p> <p><u>Legislation and Policy for Planning, Development and Climate Action</u>  The submission references Section 9(6), Section 10(2)(n)(i)(ii) and Section 19(2)(a)(b)(2A)(2B) of the Planning and Development Act, 2000 (as amended) and Section 15(1)(a)(b)(c)(d)(e) of the Climate Action and Low Carbon Development Act, 2015 (as amended).</p> <p><u>Planning Policies for Mitigating Climate Change</u>  The submission highlights specific National Policy Objectives (NPO 27 and NPO 64) and National Strategic Outcomes (NSO 1, NSO 2 and NSO 7) around sustainable mobility and states that planning authorities have a pivotal role in the decarbonisation transition. Additionally, states that the Proposed Material Alterations should be informed by the Climate Change Advisory Council’s “Council Paper Working Series” and notes Page 80 of the Updated Draft Revised National Planning Framework which includes NPO 37.</p> <p><u>Eastern and Midland Region Spatial and Economic Strategy 2019-2031 (RSES)</u>  In relation to the RSES the submission highlights the following:</p> <ul style="list-style-type: none"> <li>• The growth enablers to be considered by local authorities, in developing their core strategies and settlement hierarchies, specifically healthy placemaking and climate action.</li> <li>• The guiding principles for ‘Integration of Land Use and Transport’.</li> <li>• Regional Policy Objectives RPO 8.1 and RPO 8.4.</li> <li>• Walking and cycling objectives to guide investment in the EMRA.</li> </ul> <p><u>Transport Strategy for Greater Dublin Area 2022-2042</u>  The submission highlights Section 8.3 ‘The Road User Hierarchy’, Section 8.8 ‘Filtered Permeability’ including Measure PLAN9, and Section 14.7 ‘Low-Traffic Neighbourhoods’ including Measure TM6 of the Transport Strategy for Greater Dublin Area 2022-2042.</p>
--	---

Kildare County Development Plan 2023 – 2029

The submission referenced the aim of Chapter 5 ‘Sustainable Mobility and Transport’, Section 5.4 ‘Sustainable Movement’ and the following policies, objectives and targets of the Plan: RE P12, TM P1, TM P2, TM P3, TM T2, TM T3, SC O24, SC O25, SC O30, SC O46, SC O68, SC O69, SC O70, SC O89, SC O103, TM O7, TM O12, TM O20, TM O21, TM O23, TM A2, TM A3, TM A5, TM A12, TM A13, TM A18.

Climate Action Plan 2023 (CAP23)

In relation to the CAP23 the submission highlights the following:

- Ireland's ambition of halving greenhouse gas emission by 2030 and of putting Ireland on course to becoming carbon neutral by 2050.
- The roles and responsibilities of Local Authorities and the design and delivery phases of LA CAPs as set out in Section 10.3.5 of the CAP23.
- The findings and recommendations of a report undertaken by the OECD and the Irish Climate Change Advisory Council, ‘Redesigning Ireland’s Transport for Net Zero: Towards systems that work for people and the planet’.
- The Avoid-Shift-Improve approach to transport decarbonisation as set out in the CAP23.
- Key Actions to deliver emissions abatement in transport for the period 2023-2025

The Local Government Climate Action Key Performance Indicators report is referenced to be considered for use in key thematic areas, including transport.

Local Authority Climate Action Plan Guidelines

The submission references a transport focus sector example of the guidelines which highlights the significant potential of local authorities to directly support national climate action.

County Kildare Integration Strategy 2020 – 2026

The consultation process of this strategy and the findings in relation to transport and car dependency issues are highlighted. It also references literature which highlights the benefits of walkable neighbourhoods.

Draft County Kildare Local Economic and Community Plan 2023-2029 (LECP)

The preparation stage of the Draft Kildare LECP, the key active travel points considered following data gathering and the published Draft High-Level Goals (HLG 1 to HLG 4) are all highlighted in the submission.

Strategic Environmental Assessment - Guidelines for Regional Assemblies and Planning Authorities

The submission highlights Section 7.1 of the guidelines which outlines the stages of plan-making after the period of public consultation to determine if any proposed amendments in response to the consultation

	<p>pose likely significant effects on the environment and warrant mitigation measures.</p> <p><u>Maynooth and Environs SEA Report</u></p> <p>In relation to the SEA report the submission highlights that:</p> <ul style="list-style-type: none"> <li>• the current state of the environment includes an assessment of sustainable travel modes;</li> <li>• the summary of potential environmental effects includes an assessment of likely significant effects with respect to sustainable travel modes under Section 8.4.5; and</li> <li>• the mitigation measures ‘Facilitate sustainable transport modes and the use of walking, cycling and public transport.’</li> </ul>
--	--

### **Chief Executives’ Opinion**

The contents of submissions No. 164, No. 174, No. 190 and No. 194 are noted. The Chief Executives accepts in the most part the broad range of arguments raised within the respective submissions in support of retaining all cycle measures. However, the contention of submission No. 190 that Kildare County Council (KCC) could have done much more to prepare local people for the prospect of increased permeability is not accepted. In this regard, it should be noted that the Maynooth and Environs Area Based Transport Assessment (MEABTA) which fully informs the transport strategy contained in the Draft Plan (including all active travel and cycling/permeability measures) was subject to two separate rounds of public consultation, including specific public drop-in events. The Draft Plan itself was also subject to a non-statutory public consultation exercise which also included a public drop-in evening during the pre-draft stage. The key consideration of this stage was the widely disseminated Pre-Draft Issues Paper which clearly highlighted the need for the Plan to place ‘*particular emphasis*’ on delivering sustainable movement, taking into consideration Maynooth’s designation as a Decarbonising Zone (DZ). In this regard, Kildare County Council (along with Meath County Council) actively sought to canvas the views of Maynooth residents on important questions contained in the issues paper such as:

- *How can sustainable movement be encouraged and maximised throughout the town? and;*
- *Where should new/upgraded footpaths, cycleways, roads, streets and other linkages be located?*

Further evidence that illustrates the planning authority’s ongoing commitment to delivering permeability and active travel within all settlements in the county can be seen in its recently published Permeability Guidelines<sup>3</sup>. The purpose of this guidance document is to demonstrate the concept, value and opportunity presented by improved permeability, to illustrate how Kildare County Council will progress permeability projects and to highlight the council’s commitment to the delivery of quality and transparency, to ensure all new permeability links are delivered to an excellent standard. It also provides a range of tools

---

<sup>3</sup> Online (available from): <https://kildarecoco.ie/AllServices/Planning/DevelopmentGuidelines/PermeabilityGuidelines/KildareCoCo%20Permeability%20Guidelinesweb.pdf>

that can be used to assess the benefit of permeability connections and to secure them through the planning process.

Overall, it is considered that the proposed deletion of 5 cycle measures, while constituting 8.8% of all cycle measures (57 no.) proposed in the Draft Plan, will if approved result in a less cohesive and holistic cycle network in Maynooth than is currently envisaged. This will by extension, lead to a corresponding reduction in its potential to offer the public a viable and safe alternative to the car for short trips within the town. PMA No. 39 is considered to be contrary to a range of both regional policies and the policies of the Kildare County Development Plan 2023-2029 concerning active travel and the implementation of the 10-minute settlement. It is also considered to be contrary to the provisions for Maynooth Decarbonising Zone as contained in the County Kildare Local Authority Climate Action Plan 2024-2029. Not only is the PMA at odds with the spirit and ethos of the Plan (as expressed in the vision statement which was based on workshops with the elected members), but it is also considered to actively militate against stated key requirements of the Plan, including (inter alia) objectives; CCSO 1.1 (supporting and facilitating compact growth development and integrated neighbourhoods) and; MATO 2.2 (ensuring that all development allows for connectivity for active travel modes to adjacent lands).

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 39 **should not be** adopted by the Elected Members.

**Proposed Material Alterations No. 40, No. 41, No. 42 and No. 43**

No submission/observation has been received in respect of Proposed Material Alterations No. 40, No. 41, No. 42 and No. 43.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 40, No. 41, No. 42 and No. 43 should be adopted by the Elected Members.

**Proposed Material Alteration No. 44**

Submission No. and Name	Summary of Issue
164 Lucy Cradden	Welcomes the inclusion of the new objective MATO 2.X to facilitate and prioritise the upgrade of cycling infrastructure on Celbridge Road. States that this is a crucial requirement to provide a safe non-vehicular option to bring our children to schools in this area and should commence as soon as possible. States that their protest highlighted that the current situation is dangerous, and it creates a self-perpetuating need for more local people to drive their kids to school for safety reasons.

**Chief Executives’ Opinion**

The comments of submission No. 164 in support of Proposed Material Alteration No. 44 are noted.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 44 should be adopted by the Elected Members.

**Proposed Material Alteration No. 45**

No submission/observation has been received in respect of Proposed Material Alteration No. 45.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 45 should be adopted by the Elected Members.

**Proposed Material Alteration No. 46**

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes the prioritising of providing bus shelters in the short to medium term.

**Chief Executives’ Opinion**

The comments of Submission No. 052 in support of aspects of Proposed Material Alteration No. 46 are noted.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 46 should be adopted by the Elected Members.

**Proposed Material Alteration No. 47**

Submission No. and Name	Summary of Issue
058 Mike O’Neill	Submission states that completing the North Eastern MOOR to Moygaddy without filtered permeability in Moyglare Hall would destroy the residential amenity of the estate and that it would become Ireland's busiest and most polluted rat run. Submits that all traffic travelling to and from Leixlip, Dunboyne, the proposed Moygaddy developments and all places in between would divert through Moyglare Hall to avoid the traffic lights and congestion on the Moyglare Road. Submission requests that filtered permeability be reinstated for Moyglare Hall in the updated Plan.

**Chief Executives’ Opinion**

The contents of Submission No. 058 with regard to Proposed Material Alteration (PMA) No. 47 are noted. It is considered that the aim of PMA No. 47 has been misconstrued in the submission. The purpose of the filtered permeability feature was interlinked with the proposed bus route (PT2) through Moyglare Hall (also proposed to be deleted as per the

provisions PMA No. 45). Its role was solely to ensure that the route through the Moyglare Hall estate via Mariavilla to Lyreen Avenue would be for buses only and would not allow any general vehicular traffic to use it as a through route. This provision is now longer considered necessary if both this PMA and PMA No. 45 are adopted by the elected members.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 47 should be adopted by the Elected Members.

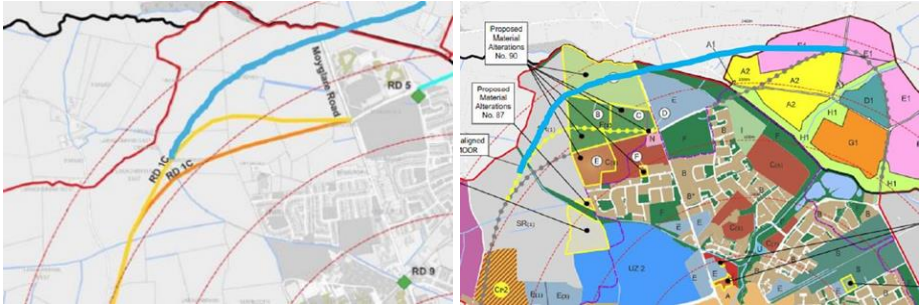
**Proposed Material Alterations No. 48 and No. 49**

No submission/observation has been received in respect of Proposed Material Alterations No. 48 and No. 49.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 48 and No. 49 should be adopted by the Elected Members.

**Proposed Material Alteration No. 50**

Submission No. and Name	Summary of Issue
024 Shane O'Duffy	<p>Submission requests that the proposed re-alignment of RD 1C Map 7.4: Movement and Active Travel –Road Measures, be amended to the blue line alignment as shown in maps below.</p>  <p>Submission questions why the MOOR is still being aligned to pass along a road in front of the Maynooth post primary and community schools, a primary school and between Moyglare estate. States that KCC should be planning a strategic long term route. Questions why would the MOOR which is supposed to direct through traffic around Maynooth be directed into one of the most congested parts of the town. Makes a comparison to the orbital route around Dunboyne and how far it was located away from the town. Outlines current levels of congestion at Maynooth Post Primary School and how it causes congestion on the roads and in adjoining estates, in addition to traffic generated by the university. Submits that there does not appear to be any rational to have the MOOR route realignment when a line can be drawn on a map to indicate it will circumvent the lands that the Post Primary School is situated on. Submits that any new housing developments adjacent to</p>

	the MOOR can contribute to the cost of the MOOR road no matter where they are located and there is still plenty of land for the proposed Maynooth Municipal Sports Facility to build on.
--	--

**Chief Executives’ Opinion**

The request in Submission No. 024 to move the path of the MOOR to the north of the Maynooth Education Campus (MCC) is not accepted. It should be noted that under the Planning and Development Act 2000 (as amended) only minor modifications to the proposed material alterations are permitted to be made at this stage of the plan-making process. The changes proposed are not considered to be minor in nature. Notwithstanding this consideration, it should be noted that the overall route of the MOOR through the north of the town has been fixed for the last number of decades. For example, it is identified on Map No. 1: Land Use Zoning and Specific Objectives in the Maynooth Town Development Plan 2002. The purpose of this is to provide long term certainty to residents, landowners, developers and other key stakeholders alike. Furthermore, the route of the MOOR within the Maynooth Environs (Moygaddy, County Meath) has already been identified in the Meath County Development 2021-2027 (as varied). In this regard, it should be noted that Section 1.2 of the Joint Plan states that the plan should be read in tandem with the applicable County Development Plan as it is required to align with its higher order policy. Furthermore, under the provisions of the Planning and Development Act 2000 (as amended) where conflict arises between a county development plan (CDP) and a local area plan, the objectives of a CDP take precedence.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 50 should be adopted by the Elected Members.

**Proposed Material Alteration No. 51**

<b>Submission No. and Name</b>	<b>Summary of Issue</b>
044 Tesco Ireland	The submission by RMLA Limited, on behalf of Tesco Ireland Limited notes its earlier submission to the Draft Plan where it highlighted that consultation and engagement with retail operators is required, specifically when measures are proposed within privately owned land. In this regard, it welcomes the inclusion of additional wording as part of Proposed Material Alteration No. 51 to measures PK 9 and PK10 and in particular, the Local Authority’s recognition of the importance and need for engagement with key stakeholders of Carton Retail Park.
047 Liam Doran	This submission outlines its disagreement with comments outlined in submission No. 44 and states that they are unfounded and without substance.
079 Department of Education	Section 4.5 refers.

### **Chief Executives' Opinion**

The comments of Submission No. 044 in support of aspects of Proposed Material Alteration No. 51 are acknowledged.

The comments of Submission No. 47 are noted.

### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 51 should be adopted by the Elected Members.

### **Proposed Material Alteration No. 52**

No submission/observation has been received in respect of Proposed Material Alteration No. 52.

### **Chief Executives' Opinion**

It is considered that the provision (parking measure PK 7) that Proposed Material Alteration (PMA) No. 52 seeks to delete is an important one and forms part of a well-considered, evidence-based holistic transport strategy which will support the sustainable planning and development of the town. This long term measure is considered necessary to disincentivise cars from travelling through key arteries close to the centre of the town in order to access Maynooth Train Station. Measure PK 7 is intended to free up space to provide for the development of a new bus–rail interchange at Maynooth Station (as per public transport measures PT 13 and PT 15). Such measures collectively seek to promote active travel and public transport usage, in keeping with Maynooth's designation as a Decarbonising Zone (DZ).

The development of a new train station to the west of Maynooth will provide an appropriate purpose-built 'park and ride' facility that will be able to accommodate a greater quantum of vehicles at a location that has improved accessibility (via the MOOR) and will not require vehicles to traverse the centre of Maynooth thereby avoiding unnecessary traffic congestion in the town centre.

### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 52 **should not be** adopted by the Elected Members.

## **Chapter 8: Built Heritage and Archaeology**

### **Proposed Material Alteration No. 53, No. 54 and No. 55**

No submission/observation has been received in respect of Proposed Material Alterations No. 53, No. 54 and No. 55.

### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alterations No. 53, No. 54 and No. 55 should be adopted by the Elected Members.

## Chapter 9: Green and Blue Infrastructure

It should be Chapter 9: Green and Blue Infrastructure is not the subject of any proposed material alteration.

## Chapter 10: Infrastructure and Environmental Services

### Proposed Material Alteration No. 56

Submission No. and Name	Summary of Issue
021 Uisce Éireann	Section 4.3, refers.
024 Shane O'Duffy	<p>Submission requests that the text of Proposed Material Alteration (PMA) No. 56 be amended as follows (requested additional text in <i>red italics</i>):</p> <p>Footnote: Section 5.3.2 of the Settlement Capacity Audit indicates that the Maynooth Wastewater Transfer Pipeline project would be completed by 2026 which Uisce Éireann has indicated may now not be the case. <i>It will not be possible for any development on the lands in County Meath identified as Moygaddy to be occupied, until the Maynooth Wastewater Transfer Pipeline project is at least completed, which may not be within the lifetime of this plan.</i></p>
130 Kilcloon Environmental Action Association (KEAA)	<p>KEAA refers to their previous submission at draft stage indicating the lands at Maynooth Environs are currently unserved without either water or wastewater services. Highlighted in their previous submission was that the completion date of 2026 referenced in the Settlement Capacity Audit for the Maynooth Wastewater Transfer Pipeline was not valid, based on the information from Uisce Eireann (UÉ).</p> <p>KEAA notes that the UÉ submission lodged to the draft plan stage referred to Section 5.3.2 of the Settlement Capacity Audit, stating, <i>'Construction has not yet commenced (on the Maynooth Transfer Line) and dates should be removed.'</i> It further notes the comment of UÉ in its submission to the Draft Plan to Section 11.3, stating <i>'This area is not currently serviced with a sewer network and there is no current UE project to support this.'</i> KEAA also remarks that UE has not provided a completion date in their submission and notes that the existing Uisce Éireann Capital Plan expires at the end of 2024, with no new approved capital plan in place.</p> <p>KEAA also refers to the submission received on the Draft Plan from the Office of the Planning Regulator (OPR) which states that <i>'it is critical therefore that the draft JLAP provides clarity regarding the timeframe for the delivery of the Maynooth Transfer Pipeline Project, including the upgrade of the main lift pumping station, and how development can be facilitated in the interim period consistent with the core strategies of the</i></p>

	<p><i>development plans'</i> KEAA notes that the proposed alteration to the Draft Plan does not provide the clarity sought by the OPR .</p> <p>KEAA requests that the Planning Authorities reconsider the Draft Plan as it relates to Maynooth Environs in light of their acknowledgment that the original completion date of 2026, of the Maynooth Transfer Line, is no longer valid and there is no commitment from UE to deliver it within the lifetime of the plan. KEAA notes the proposal to make no alterations to the Draft Plan other than a proposed footnote is grossly inadequate, given the requirements set out in national planning policy that lands should be zoned for development only if currently serviced or likely to be served by all of the necessary services within the lifetime of the plan, based on the current information available from the service providers.</p>
--	---

### **Chief Executives' Opinion**

The contents of Submission No. 24 are noted. During both extensive consultations with Uisce Éireann (UÉ) in the pre-draft stage (including in the preparation of Settlement Capacity Audit) and in their original submission to the Draft Plan (dated: 1 August 2024) UÉ did not request the inclusion, in the Plan, of any provision making the development and occupation of housing in the Maynooth Environs (Moygaddy, County Meath) contingent on the delivery of the Maynooth Transfer Pipeline.

In response to Submission No. 130 concerns, regarding Proposed Material Alteration (PMA) No. 56, referencing to UÉ's submission to the Draft Plan, extensive consultation took place with UÉ in the preparation of the Draft Plan, particularly in relation to the Settlement Capacity Audit accompanying the Draft Plan. Section 10.2.2 of the Draft Plan refers to Wastewater, in which the Maynooth Transfer Pipeline Project is referenced. Section 11.5 of the Draft Plan refers to the Implementation and Infrastructure Delivery Schedule, in which the infrastructural requirements for key residential and employment lands are set out to ensure the orderly development of land.

With respect to the Settlement Capacity Audit (SCA) for Maynooth and Environs, the SCA was carried out in accordance with NPO 72, Appendix 3 of the NPF and Section 4.5.2 Settlement Strategy – Key considerations in the *Development Plans: Guidelines for Planning Authorities (DoHLGH, 2022)*. Each land parcel in Maynooth and Environs has been assessed for each infrastructure category in consultation with UÉ and the respective Departments in both Kildare and Meath County Council. The outcome of these consultations and the SCA itself has determined and confirmed that the Maynooth Environs are Tier 2 lands as they were deemed serviceable within the lifetime of the Draft Plan.

With regard to both the contents of Submission No. 24 and No. 130, particular attention should also be drawn to Submission No. 21 from Uisce Éireann received on the Proposed Material Alterations, which states the following regarding PMA no. 56 ***'it is currently estimated that the project (i.e. Maynooth Transfer Pipeline) will be completed end 2027/early 2028'***. Having regard to this latest correspondence, it is considered the lands in Maynooth Environs are likely to be serviced by water/wastewater within the lifetime of the Draft Plan, based on the current information from Uisce Éireann.

Additionally, in response to Submission No. 24, it is considered that having regard to the above, any setting of specific conditions regarding the development and occupation of residential schemes in the Maynooth Environs, vis-à-vis wastewater services, would be more appropriately dealt with by the planning authority through the development management process, in consultation with Uisce Éireann.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 56 should be adopted by the Elected Members, subject to a further minor modification recommended in Section 4.3 of this report.

**Proposed Material Alteration No. 57**

<b>Submission No. and Name</b>	<b>Summary of Issue</b>
130 Kilcloon Environmental Action Association (KEAA)	KEAA expresses that Proposed Material Alteration (PMA) No. 57 is of little value, expressing that local authorities have no statutory function or funding in the area of wastewater services.

**Chief Executives’ Opinion**

The concern expressed regarding the delivery of Uisce Éireann projects being beyond the control of Kildare County Council and Meath County Council is noted. While the local authorities do not have any remit in the funding of water infrastructure, it has a statutory duty to facilitate and support the delivery of national and regional objectives which entails engaging with UÉ to highlight planned areas of growth, such as those identified in the RSES (RPO 10.3), bring awareness to Infrastructure agencies on national and local planning policies and to support them where appropriate, in their delivery of necessary infrastructure. Both local authorities are committed to continue their strong working relationship with Uisce Éireann and continue to work with UÉ to identify the water services required to support planned development in line with national and regional planning policies for inclusion in the Uisce Éireann Capital Investment Plans, and in delivering the National Water Resources Plan (NWRP). It is considered that PMA No. 57 supports this work and both councils ongoing collaboration with UÉ.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 57 should be adopted by the Elected Members.

## Proposed Material Alterations No. 58 and No. 59

No submission/observation has been received in respect of Proposed Material Alterations No. 58 and No. 59.

### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alterations No. 58 and No. 59 should be adopted by the Elected Members.

## Chapter 11: Implementation

## Proposed Material Alterations No. 60, No. 61 and No. 62

No submission/observation has been received in respect of Proposed Material Alterations No. 60, No. 61 and No. 62.

### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alterations No. 60, No. 61 and No. 62 should be adopted by the Elected Members.

## Proposed Material Alteration No. 63

Submission No. and Name	Summary of Issue
<b>076 Sherwood Homes Limited</b>	<p>The submission notes and welcomes the content of Proposed Material Alteration (PMA) No. 63 and strongly advocates that this objective is included in the final Plan. The submission however requests the PMA is amended as follows (additional text in green italics):</p> <p><i><b>MWO 1.3: Support and co-operate with TII, NTA, CIÉ and relevant landowners and other stakeholders to facilitate the co-ordinated delivery of critical transportation infrastructure including the Maynooth Outer Orbital Route (MOOR), DART+ West, the second train station, a park and ride facility and any potential upgrade to the M4 Motorway on lands zoned as SR(2) Strategic Reserve.</b></i></p> <p>The submission outlines a number of reasons in support of their request, as follows:</p> <ul style="list-style-type: none"> <li>• Contends that it is that the Plan reflects a clear commitment to fostering close cooperation and strong collaboration among all relevant stakeholders, including TII, the NTA, CIÉ, the local authority, Sherwood Homes Limited and any other relevant stakeholders involved in the delivery of these major transportation projects within the subject lands.</li> <li>• The requested rewording emphasises the importance of ensuring that all stakeholders work together to identify synergies, mitigate conflicts, and align their respective plans and timelines, acknowledging the scale and complexity of these infrastructure projects.</li> </ul>

	<ul style="list-style-type: none"> <li>• There may be significant overlap in the routes and timelines of these projects, which could lead to conflicts or delays if not managed properly. In this regard, it notes that the design and layout of the MOOR, the second train station, and the DART+ West projects could potentially affect each other.</li> <li>• States that the coordination of these transportation projects will require a shared understanding of each stakeholder’s project objectives, constraints, and timelines and accordingly effective collaboration can help stakeholders identify opportunities to streamline planning, reduce costs, and ensure that the infrastructure is delivered in a way that maximizes long-term benefits for the region.</li> <li>• Stresses that any development proposals or infrastructure works within the subject lands, as they pertain to these transportation projects, should be planned with full consideration of the other ongoing and planned infrastructure and development works in the area.</li> </ul>
--	--

**Chief Executives’ Opinion**

The contents of the submission are noted. It is considered that a minor modification to Proposed Material Alteration (PMA) No. 63 is acceptable in this instance, to provide clarity to the relevant stakeholders that the planning authority will have to work with to realise a coordinated approach to development of these lands over the life of the Plan and beyond.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 63 should be adopted by the Elected Members with the following minor modification.

Chapter 11: Implementation, insert the following new objective after Objective MWO 1.2, with a minor modification as follows:

*MWO 1.3 Support and co-operate with Transport Infrastructure Ireland (TII), National Transport Authority (NTA), Córas Iompair Éireann (CIÉ), relevant landowners and other stakeholders to facilitate the co-ordinated delivery of critical transportation infrastructure including the Maynooth Outer Orbital Route (MOOR), DART+ West, the second train station, a park and ride facility and any potential upgrade to the M4 Motorway on lands zoned as SR(2) Strategic Reserve.*

**Proposed Material Alteration No. 64**

Submission No. and Name	Summary of Issue
024 Shane O'Duffy	<p><b>Proposed Material Alterations No. 64</b></p> <p>Submission requests that the text of Proposed Material Alteration (PMA) No. 64 be amended as follows (requested additional text in <i>red italics</i>):</p>

	<p>Maynooth Environs Objectives, amend Objective MEO 1.1 as follows:  MEO 1.1 Require the submission of a masterplan alongside prior to any future application for the development of lands identified as ‘Masterplan Area 16’ on Map 11.2: The masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objectives of the masterplan being achieved and. Implementation for the prior written agreement of the Executive of the Meath County Council which shall address the following...’ <i>Should Kildare County Council need to adjust the indicative route of the MOOR to circumvent the lands north of the MPPS lands, this most likely will need an alteration of the lands identified in Moygaddy Meath County Council.</i></p>
<p>062 National Transport Authority</p>	<p>Section 4.4, refers.</p>
<p>130 Kilcloon Environmental Action Association (KEAA)</p>	<p>KEAA highlight that the proposed use of non-statutory masterplans does not include any consideration of the phasing or timing of the development of this area relative to the overall development of the Draft Plan area.</p> <p>KEE also submitted and continues to contend that masterplans should have been incorporated into the Draft Plan in order to provide the level of detail consistent with other Key Development Areas to allow for appropriate public consultation.</p> <p>KEAA notes the provisions of Proposed Material Alteration No. 64 includes amendment to the Draft Plan objective MEO 1.1. KEAA welcomes the change from ‘<i>alongside any application</i>’ to ‘<i>prior to</i>’ but notes that the insertion of the word ‘<i>future</i>’ may be in recognition of the fact that Meath County Council has already approved multiple planning application in this area in the absence of any Masterplan. KEAA objects to the addition of the following text:  ‘<i>The masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objective of the masterplan being achieved</i>’ asserting that this sentence is contradictory as it would be impossible to judge if an application ‘<i>undermined the objectives of the masterplan</i>’ if no such (agreed) masterplan was in place.</p> <p>Submission notes and welcomes the addition of the following text to MEO 1.1 as part of PMA No. 64; ‘<i>7) Active travel measures to increase the number of people choosing to walk and cycle for everyday short journeys, and as part of longer journeys by public transport.</i>’ KEAA contends, in order to comply with objective MEO 1.1, the masterplan for Maynooth Environs Area 16 must include details of accessibility and mobility between Development Area 16 and Maynooth town, including details of the delivery of the ‘Active Modes Bridge’. KEAA further</p>

	contends that there should be a requirement that the masterplan be approved by both Meath and Kildare planning authorities.
167 Office of the Planning Regulator	Section 3.1, refers.

### **Chief Executives’ Opinion**

It is noted that in its submission to Proposed Material Alteration (PMA) No. 64 (above) Submission No. 024 raises the same issues as it did to a related Proposed Material Alteration (PMA) No. 50. These issues have been responded to in the Chief Executives’ Opinion on PMA No. 50. It is reiterated that the route of the MOOR within the Maynooth Environs (Moygaddy, County Meath) is already identified in the Meath County Development 2021-2027 (as varied). In this regard, it should be noted that Section 1.2 of the Joint Plan states that the Plan should be read in tandem with the applicable County Development Plan as it is required to align with its higher order policy. Furthermore, under the provisions of the Planning and Development Act 2000 (as amended) where conflict arises between a county development plan (CDP) and a local area plan, the objectives of a CDP take precedence.

In response to Submission No. 130, KEAA concerns relating to the non-inclusion of masterplans for Maynooth Environs in the Draft plan are noted. However, the agreement of any masterplan prepared for the lands is an executive function of Meath County Council. In respect of the Joint Local Area Plan, both councils ensured there was substantive public engagement throughout the plan-making process. While many Masterplans are non-statutory documents and therefore are not required to undergo public consultation, they must nonetheless be consistent with higher-level frameworks, plans and policy, including the County Development Plan and Draft Plans, which have been the subject to several public consultation opportunities. Should KEAA wish to further engage in the development of the area, additional opportunities to submit views to Meath County Council on the development of Maynooth Environs will arise through the development management process.

The Council note KEAA’s objection to the text which states that the masterplan *‘will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objectives of the masterplan being achieved’*. The purpose of a masterplan is not only to guide growth, promote sustainability, but also to encourage investment by attracting businesses and investors by offering a clear vision for the area’s potential. While Meath County Council will require the agreement of a masterplan prior to any future application, it is also the view of the Council that the applications currently under consideration will not impede or undermine the masterplan process, however instead serves to encourage investment and offer a preliminary picture of the land’s potential. As per the OPR Recommendation No. 2 *‘Masterplans for Maynooth’*, it is recommended that the text *‘unless it can be demonstrated that the application will not undermine the objectives of the masterplan being achieved’* be deleted from PMA No. 64 and the related PMA No. 65. The remainder of PMA No. 64 and PMA No. 65 however should be retained. This includes the requirement for the submission of a masterplan prior to any future planning application and the additional point in relation to active travel measures being addressed in the masterplans.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 64 should be adopted by the Elected Members, subject to a further minor modification recommended in Section 3.1 of this report.

**Proposed Material Alteration No. 65**

No submission/observation has been received in respect of Proposed Material Alteration No. 65, except from the Office of the Planning Regulator (see Section 3.1) and the National Transport Authority (see Section 4.4).

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 65 should be adopted by the Elected Members, subject to a further minor modification recommended in Section 3.1 of this report.

**Proposed Material Alteration No. 66**

<b>Submission No. and Name</b>	<b>Summary of Issue</b>
060 Gary Cullen	<p><b>Proposed Material Alteration No. 66</b></p> <p>Submission requests that the road behind Parklands Place should be removed and moved further back into the development. Contents that the road will affect the residents of the Place by creating noise pollution and air quality as well as being a security risk. Also states that the value and resale of these houses will be dramatically reduced. Also states that drainage issues are also a serious concern and need to be addressed.</p>
062 National Transport Authority (NTA)	Section 4.4 refers.
064 Cozone Ventures Limited	<p>The submission from John Spain Associates on behalf of Cozone Ventures Limited relates to lands extending to 15.98 hectares at Railpark, Maynooth (a portion of the overall KDA). The submission states that it is very supportive of the Draft Plan, as amended by the Chief Executive’s Report, as it relates to the landholding at Railpark and welcomes this further opportunity to make a submission on the Proposed Material Amendments to the Draft Plan</p> <p><b>Proposed Material Alteration No. 66</b></p> <p>The submission states that its key request relates to PMA No. 66 which outlines that <i>‘vehicular access to residential development within the KDA will be via the MERR only’</i>. This submission requests that the Planning Authority clarify that the primary vehicular access to the residential development within the KDA will be via the MERR, but that secondary access can also be provided via the permitted residential development to the south and to the east, as per the local routes indicated on Figure 11.7 Railpark KDA Urban Design Framework. The</p>

	<p>submission includes a map highlighting the local routes within the Railpark KDA in yellow circles.</p> <p>The submission acknowledges that for the KDA lands, the primary vehicular access for any future residential development will be from the MERR). However, as illustrated in the map above, the submission states that the proposed material alterations to Figure 11.7 Railpark KDA Urban Design Framework maintains new local routes from the subject lands to the permitted residential development, under Reg. Ref.: 21155 / ABP Ref: 312671-22 (Phase 1) and Reg. Ref.: 21156 / ABP Ref: 312685-22 (Phase 2) to the southwest of the subject site, as provided for under that permission, and to the east, subject to agreement with the adjoining landowner / Planning Authority. States that the permitted layout for the residential development to the southwest allows for connection to the north via a road terminating at the boundary which allows for a future connection to the KDA lands.</p> <p>Notes that the permitted residential development is under construction and is likely to be completed prior to the development on the KDA lands being implemented and will provide for future connections to the Celbridge Road. Further notes that Figure 11.7 Railpark KDA Urban Design Framework includes potential future additional local routes to the undeveloped lands to the east. Submission therefore requests that PMA No. 66 introduces additional text to clarify and for the avoidance of any double that whilst the primary vehicular route will be via the MERR, there will be additional permitted and potential secondary / local routes to the adjoining lands under construction to the south-west and to the undeveloped lands to east.</p> <p>The submission outlines the additional amendments to the text of PMA No. 66 below with proposed deletions to the text shown in <b>red text with a strikethrough</b> and the additions to the text shown in <b>green text</b>.</p> <p><b>Table 11.1 Railpark KDA Design Brief:</b>  <i>Connectivity and Movement:</i>  <i>Vehicular access to this KDA shall be provided via the Maynooth Eastern Ring Road (MERR) which shall be constructed prior to or in tandem with the development of the KDA. The KDA should provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to the Royal Canal Greenway to the north, as well as adjacent areas to the west and south. The KDA should also ensure the possibility of realising future links to potential development lands to the east. Particular attention should be given to the interface between the residential portion of the KDA and the site of the post-primary school to the south. The point of access to the post-primary site for vehicular traffic will be agreed with the planning authority at planning application stage. <b>The primary vehicular access to residential development within</b></i></p>
--	---

	<p><i>the KDA will be via the MERR <del>only</del>, with potential secondary/local connections to link to the new residential development to the southwest, undeveloped lands to the east and between sites in different ownership within the KDA, subject to agreements with the landowner/Planning Authority.</i></p> <p><b>Table 11.5 Implementation and Infrastructure Delivery Schedule</b>  <i>C(2): New Residential – Railpark Key Development Area</i>  <b>Movement and Active Travel:</b>  <i>“Development of the site is contingent on the delivery of the Maynooth Eastern Ring Road (MERR) in its entirety. <b>The primary vehicular access to residential development within the KDA will be via the MERR <del>only</del>, with potential secondary/local connections to link to the new residential development to the southwest, undeveloped lands to the east and between sites in different ownership</b> within the KDA, subject to agreements with the landowner / Planning Authority.</i></p>
--	---

**Chief Executives’ Opinion**

The request that the proposed internal road within Railpark KDA that is situated behind Parklands Place should be removed and moved further back into the development is not accepted. This road is envisaged to be a low traffic artery which will provide for local access only. It is not considered that this route will result in any unacceptable levels of disturbance to existing residents in Parklands. Regarding the overall location of internal roads within the KDA, it should be noted however that the Draft Plan incorporates a degree of flexibility as to its final design and layout. In this regard, Section 11.4 of the Draft Plan states that ‘key building frontages and the layout of the urban blocks may be varied where it is demonstrated that there is a strong urban design rationale, and that passive supervision of public spaces will not be compromised’.

The requested amendments relating to vehicular access arrangements within the Railpark Key Development Area (KDA) in Submission No. 64 are noted. It is however considered that the requested further amendments to Proposed Material Alteration (PMA) No. 66 may result in undesirable consequences. For example, the creation of a vehicular link between the KDA and the lands to the southwest that have extant planning permission granted under ABP Ref: 312671-22 (Phase 1) and ABP Ref: 312685-22 (Phase 2) may result in the creation of a ‘rat run’ where vehicles could use the local roads of the estate to bypass traffic congestion on Celbridge Road during peak traffic periods. It is acknowledged that some vehicular traffic links between the different landholdings within the KDA may be appropriate to manage traffic distribution within the area. Accordingly, it is considered that additional text be included in the ‘Connectivity and Movement’ paragraph of Table 11.1: Railpark KDA Design Brief stating that such links will be subject to the agreement of the planning authority.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 66 should be adopted by the elected members, subject to the following minor modification, in addition to a further minor

modification recommended in Section 4.4 of this report in response to the submission received from the National Transport Authority (NTA).

Chapter 11: Implementation, Table 11.1: Railpark KDA Design Brief, insert an additional sentence after the second sentence in the Connectivity and Movement paragraph, as follows:


**Connectivity and Movement**

Vehicular access to this KDA shall be provided via the Maynooth Eastern Ring Road (MERR) which shall be constructed prior to or in tandem with the development of the KDA. *Internal vehicular links between different landholdings within the KDA shall be subject to the agreement of the planning authority during the planning application stage.* The KDA should provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to the Royal Canal Greenway to the north, as well as adjacent areas to the west and south. The KDA should also ensure the possibility of realising future links to potential development lands to the east. Particular attention should be given to the interface between the residential portion of the KDA and the site of the post-primary school to the south.

**Proposed Material Alteration No. 67**

Submission No. and Name	Summary of Issue
024 Shane O’Duffy	Submission states that Table 11.2 Crewhill KDA Design Brief should not be amended, because consideration of the MOOR route circumventing the Maynooth Post Primary School lands, will need the original layout to remain so the MOOR can circumvent the Municipal Sports Facility lands as well. States that this should be the long term plan at least. Reiterates that the new road between the proposed Municipal Sports Facility and new housing estates should not be connected to the MOOR to reduce additional through traffic causing local traffic congestion. States that the MOOR should only connect with Moyglare Road north of Maynooth Post Primary School by means of a roundabout. Further states that any lands where the MOOR is located should be marked SR.
029 Debroah Carolan	The submission from a resident of Moyglare Abbey who overlooks the fields of Crewhill and currently receives good levels of light into the garden, as well as privacy. The submission objects to the proposed develop at Crewhill KDA as it will have a negative impact on their property including loss of light, loss of privacy and loss of a view.  Further submits that the proposed density of 40 units per hectare is too high for the urban edge of the town. Asserts that this development in the location would mean having three storey+ units overlooking the current two storey estate at Moyglare Abbey. States that the design of the development cannot possibly be in keeping with the character of the adjoining estates.

	<p>Further objects on the grounds of public safety as the new development will add to traffic congestion in area in Maynooth, particularly on Moyglare Road as only a section of the MOOR would be built as part of the proposal.</p>
048 Shay Fagan	<p>Submission objects to the proposals for Crewhill in the Plan and the density/location of the housing. Considers that the density and location will directly impact on the natural light, views and privacy of their property. Notes that they are not entitled to have such views they are entitled to privacy and natural light.</p> <p>States that switching the location of the playing field and housing will alleviate some of these things. Further states that there should be no building work permitted until the road and other infrastructure have been completed. Cites example of development at Millerstown in Kilcock where the houses were built but the associated road infrastructure was not. States that this has resulted in daily chaos in the settlement. Notes the currently levels of congestion on Moyglare Road at all school times. Concludes by stating that change can take place but not to the detriment of existing standards and benefits of the area.</p>
052 Maynooth Community Council	<p>Welcomes all proposals to develop parks, sensory gardens, greenways, heritage and tourist trails, walks and an information centre.</p>
069 John and Martha Geoghegan	<p>The submission from KPMG Future Analytics, Chartered Planning and Development Consultants on behalf of John and Martha Geoghegan relates to the lands in their ownership within the proposed Crewhill Key Development Area (KDA). The submission seeks to commend the planning authorities on the publication of the Proposed Material Alterations (PMAs) to the Draft Plan and welcome the overarching policy direction for the future development of Crewhill outlined therein. Notes the original submission that they have made to the Draft Plan and state that with regard to the PMAs they seek propose a practical, planned and discreet improvement on the Crewhill KDA concept layout.</p> <p>The submission requests and amendment to the PMAs which would involve a transfer of c. 0.33ha of proposed strategic open space from the southern end to a central location within the Crewhill KDA. The submission includes two annotated maps illustrating their requests (see below). Submits that the relocation of strategic open space as proposed brings a range of benefits from a planning and urban design perspective. Further states that the proposed changes will:</p> <ul style="list-style-type: none"> <li>• Provide for improved access to public open space as the proposed distribution of strategic open space will positively contribute to the delivery of a more meaningful functional open space in a central location</li> <li>• Enhance green infrastructure connectivity by providing a continuous green infrastructure link running east to west across the site</li> </ul>

	<p>connecting to retained green infrastructure on agriculture zoned lands.</p> <ul style="list-style-type: none"> <li>• Provide a visual buffer and a gradual transition in uses between the development and the existing established agricultural and residential setting of Crewhill House</li> <li>• The proposed revisions to the concept layout safeguard permeability with surrounding residential environs in accordance with the objectives of the KDA Design Brief.</li> <li>• Notes that access to public open space from the established residential areas to the south is proposed via the dedicated pedestrian and cycle connection at Moyglare Abbey which integrates with the main link streets within the KDA providing onward connections to (inter alia) the neighbourhood centre and Municipal Sports Facility. Submits that there is an opportunity, if the revised layout is adopted, to provide a high quality connection at Moyglare Abbey with residential blocks on either side providing strong passive surveillance and a generous width can enhance the openness and functionality of the link.</li> </ul>  <p>Figure 1. Extract of Figure 11.7 (Crewhill KDA Urban Design Framework with Proposed Alterations)</p>
<p>103 Kathleen O'Connor</p>	<p>Submission states that the proposed area is densely populated already with extreme pressure on resources with drinking water and wastewater treatment services being under severe pressure. States that waste disposal facilities are operating at close to capacity. No civic amenity site in North Kildare.</p> <p>Outlines concerns that the proposed development will create a visual obstruction of historic Crew Hill due to height and density of proposed development. Also outlines concerns relating to the destruction of biodiversity, the blocking of natural light to existing properties in Moyglare Abbey and disruption to existing residents due to construction activities (noise, air pollution, removal of soil). States that this is contrary to the Proximity Principle under EU legislation.</p> <p>Further states that there is no guarantee that the proposed orbital route will ever be completed, like the proposed Inner Relief Road in Naas as it was voted down by councillors. Concludes by stating that the</p>

	<p>permeability proposals will lead to increased noise, more litter and anti-social behaviour.</p>
<p>154 Dorothy Guina Dornan</p>	<p>Submission expresses disappointment to see that none of our observations and objections to the Draft Plan have been addressed in Proposed Material Alteration (PMA) No. 67. States that their original comments still stand and should be read in conjunction with this further submission. Considers that the PMA worsens their situation. Submits that the revised Figure 11.7 would appear to contradict the supporting text in part. While the text states that the built form should seek to fully integrate with the established residential estates to the south and that overall densities should be lower in areas directly adjacent to existing residential areas and higher along the eastern edge of the KDA...’ it appears that quite the opposite is reflected in the proposed material changes. Submits that the text must be redrafted along the following lines <i>‘the built form must seek...Overall densities must be lower...’</i>.</p> <p>Contends that because of the reconfiguration of the KDA the key building frontages have been concentrated even closer to their home in Moyglare Abbey than in the draft proposal i.e., the main local route has been staggered on the northern side bringing it closer to existing houses in Moyglare Abbey. Notes that the proposed extension to the open space at the first green on Moyglare Abbey has now been removed with infill housing proposed immediately adjacent thus increasing the negative impact of the proposed KDA.</p> <p>States that part of the existing road which currently serves Crewhill House is to be retained to provide access to the ‘Infill site’. Submits that this directly connects with a section of new road serving the key road frontage next Moyglare Abbey. States that this is in conflict with the text ‘Vehicular access to this KDA will be provided via the Maynooth Orbital Route’ as there is potential for through vehicular traffic.</p> <p>Submits that in light of the removal of PERMs 44, 52 and 24 we would question the need or purpose of the proposed pedestrian/cyclist connection outside their home. Noting the proposed retention of the road to serve the infill site this connection if any, should be along said road to the far corner of the green where it meets the existing Moyglare Abbey road. States that northward pedestrian/cyclist access via Moyglare Road currently exists and additional access adjacent to their residence is arguably of little additional benefit.</p>

**Chief Executives’ Opinion**

It is noted that in its submission to Proposed Material Alteration (PMA) No. 67 (above) submission No. 024 raises issues that are related to its request with regard to PMA No. 50. These issues have been responded to in the Chief Executives’ Opinion on PMA No. 50. The request in Submission No. 024 that any lands where the MOOR is located should be zoned ‘SR: Strategic Reserve’ is not accepted. Notwithstanding the fact that the delivery of the

MOOR is envisaged to be developer-led in tandem with development, a further modification to a material alteration may not be made where it refers to an increase in the area of land zoned for any purpose.

The comments of submission No. 052 in respect of PMA No. 67 are noted.

The concerns outlined in submission No. 029, No. 48, No. 103 and No. 154 are acknowledged. It is considered that a number of the issues raised, including the overall principle of residential development at Crewhill and its potential impact on congestion do not relate to the contents of PMA No. 67 and are similar to issues raised and responded to in the Chief Executives Report on Submissions/Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 which was published on 10<sup>th</sup> September 2024 on the Plan's public consultation website (<https://consult.maynooth.ie/>). It is reiterated that the area to the north of the town (in which Crewhill is situated) is identified in the Regional Spatial and Economic Strategy 2019-2031 as having significant residential capacity. Crewhill Key Development Area (KDA) is considered to be sequentially appropriate for new development, in a highly accessible area, proximate to Maynooth Education Campus (MEC) and Maynooth University, as well as being located adjacent to a high-capacity public transport route on Moyglare Road, served by BusConnects services. With regard to traffic congestion, it should be noted that extensive traffic modelling was carried out as part of the Maynooth and Environs Area Based Transport Assessment. This modelling took into consideration the potential for significant residential development on the site over the life of the Plan.

Issues raised concerning the overall density and height of residential development within the KDA are acknowledged. However, it should be noted that the changes to the residential density levels and building heights within Crewhill KDA are not the subject of any proposed material alteration and cannot be considered at this stage of the plan-making process. Notwithstanding this, the envisaged density for the development (40 dwellings per hectare [dph]) cannot be considered to be high by any standard and it is envisaged that the development will comprise of semi-detached and terraced residential unit typologies with a component of low rise apartment blocks and/or duplex units, subject to high quality design proposals. The level of density is set at the lower end of the 35-50 dph range required by the Sustainable Residential and Compact Settlement Guidelines for Planning Authorities (2024) for such a 'suburban edge' location, which the Planning Authority is required to comply with.

Concerns regarding the potential for overshadowing, overlooking and loss of privacy to existing residential areas in Moyglare Abbey and Moyglare Village are noted. However, it is considered that the revised design of Crewhill KDA proposed as part of PMA No. 67 will not result in any unacceptable overlooking, overshadowing or overbearing impact on existing homes. The provisions of Table 11.2 Crewhill KDA Design Brief (incorporating PMA No. 67) clearly and unambiguously state that '*overall densities should be lower in areas directly adjacent to existing residential areas and higher along the eastern edge of the KDA fronting onto Moyglare Road and the Maynooth Outer Orbital Route (MOOR).*' Accordingly, the request to change the wording of the PMA by Submission No. 154 is not accepted.

The concerns raised by Submission No. 154 regarding the impact of the proposed redesign of Crewhill KDA on the adjacent residential area are noted. The changes proposed are intended to address issues highlighted to the planning authorities in submissions received at the draft stage. These included (inter alia) concerns relating to the topography and historic nature of Crew Hill. With regard to the proposed removal of the open space within the KDA in an area that links to a green in Moyglare Abbey, this was made on the discovery that the area of land in question did not form part of the landholding at Crewhill being proposed for residential development. On the issue traffic access to the KDA, it is noted that the provisions of PMA No. 67 states that vehicular access to the KDA will be from the MOOR. Regarding the overall location of internal roads within the KDA, it should be noted however that the Draft Plan incorporates a degree of flexibility as to its final design and layout. In this regard, Section 11.4 of the Draft Plan states that *'key building frontages and the layout of the urban blocks may be varied where it is demonstrated that there is a strong urban design rationale, and that passive supervision of public spaces will not be compromised'*.

Concerns raised in Submission No. 154 regarding the reconfiguration of key building frontages within the KDA are acknowledged. It should be noted that 'key building frontages' do not in any way imply higher densities or an impingement on existing residents' private open space. Their identification within an urban design framework merely seeks to ensure that new built form addresses a particular street or area in order to provide for passive supervision of all public open spaces in the KDA, in keeping with best practice urban design principles.

The comments in Submission No. 154 questioning the need or purpose of proposed pedestrian/cyclist connections between Moyglare Abbey and the new KDA are noted. The creation of permeability links between the Moyglare Abbey / Moyglare Village and the KDA is considered to be highly beneficial for existing residents. For example, once fully developed, the links will provide convenient access to new facilities in Crewhill KDA including the retail services of neighbourhood centre and the Municipal Sports Facility. It will also provide access to the segregated foot and cycle paths of the MEER. In essence, Crewhill KDA seeks not only to help realise the 10-minute settlement principle for a new neighbourhood but to also bring benefits to the surrounding established residential community in terms of better, safer, access to amenities.

The request outlined in Submission No. 69 is considered to raises issues that are related to its request with regard to PMA No. 90. These issues have been responded to in the Chief Executives' Opinion on PMA No. 90.

### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 67 should be adopted by the Elected Members.

### **Proposed Material Alterations No. 68, No. 69, No. 70, No. 71 and No. 72**

No submission/observation has been received in respect of Proposed Material Alterations No. 68, No. 69, No. 70 (except from the Office of the Planning Regulator and the Office of Public Works, see Section 3.1 and Section 4.6 respectively), No. 71 and No. 72 (except from the Department of Education, see Section 4.5).

### **Chief Executives’ Recommendation**

It is recommended that Proposed Material Alterations No. 68, No. 69, No. 71 and No. 72 should be adopted by the Elected Members.

It is recommended that Proposed Material Alteration No. 70 should be adopted by the Elected Members, subject to further minor modifications recommended in Section 3.1 and Section 4.6 of this report.

### **Proposed Material Alteration No. 73**

<b>Submission No. and Name</b>	<b>Summary of Issue</b>
076 Sherwood Homes Limited	<p>The submission welcomes the recognition of the subject lands as ‘Strategic Reserve’ (SR) and supports the broad vision of protecting the lands for future growth but states that the designation should also enable the proper and timely delivery of key infrastructure projects that are integral to the sustainable expansion of Maynooth. The submission notes the wording of PMA No. 73 and requests additional text to the SR(2) land use zoning objective are set out in <b>green</b>, as follows:</p> <p><b>SR(2):</b> To protect the integrity <b>and strategic nature</b> of lands to the south of the railway line and canal corridor from inappropriate <b>development</b> and vulnerable uses, and facilitate <b>co-ordinated</b> key infrastructure projects <b>with relevant stakeholders</b> (i.e. MOOR, Dart+ West, Maynooth West Train Station, Park and Ride at Maynooth West Train Station and M4 Maynooth to Leixlip Project), <b>and to facilitate the future Transit Oriented Development for Maynooth West once 75% of new residential zoned lands have been activated</b> subject to site specific flood risk assessments and implementation of mitigation measures to address issues including flood displacement.</p> <p>The submission outlines a number of reasons in support of their request, as follows:</p> <ul style="list-style-type: none"> <li>• The proposed additional text emphasises the strategic nature of the lands and the importance of safeguarding against inappropriate forms of development and the need for coordination and collaboration in the delivery of the critical infrastructure in the Maynooth West TOD. States that by explicitly referencing relevant stakeholders it acknowledges the need for a unified and strategic approach to infrastructure planning on the subject lands.</li> <li>• Notes that the requested additional text includes a specific provision that would allow for the delivery of TOD within the lifetime of the Plan which it is considered would align well with the wider goals of the Plan creating a clear and practical pathway for unlocking development potential within the lands designated as SR(2), providing both key infrastructure needed to support TOD</li> </ul>

	<p>development opportunities ensuring that growth is both orderly and sustainable over the Plan’s timeframe.</p> <ul style="list-style-type: none"> <li>• Submits that the requested amendments provide clarity on how and when the lands can be developed, ensuring that the development process will not be delayed indefinitely and addresses the potential issue of land sitting idle. States that rather than waiting for all the new residential zoned lands to be developed before allowing the TOD, this approach allows a portion of the land to be activated once a significant portion of new residential zoned lands have been activated and addresses the</li> <li>• Considers this approach to be in line with the Development Plan Guidelines (2022) regarding development plans build in sufficient flexibility for housing development across multiple suitable sites. In this regard, the submission states that a number of residentially zoned sites have remained undeveloped for over a decade, despite being zoned for residential use in previous Plans. States that the guidelines clearly advocate for a more adaptable approach that allows other sites—such as suitable SR zoned sites—to be brought forward earlier if the progress of new residential zoned sites is hindered.</li> <li>• Considers that by setting the threshold at 75% of activated (i.e., consent obtained, and development initiated) new residential zoned lands before unlocking development potential of the subject lands, ensures that a significant portion of the planned housing is in place before TOD is fully enabled promoting a more controlled and sustainable development process.</li> <li>• States that the proposed amendment provides a clear incentive for development to occur as a precondition for moving forward with TOD. It encourages the activation of these lands and enables early stages of residential and related infrastructure development, contributing to the town's growth within the lifetime of the Plan.</li> <li>• Refers to the urgency of addressing the significant housing demand in the area and requests that the planning authority carefully consider these concerns and amend the Plan to incorporate a more balanced and realistic approach to the future development of SR(2) lands.</li> </ul>
<p>167 Office of the Planning Regulator (OPR)</p>	<p>Section 3.1, refers.</p>

**Chief Executives’ Opinion**

The issues raised by Submission No. 76 in respect of Proposed Material Alteration (PMA) No. 73 are noted. Some of the requested changes to PMA No. 73 are deemed to be minor in nature and complementary to the changes requested by Submission No. 76 in respect of PMA No. 63. Accordingly, these modifications are accepted.

The request to change text to facilitate the future Transit Oriented Development for Maynooth West ‘*once 75% of new residential zoned lands have been activated*’ is not accepted. Such a change to the PMA is not considered to be minor in nature, as required by section 20(3)(q) of the Planning and Development Act (as amended), since it would result in significant consequential changes to the Draft Plan which would materially affect the overall housing allocation outlined in the Plan for Maynooth (County Kildare).

Furthermore, the Chief Executives Report on submissions/observations received to the draft stage noted, in response to requests by landowners to increase the housing/population allocation to Maynooth over and above what was proposed, that the Draft Plan, with the support of a comprehensive range of evidenced-based supporting documents, identified the maximum increase in the quantum of population/housing that can be sustainably accommodated within the town over the period to Q1 2031. It also highlighted that this growth is predicated on the full delivery of the MEER, sections of the MOOR, active travel measures, BusConnects and DART+ West and other enabling infrastructure such as the Maynooth Transfer Pipeline, over the life of the Plan. Furthermore, issues relating to roads infrastructure capacity and the deficit in social infrastructure which have been identified in the Draft Plan pertains to the allocated residential growth targets. Accordingly, any further increase in residential development, as is being requested in the submission would negatively impact on the ability of the town’s servicing infrastructure to sustainably accommodate an unforeseen increase in its projected population growth.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 73 should be adopted by the Elected Members with the following minor modification.

Chapter 11: Implementation, Table 11.7 Land Use Zoning Objectives for Lands in Maynooth (County Kildare), insert additional text, with a minor modification as follows:

Ref.	Land Use	Land-Use Zoning Objectives
SR	Strategic Reserve	<p><b>To protect the integrity of the lands to provide for the future strategic expansion of the town and ensure that any development that would prejudice the future orderly expansion of the town will be resisted.</b></p> <p><b>SR(2)</b> To protect the integrity <i>and strategic nature</i> of lands to the south of the railway line and canal corridor from inappropriate <i>development</i> and vulnerable uses, and facilitate key infrastructure projects <i>with key stakeholders</i> (i.e., MOOR, Dart + West, Maynooth West Train Station, Park and Ride at Maynooth West Train Station and M4 Maynooth to Leixlip Project) <i>to facilitate the future Transport Oriented Development for Maynooth West</i> subject to site specific flood risk assessments and implementation of mitigation measures to address issues including flood displacement.</p>

### Proposed Material Alterations No. 74 and No. 75

No submission/observation has been received in respect of Proposed Material Alterations No. 74 and No. 75.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alterations No. 74 and No. 75 should be adopted by the Elected Members.

### Proposed Material Alteration No. 76

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes the zoning of Q(1) lands for a cinema, medical / health centre, community facilities.

#### **Chief Executives' Opinion**

The comments of Submission No. 52 in support of aspects of Proposed Material Alteration No. 76 are noted.

#### **Chief Executives' Recommendation**

It is recommended that Proposed Material Alteration No. 76 should be adopted by the Elected Members.

### Proposed Material Alteration No. 77

Submission No. and Name	Summary of Issue
166 Circle K Ireland Energy Group Limited	<p>Submission by Coakley O'Neill Town Planning Limited on behalf of Circle K Ireland Energy Group Limited in respect of their Circle K Maynooth service station makes a submission regarding Proposed Material Alterations (PMAs) No. 77 and No. 79.</p> <p>The submission notes the contents of the Chief Executives Report in respect of the issues raised in their original submission to the Draft Plan and strongly supports the Chief Executives recommendations as expressed in Proposed Material Alterations No. 77 and No. 79. The submission states that the proposed amendments better reflect the existing and permitted situation, are minor in extent in the context of the overall county zoning regime and have no material impacts upon neighbouring amenities or property rights. Further asserts that the proposed amendments will enable the service station to develop its services in accordance with customer expectations and the proper planning and sustainable development of the area.</p>

**Chief Executives’ Opinion**

The comments of Submission No. 166 in support of Proposed Material Alteration No. 77 are noted.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 77 should be adopted by the Elected Members.

**Proposed Material Alteration No. 78**

No submission/observation has been received in respect of Proposed Material Alteration No. 78.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 78 should be adopted by the Elected Members.

**Proposed Material Alteration No. 79**

Submission No. and Name	Summary of Issue
166 Circle K Ireland Energy Group Limited	<p>Submission by Coakley O’Neill Town Planning Limited on behalf of Circle K Ireland Energy Group Limited in respect of their Circle K Maynooth service station makes a submission regarding Proposed Material Alterations (PMAs) No. 77 and No. 79.</p> <p>The submission notes the contents of the Chief Executives Report in respect of the issues raised in their original submission to the Draft Plan and strongly supports the Chief Executives recommendations as expressed in Proposed Material Alterations No. 77 and No. 79. The submission states that the proposed amendments better reflect the existing and permitted situation, are minor in extent in the context of the overall county zoning regime and have no material impacts upon neighbouring amenities or property rights. Further asserts that the proposed amendments will enable the service station to develop its services in accordance with customer expectations and the proper planning and sustainable development of the area.</p>

**Chief Executives’ Opinion**

The comments of Submission No. 166 in support of Proposed Material Alteration No. 79 are noted.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 79 should be adopted by the Elected Members.

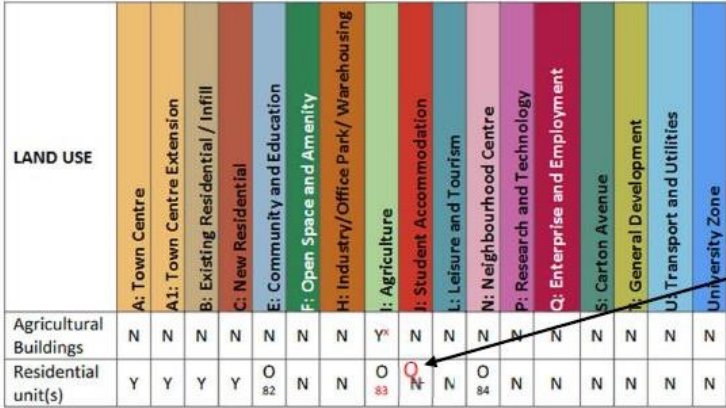
### Proposed Material Alteration No. 80

No submission/observation has been received in respect of Proposed Material Alteration No. 80 (except from the Office of Public Works, Section 4.6 refers).

#### Chief Executives' Recommendation

It is recommended that Proposed Material Alteration No. 80 should be adopted by the Elected Members.

### Proposed Material Alteration No. 81

Submission No. and Name	Summary of Issue
142 Cairn Homes Properties Ltd.	<p>The submission by Maccabe Durney Barnes on behalf of Cairn Homes Properties Ltd. primarily focuses on the material alterations to the zoning matrix and submits that the matrix should be extended to allow 'Residential Units' to be 'Open for Consideration' within the J: Student Accommodation zoning. Submission includes an annotated image illustrating further proposed edits to the zoning matrix shown under PMA No. 81, as follows:</p>  <p>Furthermore, it is submitted that this proposed amendment will make the zoning matrix consistent with Plan policy HCO 11.3 and states that this minor amendment is effectively controlled by policy HCO 11.3 which is not the subject of the Material Amendment stage.</p>

#### Chief Executives' Opinion

The contents of Submission No. 142 are acknowledged. The requested change is not accepted as the provisions of PMA No. 81 relate solely to amendments in the Zoning Matrix (Table 11.9 of the Draft Plan) to the land use zoning 'I: Agriculture' and associated footnotes. PMA No. 81 does not propose to alter any provisions relating to 'J: Student Accommodation'. The other uses shown in the excerpt of Table 11.9 are included as part of PMA No. 81 for

illustrative purposes only, intended to act as a navigational aid for members of the public and key stakeholders.

Notwithstanding this consideration, the rationale for not permitting residential units to ‘open for consideration’ on lands zoned ‘J: Student Accommodation’ is that it would completely undermine both the intended purpose and integrity of the land use zoning. The role of the bespoke land use zoning is to assist in addressing the chronic shortage of purpose-built student accommodation in Maynooth by facilitating its development at an optimal location (as identified in the Draft Plan) and was incorporated into the Draft Plan to provide for the development of Purpose Built Student Accommodation. The locations chosen in the town for this zoning are in close proximity to both Maynooth University and St Patrick’s College as well as the services of the town centre.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 81 should be adopted by the Elected Members.

**Proposed Material Alteration No. 82**

Submission No. and Name	Summary of Issue
142 Cairn Homes Properties Ltd	Notes Material Alteration No. 83 <sup>4</sup> provides for flexibility in the E: Community and Education zoning to allow for student accommodation. States that this PMA is considered sensible given that the Plan seeks flexibility in the allocation of student accommodation so that there is not an over concentration of the use in a particular location.

**Chief Executives’ Opinion**

The comments of Submission No. 142 in relation to the proposed material alteration (PMA) are acknowledged. Notwithstanding the provisions of PMA No. 82, it should be noted that the Draft Plan contains a range of provisions to ensure that purpose-built student accommodation is developed in appropriate locations and does not result in any disamenity. This includes Section 5.5.9 which identifies the optimal location for student accommodation (i.e., within the grounds of St Patrick’s College and Maynooth University) as well as other suitable locations, having regard to the principle of the 10-minute settlement. Furthermore, Objectives HCO 11.1 – HCO 11.3 (inter alia) include provisions to ensure that such accommodation is of high quality and does not negatively impact on the development of other uses (including retail, commercial and general residential development) within the town centre.

**Chief Executives’ Recommendation**


It is recommended that Proposed Material Alteration No. 82 should be adopted by the Elected members.

---

<sup>4</sup> It is noted that the submission references Proposed Material Alteration (PMA) No. 83, it however relates to PMA No. 82.

## Proposed Material Alterations to Map 11.1 Land Use Zoning

### Proposed Material Alteration No. 83

Submission No. and Name	Summary of Issue
<p>195 The Society of the Divine Word</p>	<p>The submission by Corcom Development Partners on behalf of the Society of the Divine Word / Societas Verbi Divini (SVD) concerns Proposed Material Alteration No. 83. The subject lands shown in the figure below are identified as surplus to the primary operations and functions of the larger SVD landholding.</p> <div style="text-align: center;">  </div> <p>The submission proposes reinstating (from LAP 2013-2019) the C: New Residential zoning of the subject lands or amending the zoning to A1: Town Centre Extension.</p> <p><u>Challenges with Excessive Focus on Community and Education Uses</u>                      The submission notes that there has been substantial growth in community and education-related facilities in Maynooth, raising concerns of oversaturation and concerns about the towns broader developmental balance and long-term housing sustainability. The submission includes a map showing existing community and educational uses as well as the lands earmarked for new community and educational facilities in the Draft Maynooth and Environs Joint.</p> <p>Submits that without active involvement from external organisations, achieving financial sustainability for community and educational uses becomes difficult. In order to demonstrate that the community and educational uses are already prominent in Maynooth, the submission includes a table outlining the existing uses, extant permissions for these uses, live planning applications for these uses and land earmarked elsewhere in Maynooth for these uses.</p> <p>Notes that prime landholdings in Maynooth are increasingly tied up in projects that either remain underutilised or fail to progress to construction.</p>

	<p><u>Rational for reverting to the C: New Residential zoning as per Maynooth LAP 2013 – 2019</u></p> <p>States that the rational for reverting the zoning to C: New Residential is set out in The Society of the Divine Word original submission<sup>5</sup> (attached to this submission).</p> <p>The submission notes the following statement in the Chief Executives Report and requests some flexibility in this regard given the recognition by the Government and indeed local authorities of the pressures on the housing market.</p> <p><i>‘With regard to any potential impact on population/housing targets being allocated to Maynooth as a result of the ERSI publication and Draft NPF Review, it should be noted that, as per legislative requirements, the Draft Plan must comply with the core strategies of the Kildare and Meath County Development Plans (CDPs) as it currently stands and cannot prejudice the outcome of any future variation of the CDPs.’</i></p> <p><u>Rational for the extension of the Maynooth ‘Town Centre’ boundary</u></p> <p>The submission includes a map to show the mix of retail, public services and residential areas in the town centre. Submits that expanding the town centre boundary to the north would allow for the incorporation of additional residential or underutilised spaces into the town centre, aligning with the current land use mix and improving accessibility to services for residents. Notes that the lands north of the subject lands would be more proximate to the Town Centre.</p> <p><u>Response to the Chief Executive’s Report on the Draft Plan</u></p> <p>Regarding the statement in the Chief Executive’s opinion that <i>‘residential zoned lands are already slightly higher than the residential unit target for the duration of the plan,’</i> it is submitted that it does not account for landowners who are unwilling to develop their lands or the potential delays caused by procedural or infrastructural constraints.</p> <p>It is submitted that the issues raised about road infrastructure appear counterintuitive, as the subject lands are centrally located and would inherently encourage the use of public transport and active transport modes, thereby reducing reliance on roads. Furthermore, it states that the Maynooth and Environs Area Based Transport Assessment (MEABTA) demonstrates that the road infrastructure is not inherently deficient but rather faces specific challenges based on the scale of population growth.</p>
--	--

<sup>5</sup> A summary and Chief Executives’ Opinion on the submission from The Society of the Divine Word to the Draft Plan (Submission 309) is contained in the Chief Executives Report on Submissions / Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025 – 2031 (dated 10 September 2024).

	<p>Submits that should the zoning of the subject lands be changed to E: Community and Education (also allowing for Purpose-Built Student Accommodation), the lands are unlikely to be redeveloped and set to remain underutilised for the foreseeable future.</p> <p>Appendix 1 of the submission outlines the existing community, and education uses present in Maynooth in table format with accompanying maps.</p>
--	---

**Chief Executives’ Opinion**

The contents of submission No. 195 are noted. The request to change the zoning on lands subject to Proposed Material Alteration (PMA) No. 83 to ‘C: New Residential’ or ‘A1: Town Centre Extension’ (extending the town centre boundary) is not accepted. As per the Section 20(3)(q) of the Planning and Development Act 2000 (as amended) a further modification to a material alteration may not be made where it refers to an increase in the area of land zoned for any purpose. Furthermore, as stated in the Chief Executives’ report on submissions/observations received to the Draft Plan this proposed material alteration will allow for an expanded range of land uses to occur on the lands in keeping with its established educational use. Furthermore, PMA No. 83 provides for the possibility of the subject lands being developed for much needed student accommodation over the Plan period.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 83 should be adopted by the Elected Members.

**Proposed Material Alteration No. 84**

Submission No. and Name	Summary of Issue
012 Donna Phelan	The submission states that Proposed Material Alteration No. 84 needs to be blocked as it proposes to remove open space which is a huge problem in this town and an issue that all councillors have raised. Submits that we need more open space and amenity, not less.
087 Office of Public Works	Section 4.6, refers.
167 Office of the Planning Regulator	Section 3.1, refers.

**Chief Executives’ Opinion**

The comments of Submission No. 12 relating to Proposed Material Alteration (PMA) No. 84 are acknowledged. The purpose of the PMA is to assist in addressing the chronic shortage of purpose-built student accommodation in Maynooth by facilitating its development at an optimal location (as identified in the Draft Plan) that is adjacent to ‘UZ 1: University Zone lands. Furthermore, the area of land proposed to be rezoned (0.66 ha) is not considered to be significant, having regard to the overall quantum of ‘F: Open Space and Amenity’ zoning

within the plan area. PMA No. 84 must be therefore seen in the larger, plan level context of the Draft Plan and its comprehensive range of provisions which aims to protect and expand green open space throughout Maynooth. This includes the designation of the remaining lands zoned ‘F: Open Space and Amenity’ to the west of St Patrick’s College as an ‘Urban Neighbourhood Park’. Further provisions in the area include the creation of a Lyreen-Rye Water Linear Park, and as part of the Maynooth West Masterplan, and the creation of a 4-hectare local park to the north of the Kilcock Road, along with the enhancement of green infrastructure corridors.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 84 should be adopted by the Elected Members.

**Proposed Material Alteration No. 85**

Submission No. and Name	Summary of Issue
012 Donna Phelan	Submits that nowhere in the Plan is there any rezoned land for education on the Rathcoffey side of town. States that Proposed Material Alteration No. 85 has two large fields that could be split for education and residential uses. States that the portion of land that is 9.2 ha should be zoned education to allow a school to be built. Asserts that the substantial increase in the population of the town and the additional housing allocation will not solve the crisis for school places for all levels.
021 Uisce Éireann	Section 4.3, refers.
087 Office of Public Works	Section 4.6, refers.
167 Office of the Planning Regulator	Section 3.1, refers.

**Chief Executives’ Opinion**

The request to further alter the zoning on the lands subject to Proposed Material Alteration (PMA) No. 85 is not accepted. As per the provisions of the Planning and Development Act 2000 (as amended) a further modification to a material alteration may not be made where it refers to an increase in the area of land zoned for any purpose.

The comments of Submission No. 12 relating to the lack of zoning for education lands on the Rathcoffey side of Maynooth are noted. Whilst the Social infrastructure Audit (which accompanied the Draft Plan) identified the southwest of Maynooth (i.e., Newtown) as a potential site for a post-primary school, it was determined having considered all the issues, that the optimal location would be in within the Railpark KDA. The rationale for this decision is detailed on page 328 of the Chief Executives Report on Submissions/Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 and is based on the fact that the area has an existing large residential population and is identified as having the capacity to accommodate significant residential development over the life of the

Plan. In this regard, the C(1), C(2) and C(3) New Residential lands in Railpark have a combined estimated residential yield of 1,183 units between them which (at 2.75 persons per household) equates to an additional residential population of 3,253 persons. This is equivalent to the population of the town of Rathangan (Census 2022 population: 3,263). It was therefore considered both appropriate and necessary to provide for a post-primary school in this location, in order to cater for the educational needs of the population in this expanding area within the south of the town over the longer term.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 85 should be adopted by the Elected Members.

**Proposed Material Alteration No. 86**

No submission/observation has been received in respect of Proposed Material Alteration No. 86.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 86 should be adopted by the Elected Members.

**Proposed Material Alteration No. 87**

Submission No. and Name	Summary of Issue
050 Rob Hurley	This submission requests that the northern boundary of the proposed area to be rezoned to Open Space and Amenity be extended to align with the brick-built boundary wall on the northern edge of the property at The Lawn, Moyglare Abbey rather than terminating further south. Submits that brick-built boundary wall can later be extended, if required, to demarcate the northern boundary of the Open Space and Amenity area.
087 Office of Public Works	Section 4.6, refers.

**Chief Executives’ Opinion**

The request is to extend the F: Open Space and Amenity zoning proposed as part of Proposed Material Alteration (PMA) No. 87 is not accepted. As per the provisions of the Planning and Development Act 2000 (as amended) a further modification to a material alteration may not be made where it refers to an increase in the area of land zoned for any purpose.

It should be noted however, that the area subject to the request of Submission No. 50 does not have any identified flood risk, which was cited as a concern in a submission to the Draft Plan regarding the lands, which resulted in the proposed amendment as illustrated in PMA No. 87. Furthermore, as per Table 11.7 of the Draft Plan the objective of the Strategic Reserve zoning is to protect the integrity of the lands to provide for the future strategic expansion of the town. As stated in Section 3.4.2 of the Draft Plan the inclusion of the

Strategic Reserve lands will in no way infer a prior commitment regarding the nature of any future zoning.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 87 should be adopted by the Elected Members.

**Proposed Material Alteration No. 88**

Submission No. and Name	Summary of Issue
024 Shane O'Duffy	<p>The submission requests that the lands proposed to be rezoned from 'Q(2): Enterprise and Employment' to 'C: New Residential' be zoned 'E: Community and Education'.</p> <p>States this quadrant of Maynooth needs some other development than housing and therefore by rezoning it to Community and Education this would allow for other possibilities to be built here. Notes the area has no school or recreational facilities so this land could be developed into some sports facilities like tennis courts, running track, swimming pool etc. Also states that some of lands marked I could be rezoned to 'E' for possible site for a primary school.</p>
052 Maynooth Community Council	<p>Notes the rezoning of Q(2) lands at Newtown to C: Residential. We earnestly repeat our request that land be zoned in this part of the town for a second level school, in accordance with 10-minute town concept.</p>
167 Office of the Planning Regulator	<p>Section 3.1, refers.</p>
175 Maynooth Green Party Constituency Group	<p>The submission notes the provisions of Proposed Material Alteration (PMA) No. 88 and notes also that previous proposal in the Draft Plan was for a change to provide for the provision for Education and Community on the lands, but this was overturned by a majority of the elected members.</p> <p>Submits that this proposal continues the regressive approach of development on all available land without making adequate provision for the supporting infrastructure and services. States that the analysis undertaken for the Plan shows a need for additional primary and secondary schools to support the growing population. Contends that there is no provision for education in the quarter of the town in the Newtown Road area despite a growing young population. Requests that this PMA be overturned in favour of an education and community zoning for at least 50% of this land.</p>
184 Vanessa Liston	<p>Expresses disappointment with Proposed Material Alteration No. 88, which changes the zoning of lands to C. New Residential. Submits that the Chief Executive's proposal to zone the land as E: Community and Education is much more appropriate. Highlights the findings of the</p>

	<p>social audit, which demonstrate an urgent and growing need for school places in Maynooth, exacerbated by population growth.</p> <p>Submits that zoning the area for education would support safe, active travel for children, aligned with climate action and planning policies, and provide essential social infrastructure. Additionally, it would alleviate pressure on existing schools, reduce travel congestion, and enhance quality of life for families.</p>
--	---

**Chief Executives’ Opinion**

The requests and wishes outlined in the submissions that the lands or part of the landholding subject to Proposed Material Alteration No. 88 be zoned as ‘E: Community and Education’ as per the proposal of the Chief Executive (Meeting Report, dated 16<sup>th</sup> October 2024) cannot now be considered at this stage of the plan making process. As per the provisions of the Planning and Development Act 2000 (as amended) a further modification to a material alteration may not be made where it refers to an increase in the area of land zoned for any purpose. Accordingly, if PMA No. 88 which seeks to zone the lands as C: New Residential is not adopted by the Elected Members then the zoning of the lands will remain as proposed in the Draft Plan (i.e., zoned as Q(2): Enterprise and Employment).

The concerns expressed in the submissions about the lack of zoning for community and education lands in this part of Maynooth is noted. However, the Draft Plan provides for an additional site for a post-primary school that will service the south of the town at Railpark. This area will be the focus of the major residential development over the life of the plan and is considered the most optimal location in terms of delivering the 10-minute settlement principle within the south of the town. Additionally, lands have been zoned as ‘E: Education and Community’ on the Kilcock Road. These lands have been identified (inter alia) for a new primary school(s) and a primary healthcare centre. It is envisaged that over the longer term, as Maynooth West is developed and infrastructure such as DART+ West, active travel links and the Maynooth Outer Orbital Route are delivered, these lands will become very accessible to residents in the southwest of the town.

Overall, it is considered that an increase of 6.11 ha in further new residential zoning as proposed by PMA No. 88 is not required by the Plan. Whilst the subject lands may be considered appropriate for residential development, it is also necessary that an appropriate quantum of other uses such as the proposed ‘Q(2): Employment and Enterprise’ zoning are provided for in the interests of the proper planning and sustainable development of Maynooth. In this regard, it should be noted that as outlined in the Chief Executives Report on submissions received to the Draft Plan, the designation of the lands as ‘Q(2): Enterprise and Employment’ on the subject lands was based primarily on the findings of the Settlement Capacity Audit (SCA). The land in question is identified as Site 21 in the SCA. It is noted that while it was found to be ‘serviceable’ in terms of residential development, the planning authority has to insure the optimal distribution of a limited quantum of housing by directing such new residential units to locations that have been determined to be more suitable than the subject site, in terms of their ability to deliver compact growth development that maximises access to the services and social infrastructure of the town over the life of the Plan. The zoning as ‘Q(2): Enterprise and Employment’ was based on its high scoring in the

SCA, in addition to the aim of the Plan to provide for employment opportunities in a number of locations around the town in keeping with the 10-minute settlement principle.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 88 **should not be** adopted by the Elected Members.

**Proposed Material Alteration No. 89**

Submission No. and Name	Summary of Issue
052 Maynooth Community Council	Welcomes the zoning of land on Carton Lands from ‘S’ to ‘E(4)’ to be used for the provision of a community / arts centre. States that it looks forward to working with KCC to bring this proposal to fruition. Asks that KCC complete and publish the Carton Avenue Masterplan as a matter of urgency.

**Chief Executives’ Opinion**

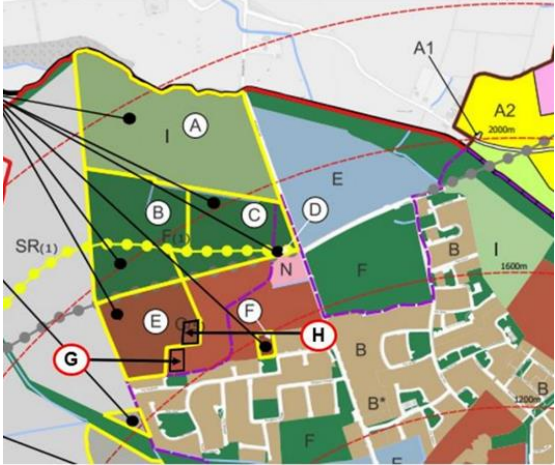
The comments of submission No. 052 in support of Proposed Material Alteration No. 89 are noted.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 89 should be adopted by the Elected Members.

**Proposed Material Alteration No. 90**

Submission No. and Name	Summary of Issue
024 Shane O'Duffy	States that no changes should be permitted on these lands as submitter’s suggested realigned route MOOR route will need to pass through lands identified as A and B in the map attached to the submission. Submits that careful long term planning is needed here to ensure that this route is protected.
069 John and Martha Geoghegan	Having regard to the requests above is further it requested that the Land Use Zoning Map (Proposed Material Alterations) is amended as illustrated (see map below) and as follows: G: Lands measuring 0.33ha amend from ‘C (5): New Residential’ to ‘I: Agriculture’ and H: Lands measuring 0.33ha amend from ‘I: Agriculture’ to ‘C (5): New Residential’

	 <p>Submission concludes by stating that they look forward to the adoption of the Plan and to engaging with Kildare County Council to progress a planning application during 2025, including the initiation of the MOOR.</p>
087 Office of Public Works	Section 4.6, refers.

**Chief Executives’ Opinion**

It is noted that in its submission to Proposed Material Alteration (PMA) No. 90 (above) submission No. 024 raises issues that are related to its request with regard to PMA No. 50. These issues have been responded to in the Chief Executives’ Opinion on PMA No. 50.

The request outlined in submission No. 69 relating to swapping the location of ‘I: Agriculture’ and ‘C(5): New Residential’ is not accepted. Whilst it is acknowledged that the quantum of land in question is small and overall area of lands zoned ‘I: Agriculture’ and ‘C(5): New Residential’ is will remain unaffected by the proposal, it is not considered that it would improve the overall levels of design quality within the KDA. The parcel of land that is requested to be zoned for Agriculture has in both the Draft Plan and as part of Proposed Material Alteration No. 67, been identified as ‘Strategic Open Space’ within the Figure 11.7 Crewhill KDA Urban Design Framework. The design rationale for this is that this open space area is located adjacent to existing open space with the Moyglare Abbey residential estate to the south. Its purpose is to complement and expand on the existing open space thereby maximising opportunities for integration between the established built-up area and the new neighbourhood within the KDA, in keeping with best practise urban design principles.

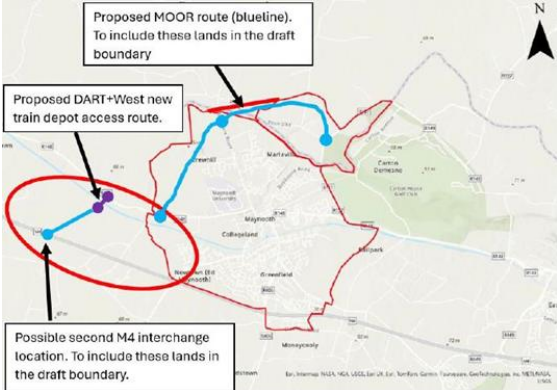
**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 90 should be adopted by the Elected Members.

**Strategic Flood Risk Assessment**

**Proposed Material Alteration No. 91**

Submission No. and Name	Summary of Issue
024 Shane O’Duffy	Notes that the proposed text mentions the impact of climate change with the review of the CFRAM flood mapping. The submission states

	<p>that, accordingly, the route of the MOOR should be considered where it passes through lands that do flood, between the M4 Motorway and Jackson’s bridge. States that a second M4 interchange nearby could easily connect into the southern side of new train depot access road and would provide the start of MOOR around Maynooth. Asks if KCC could plan to protect these lands for this possibility as a starting point.</p> 
<p>087 Office of Public Works</p>	<p>Section 4.6, also refers.</p>

**Chief Executives’ Opinion**

The contents of submission No. 24 are noted. It considered that the comments made in respect of a potential second M4 interchange relate to lands outside the boundary of the Draft Plan and therefore cannot be taken into consideration. It should be noted however that any planning permission sought for future sections of the MOOR whether individual or as part of a wider development scheme will be subject to the requirements of the Flood Risk Guidelines for Planning Authorities (DECLG and OPW, 2009) and Circular PL02/2024 (August 2014).

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 91 should be adopted by the Elected Members.

**Strategic Environmental Assessment**

**Proposed Material Alteration No. 92**

No submission/observation has been received in respect of Proposed Material Alteration No. 92.

**Chief Executives’ Recommendation**

It is recommended that Proposed Material Alteration No. 92 should be adopted by the Elected Members.

## 6 Submissions / Observations which do not relate to a particular Proposed Material Alteration

Section 20(3)(j)(ii) of the Planning and Development Act 2000 (as amended) states that written submissions or observations with respect to the proposed material alterations to the Draft Plan may be made to the planning authorities within the stated period and shall be taken into consideration before the making of any material alteration to a draft plan.

Having regard to this provision within the legislation, the public notice relating to the public consultation for the Proposed Material Alterations stated that only submissions or observations made in respect of the Proposed Material Alterations and accompanying documents (including submissions relating to the likely significant effects on the environment of implementing the proposed material alterations) can be taken into consideration before the making of any material alteration to the Draft Joint Local Area Plan. Submissions or observations in relation to any other aspects of the Draft Joint Local Area Plan cannot be considered at this stage in the process.

The following is a list of submissions, and the issues raised that did not relate to a specific Proposed Material Alteration and therefore were not provided with a Chief Executives' Opinion or Recommendation. In some instances, submissions or observations referred to a range of issues, some which related to a Proposed Material Alteration and parts which did not; the part relating to a Proposed Material Alteration have been considered by the Chief Executives (Section 5 refers).

Furthermore, the submissions/observations which cannot be considered have also been summarised in their entirety in Appendix B.

### Issue: Lands zoned C(6): New Residential and C(8): New Residential at Mariavilla

A total of nine submissions were received: six specifically related to lands zoned C(8): New Residential and three addressing both the C(6): New Residential and C(8): New Residential zoned lands.

Sub. No.	Name
001	Iris Kamperman
002	Marijn Kamperman
004	Laetitia McDermott
005	Konrad Kielbinski
018	Mark Hughes

Sub. No.	Name
054	Mark O'Sullivan
168	Karl Branagan
169	Terence Taylor
177	Eliz Nurieva

### Summary

The key issues raised in these submissions are as follows:

Preservation of agricultural land and rural character: Submissions highlight the historical, environmental, and community value of the farmland, particularly the connection to

Maynooth's heritage and rural character. Concerns were raised about the irreversible loss of a green space that provides biodiversity, scenic views, and climate resilience.

Impact on biodiversity: Many submissions emphasise that development on these lands will fragment habitats, reduce biodiversity, and destroy green infrastructure such as hedgerows and treelines, which are vital for ecological balance and carbon sequestration.

Educational and community value: The Mariavilla farmland was noted for its educational role, allowing children to connect with nature and agriculture. Notes that is an important green space which serves as a passive amenity for residents, offering a sense of space and tranquillity in a busy area.

Traffic and safety concerns: Submissions express concerns about increased traffic and congestion, along with warning of safety risks posed by opening a through road.

Infrastructure concerns: It is submitted that the proposed development does not include the necessary social infrastructure and amenities to support an increased population, particularly in light of past failures to deliver promised facilities.

Noise and disturbance during construction: It is submitted that development of the site will result in prolonged noise pollution and disruption for existing residents.

Completion of developments: One submission highlights the lack of a legal mechanism to enforce the completion of existing incomplete developments and concerns about prioritising short-term housing demands over sustainable community development.

Alternative Solutions: Submissions urge council to consider rezoning with several suggesting exploring brownfield sites or other less sensitive areas for housing development instead of rezoning and developing the land. Some propose retaining the farmland for public open space or other long-term community enhancements rather than residential use.

### **Chief Executives' Opinion**

The contents of the submissions are noted. The omission or any otherwise amendment to the lands zoned C(6): New Residential and C(8): New Residential is not included as part of any Proposed Material Alteration to the Draft Plan. Consequently, a request for their deletion cannot, in accordance with the legislation, be considered at this stage of the plan-making process. It is further noted that the many of the issues raised in the submissions, including the overall principle of development and potential impacts on traffic congestion have previously been responded to in the Chief Executives Report on Submissions/Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 which was published on 10<sup>th</sup> September 2024 on the Plan's public consultation website (<https://consult.maynooth.ie/>).

**Issue: Lands at Crewhill**

<b>Submission No. and Name</b>	<b>Summary of Issue</b>
151 SSC Sustainable Community Ltd	<p><b>Lands at Crewhill (CEs Response to Submission to Draft Plan)</b></p> <p>The submission from David Mulcahy Planning Consultants Ltd. on behalf of SSC Sustainable Community Limited relates to lands located at Crewhill. Submission welcomes the proposed zoning of the subject lands but notes that there was no response in the Chief Executives (CE) Report to the submission which raised concerns about the location of the Neighbourhood Centre zoning in terms of pedestrian/cyclist safety (Submission No. 447). Asserts that the content of the submission was summarised in the CE Report, but no actual response provided. Requests that the council consider this submission again.</p>

**Chief Executives’ Opinion**

The contents of submission No. 151 are noted. The assertion that no actual response was provided in the Chief Executive’s Report on submissions/observations received to the Draft Plan on the location of the Neighbourhood Centre zoning at Crewhill is wholly refuted. It should be noted that page 314 of the Chief Executives Report on Submissions/Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 contains the following response to this issue:

*‘The request to change the location of the proposed neighbourhood centre to the north of the MOOR is not accepted. It is considered that its proposed location to the south of the MOOR is more appropriate in terms of creating an integrated urban development. It will also make the centre more accessible to the established residential estates to the south of the MOOR.’*

**Issue: Permeability measure PERM 32**

Submission No. and Name	Summary of Issue
028 Jim Kinsella	<p>The submission states that the proposed pathway in Carton Court is causing concern because of previous anti-social behaviour when an unofficial opening was used. States that the cul-de-sac will be taken away after over 40 years which will destroy the quiet enjoyment of the road. Outlines issues related to the newly rebuilt wall which is an eyesore (submission includes a photo of the rebuilt wall).</p> <p>Submits that the field between Carton Court and Mullen Park is subject to serious flooding (the submission includes a photo illustrating surface water on green space at Mullen Park). States that he raised this issue of flooding some years ago and submits that the field is not fit for purpose and is another reason to keep PERM 32 firmly closed.</p>
148 Carton Court Residents Association	<p>Submission requests that measure PERM 32 is deleted from the Draft Plan. States that there is no support among the residents. Considers that PERM 30 (Mullen Park - Carton Court South) and PERM 33 (Mullen Park - Greenfield Drive) already provide sufficient permeability access routes to achieve the 10-minute settlement principle and to provide Mullen Park and Griffin Rath Hall residents new access routes to Straffan Road. Outlines past incidents of anti-social behaviour at the location of PERM 32 due to an unofficial opening that had existed for some time. Submits that residents on the south road of the estate are already experiencing problems brought about by the opening of PERM 30. Notes that a new wall built on the Mullen Park side, appears to have been constructed to accommodate a future permeability measure at this location and points out that this wall is subject to an unauthorised development complaint (UD8565). Submits that the road on the Carton Court side of PERM 32 is a quiet cul de sac and PERM 32 will totally change this dynamic.</p>

**Chief Executives’ Opinion**

The contents of the submissions are noted. The omission or otherwise amendment of measure PERM 32 is not included in any of the Proposed Material Alterations to the Draft Plan. Accordingly, any request for its deletion cannot be considered at this stage of plan-making process and the proposed link will remain in Table 7.2 Permeability Measures and Phasing and Map 7.1 Movement and Active Travel – Permeability Measures of the Plan, on foot of its final adoption by the elected members. It is further noted that the objections raised in the submissions relating to measure PERM 32 have previously been responded to in the Chief Executives Report on Submissions/Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 which was published on 10<sup>th</sup> September 2024 on the Plan’s public consultation website (<https://consult.maynooth.ie/>).

**Issue: Permeability measure PERM 35**

A total of eight submissions were received in relation to PERM 35, a proposed permeability measure connecting the Kingsbry residential estate to Meadowbrook Link Road.

Sub. No.	Name
003	Bernie O’Meara
007	Kingsbry Residents Association
008	David Lawless
009	Gerard Moen

Sub. No.	Name
010	Fiona Coughlan
011	Mary O’Reilly
017	Orla McCabe
179	Mary Molloy

**Summary of Issues**

The key issues raised in these submissions are as follows:

All submissions express strong opposition to the proposed permeability measure, with residents stating that the pathway is unnecessary, provides no benefit, and is unwelcome within the community.

Multiple submissions emphasise that there are already existing walkways in the estate, and adding another will be of no benefit to residents.

Concerns over safety and security: Residents fear that removing the existing boundary wall, which currently acts as a security and sound barrier, will increase safety risks and expose the estate to additional anti-social behaviour and crime.

Poor lighting in the area is highlighted, with concerns that the new pathway would not be safe to use, particularly after dark.

Impact on parking and traffic: Submissions note the estate already suffers from parking congestion, and the proposed walkway would likely exacerbate this by attracting people from outside the estate, leading to more parking issues.

Additional footfall in the quiet cul-de-sac is expected to disturb residents and create further safety risks for children playing in the area.

Litter and maintenance issues: Some residents raise concerns that the proposed walkway would result in an increase in litter, placing an additional burden on the community for clean-up.

Local agreement: Several submissions reference agreements made after the completion of Meadowbrook Link Road, stating that the small piece of land at the proposed permeability opening was signed over to the adjacent property owners in the cul-de-sac and this should not be altered.

Suitability of the site: Submissions question whether the planning team has thoroughly assessed the suitability of the site, with some expressing doubt that anyone from planning has visited the area to understand its context.

### **Chief Executives' Opinion**

The contents of the submissions are noted. The omission of, or any otherwise amendment to PERM 35 is not included in any of the Proposed Material Alterations to the Draft Plan. Accordingly, any request for its deletion cannot be considered at this stage of plan-making process and the proposed link will remain in Table 7.2 Permeability Measures and Phasing and Map 7.1 Movement and Active Travel – Permeability Measures of the Plan, on foot of its final adoption by the elected members. Furthermore, it is noted that no submissions were received by the planning authorities on measure PERM 35 during the Draft Plan's public consultation stage held between 19<sup>th</sup> June and 31<sup>st</sup> August 2024. Lastly, it should be noted that all permeability routes proposed in the Maynooth Environs Area Based Transport Assessment (MEABTA) were each subject to a separate review before they were transposed into the Draft Plan. All measures were also subject to a separate on-site examination from both an engineer and a planner from Kildare County Council.

### **Issue: Permeability measure PERM 65**

A total of 134 submissions were received in relation to PERM 65, a proposed permeability measure between Parklands Avenue and the new development lands in the Railpark area.

Sub. No.	Name
019	Barry and Dawn Smith
020	Maria and John H. Davey Borresen
023	Siobhan Tighe
025	Gavan Shanley
026	Anthony Keane
027	Susanne Keane
030	Jody Collins
031	Miriam Maher
032	Jeanette Cameron
033	Sean DeLoughry
034	Pearse MacManus and Sorcha MacManus
035	Vicki Gilliam
036	Martina Walsh
037	Patrick Halton
038	Elaine Neary
039	Carol Kelly
040	Philip Neary
041	Edel DeLoughry
043	David Smyth
045	Elaine Burke
046	Melanie Oliver
049	Brendan Whelan
051	Maria Whelan
053	T L
055	Lorraine Gavin

Sub. No.	Name
056	Alex Gavin
057	Emma Gavin
059	Geraldine O'Sullivan
060	Gary Cullen
061	Yvonne Moran
063	Cora McGorry
065	Tony Rudden
066	Zak Monagle
067	Siobhan Cregg
068	Anne-Marie Burke
070	Paula Monagle
071	Una Clarke
072	Paula Monagle
073	Karen Sherlock
074	Barry Walsh
075	Jennifer Crawley
077	Garreth Kelly
078	Dorothy Fitzsimons (also including Eve Fitzsimons, Ciara Fitzsimons, Colin Fitzsimons and Beth Fitzsimons)
080	Ailbhe Walsh
081	Leo Rooney
082	Rita Rooney
083	Deirdre Guinan
084	Caoimhe O'Sullivan
085	Grace O'Sullivan

Sub. No.	Name
086	Noreen Foley
088	Liam Doran
089	Mariesa Cormican
090	Derek Cormican
091	Michael Cormican
092	Keelan Cormican
093	Finn Cormican
094	Kevin McCarra
095	Kathryn Troy
096	Sinead Troy
097	Keith Troy
098	Edel Hutchinson
099	John Hutchinson
100	Aoibhinn Hutchinson
101	Cian Hutchinson
102	Maeve Ffrench
104	Colin Fitzsimons
105	John McAndrew
106	Deirdre McAndrew
107	Alastair McAndrew
108	Ruby McAndrew
109	Colin Fitzsimons
110	Caroline Blount
111	Patrick Blount
112	Emma Blount
113	Philip Blount
114	Tanya Heverin
116	Aoife Quinn
117	R Lambert
118	K Lambert
119	Ciaran Scally
120	N Lambert
121	Michael McGuigan
122	Cillian Mag Uiginn
123	Oisín Mag Uiginn
124	Kevin O'Sullivan
125	Cora Troy
126	Hannah Troy
127	Jim Shiel
128	Michelle McDonnell
129	Joanne Neary
131	Lourda and Michael McCormack
132	Eve Fitzsimons
133	Ciara Fitzsimons

Sub. No.	Name
134	Beth Fitzsimons
136	Damian Bracken, Mary Frances Bracken and Killian Bracken
137	Anna Bradley
138	Ed Mitchell
139	Alan Mitchell
140	Derry Bradley
141	Leon Mitchell
143	David Dempsey
144	Margaret Dempsey
146	Eoghan Walsh
147	Caoimhe Walsh
149	David Greene
150	Catriona Greene
152	Ciaran Briody
153	Liam Doran
155	Denton Howard
156	J Dempsey
157	T Dempsey
158	David Dempsey
159	Tom Gilliam
160	Niamh Cronly
161	Liam Doran
164	Lucy Cradden
165	Albery Larragy
170	Jeannette Redmond
171	David Redmond
172	Antoinette Larragy
178	Eimear Howard
181	Oisín Geoghegan
182	Gráinne Kilcullen
185	Molly Whelan
186	Martin Whelan
187	Sophie Whelan
188	Thomas Redmond
189	Ben Whelan
191	Aoife Conlan
192	Kevin Lawlor
196	Catherine Lawlor
198	Conor O'Brien
202	Anne and Ian Flanagan
203	Damien, Mary Frances and Killian Bracken

### **Summary of Issues**

The submissions contend that PERM 65 contravenes the Maynooth Local Area Plan (LAP) 2013-2019, which explicitly banned vehicular routes through the Parklands residential estate. Concerns were raised about a perceived procedural flaw in the planning process, where permission for construction traffic under Plan Ref. 21/1108 was granted without adequate consultation or clarity. Notes that Amendment No. 1 to the Maynooth LAP 2013-2019 included an explicit ban on vehicular routes through Parklands estate (as outlined in Part B, page 28 of the Plan, as amended). Further notes that the Draft Plan states that the development of the site is contingent on the delivery of the MERR in its entirety. Therefore, requests that the council honour its promise in writing to ensure that the development cannot start before the MERR is finished in its entirety.

Asserts that when a motion was tabled to delete PERM 65 from the Draft Plan at the Special Meeting of the Council to discuss the Draft Plan (21<sup>st</sup> October 2024), one of the council's planning representatives noted that, planning permission had already been granted for this permeability route, i.e., construction traffic through Parklands Avenue. Submits that on this basis the councillors present did not object to PERM 65. Understands that the planning permission referred by the council's planning representative is permission Plan Ref. 21/1108. Notes that while the documentation does not explicitly state that Parklands Avenue will be used for construction traffic, Condition No. 29 of the permission states that construction access to the site shall be from the MERR or by way of other means to be agreed by Kildare County Council. Contends that despite a number of attempts to clarify this matter, they have not received confirmation from the council as to the circumstances in which it was agreed that Parklands Avenue would be used for construction traffic. Notes that given the granting of permission (dated 3<sup>rd</sup> October 2022) was during the period in which LAP 2013-2019 was in place. States that they only became aware that planning has been granted to use Parklands Avenue for construction traffic at the Special Meeting and therefore this is the first time that they have been able to make their views known on this matter. The submission considers this to be a significant flaw from a procedural point of view. Having regard to the above the submissions consider that in allowing for construction traffic through Parklands Avenue the permission materially contravenes the 2013 – 2019 Local Area Plan and states that on this basis the condition/agreement of the permission under Plan Ref. 21/1108 should be revoked with immediate effect. Further submits that the motion to delete PERM 65 from the Draft Plan should be re-tabled at a council meeting and properly considered, together with the information in this submission.

Requests that in advance of the development of the MERR the developer could prepare a rough drive track along its route for use by construction traffic rather than via Parklands.

The submissions highlight the following key issues with regard to allowing construction traffic through the Parklands estate:

**Safety concerns:** Significant apprehension about health and safety risks to children, elderly, and vulnerable residents from construction vehicles and increased permeability through the estate. Some submissions state that allowing construction traffic through the estate is an accident waiting to happen. A number of submissions contend that the council would be negligent and fail in its duty of care to Parklands residents to allow it to be used for construction traffic access.

Privacy and quality of life: Objections to opening Parklands Avenue for pedestrian and cycle traffic due to fears of reduced privacy, increased noise, and compromised security.

Alternative access options: Repeated calls to explore safer, less disruptive routes for construction and connectivity, particularly through ongoing construction sites nearby.

The submissions collectively highlight dissatisfaction with the planning process and the potential adverse impacts of the proposed permeability measures on the community.

### **Chief Executives' Opinion**

The contents of the submissions regarding PERM 65 are noted. The omission of PERM 65 is not included in any of the proposed material alterations to the Draft Plan. Accordingly, any request for its deletion cannot be considered at this stage and the proposed link will remain in Table 7.2 Permeability Measures and Phasing and Map 7.1 Movement and Active Travel – Permeability Measures of the Plan, on foot of its final adoption by the elected members.

Notwithstanding the above, the comments outlined in the submissions relating to the Special Meeting of Clane-Maynooth Municipal District to discuss the Draft Plan and the Chief Executives Report on 21<sup>st</sup> October 2024 are noted. Whilst measure PERM 65 was discussed, the Elected Members did not raise any issues regarding the contents of accompanying footnote 51. They did however accept the changes proposed to the text of footnote 51, as outlined in Proposed Material Alteration No. 35.

Furthermore, it should be noted that there are no legislative provisions in the Planning and Development Act 2000 (as amended) which requires the Draft Plan to comply with the provisions of the previously adopted Maynooth Local Area Plan (LAP) 2013-2019 (as amended) particularly where the national and regional planning policy may have altered. The purpose of the Joint Plan is to supersede and replace the 2013-2019 LAP in its entirety and therefore any provision it contains cannot be considered to constitute a contravention of the previous Plan. The request to revoke the relevant planning condition (No. 29) of the permission granted under Plan Ref. 21/1108 cannot be considered and is therefore not accepted. The process for making the Draft Plan and the development management process governing the referenced planning application are each undertaken under two separate legislative processes. Accordingly, it is not within the purview of this process to comment or otherwise on specific planning conditions attached to a particular development scheme previously granted in Maynooth. However, it should be noted that it is a standard practice of planning authorities to attach a condition to a planning permission for a multi-unit residential development which deals with the management of construction traffic, in circumstances where it is deemed to be necessary.

Regarding the provisions of condition No. 29 of Plan Ref. 21/1108 itself, the contention of the submissions that it contravenes Amendment No. 1 to the Maynooth LAP 2013-2019 is not accepted. It is noted that Part B, page 28 of the Plan, as amended states that '*there shall be no vehicular routes into the estates of Parklands or Rockfield to the west of the Key Development Area Railpark*'. However, this is considered by the planning authority to relate to permanent vehicular traffic routes and not for temporary construction access.

In any case, it should be noted that measure PERM 65 (Parklands – planned new development) **merely seeks to improve the existing pedestrian/cycling access along the cul-de-sac and integrate into the Plan the active travel infrastructure improvements granted as part under Plan Ref. 21/1108.**

The request that a rough track be made along to the route of the MERR in order to provide construction vehicles with an alternative access route to development land within the KDA is not accepted. Such a proposal is considered to be both impracticable and unrealistic. Construction of the MERR is anticipated to commence in 2025. It would be unfeasible for construction vehicles to traverse the site of a major road project whilst it under construction.

**Issue: Amendments to the Draft Plan Boundary**

Submission No. and Name	Summary of Issue
024 Shane O'Duffy	Requests if KCC extend the boundary of the Draft Plan to include the lands around Millfarm or at least all the lands where the second proposed M4 interchange for Maynooth is likely to be built on. Asks that if the MOOR route is realigned to circumvent north of the Maynooth Post Primary School can KCC speak to Meath County Council to agree to extend their draft boundary to include this indicative section of the MOOR route.

**Chief Executives’ Opinion**

The content of Submission No. 024 is noted. No amendment to the boundary of the Plan area is included as part of any Proposed Material Alterations to the Draft Plan. Accordingly, any request for it to be altered cannot be considered at this stage of plan-making process.

It is further noted that the issues raised above by submission No. 024 also relate to the same issues that the submission raises in respect of Proposed Material Alteration (PMA) No. 50. These issues have been responded to in the Chief Executives’ Opinion on PMA No. 50.

**Issue: Proposed Development at Mullen Park Road**

Submission No. and Name	Summary of Issue
145 Vivienne Bermingham	<p><b>Observations and Concerns relating to Plan Ref. 24/60624</b></p> <p>The submission outlines the following concerns relating to the proposed development:</p> <ul style="list-style-type: none"> <li>• States that the proposed removal of the hedge separating Carton Court from the new development is concerning. Highlights its value in terms of enhancing the privacy, aesthetics, security and ecological value of the estate.</li> <li>• Submits that the proposed driveways connecting to Carton Court Road will significantly disrupt current parking arrangements, reducing on-street parking capacity. Also outlines concerns relating to additional traffic from the development which may increase</li> </ul>

	<p>safety risks for residents and children along with emergency services access. Opposes plan for new driveways connecting to the estate.</p> <ul style="list-style-type: none"> <li>• States that the proximity of the proposed houses raises concerns regarding overlooking, shadowing, and loss of privacy for current residents and that the proposed removal of the hedge exacerbates these issues.</li> </ul> <p>The submission concludes by recommending that the existing hedge be retained. Would also like the design reconsidered to reduce parking and traffic impacts on Carton Court residents. Also wishes that appropriate separation between the new development and existing homes be maintained.</p>
--	---

**Chief Executives’ Opinion**

It should be noted that the issue raised in submission No. 145 with regard to proposed residential development at Mullen Park Road relate (at the time of writing) to an ongoing live planning application and does not relate to any of the proposed material alterations which are the subject of this report. Accordingly, this issue cannot be taken into consideration at this stage (or any stage) of this plan-making process, which is entirely separate from the development management process (i.e., the legislative provisions guiding the assessment of planning applications).

**Issue: Funding for the Maynooth Outer Orbital Route (MOOR)**

<b>Submission No. and Name</b>	<b>Summary of Issue</b>
<p>163 Maynooth Green Party Constituency Group</p>	<p><b>Overarching Comments</b></p> <p>The submission notes that as stated in their original submission the Draft Plan is a very positive and progressive plan overall. Submission congratulates the KCC planning team for this very strong piece of work which will form a basis for good planning in Maynooth for decades to come. Notes the challenges facing Maynooth in the coming decades in particular the need to support social cohesion and quality of life issues. Notes that the Plan is strongly evidence-based, clearly recognising the objectives of the Decarbonising Zone and has very many positive provisions in town layout and planning, public and active transport, support for nature and biodiversity, and many other important aspects. Further supports provisions including making space for nature, the quarter-based neighbourhood model and the good flood risk mapping. States that the arrival of DART+ services, the increase in bus services, and the provision of a properly designed bus terminus/mobility hub will be essential to meet transport objectives.</p> <p><b>Funding for the Maynooth Outer Orbital Route (MOOR)</b></p> <p>Notes that as stated in their original submission to the Draft Plan that Maynooth is at a strategic crossroads with the potential to create a vibrant modern small city, focused on families, quality of life and active transport. States that an alternative to this is us continuing to build a congested, polluted car-centred small city which will drive people and</p>

	<p>business away, and seriously impact on quality of life for all. Notes that presently two very busy regional roads (the R148 and R406) meet at the crossroads in the town centre with no relief whatsoever in the growing and congested west side of the town.</p> <p>Notes that in their submission and in motions submitted by all four Maynooth councillors KCC were asked to “<i>prepare a plan to identify sources for and secure sources of public funding for key sections of the MOOR that are not addressed in developer-led projects in the current plan.</i>” The chief executive rejected this very reasonable proposal on grounds that are unclear to the community. Request that a form of words is prepared for the final Plan that commits KCC to a proactive process, making best endeavours to seek the funding, without committing the Council in any way that is beyond their capacity in the actual securing of the funds required.</p> <p>Submits that the developer-led model has let us down very badly in the delivery of these important relief roads and that the MOOR is essential to relieve the significantly growing congestion in Maynooth Town Centre. States that with a clear potential to grow to 30,000 in the next decade or so the town centre risks becoming completely gridlocked in the current configuration. States that the collective goal is to create a modern vibrant town centre and high street and that ultimately a car free main street can make Maynooth a destination town and vibrant centre for business. Submits that without the development of the western relief road this vision will be impossible and will in fact become a farce and will represent a major failure of our planning processes and will rightly have a serious impact on the credibility of Kildare County Council.</p>
--	--

**Chief Executives’ Opinion**

The contents of submission No. 163 are noted. The provisions with respect to funding for the Maynooth Outer Orbital Route (MOOR) are not the subject of any proposed material alteration and therefore cannot be considered at this stage of the plan-making process. Notwithstanding this, it should be noted that the policy contained in the Draft Plan regarding the construction of the MOOR supports its phased delivery. As noted in the Chief Executives Report on the submissions/observations received to the Draft Plan, the construction of the MOOR is envisaged to be developed-led, in tandem with new development. It is considered that the full delivery of the entire route over the life of the Plan would be premature and could create induced demand. This arises when the increase in capacity of the road infrastructure leads to greater or unexpected car usage in the town than would otherwise be envisaged or planned for. The full delivery of the MOOR, particularly through lands in Maynooth West which will not be developed during the plan period, is therefore considered to be inappropriate, especially given our legally binding emissions targets and the designation of Maynooth as a Decarbonisation Zone. This approach fully aligns with a number of stated government policies on the planning and development of new roads infrastructure, including the National Investment Framework for Transport in Ireland (2021) and the National Sustainable Mobility Policy (2022).

**Issue: Other Issues Raised Not Related to Proposed Material Alterations**

Submission No. and Name	Summary of Issue
042 Liam Doran	The submission states that cycling and pedestrian infrastructure should be prioritised over car parks and motor infrastructure.
115 Daryl Heverin	The submission has attached an excel spreadsheet that has been generated from the Joint Plan’s public consultation portal <a href="http://www.consult.maynooth.ie">www.consult.maynooth.ie</a> . This spreadsheet contains details of submission No. 1 – No. 88 (inclusive).
135 Anna Bradley	This includes an attachment to the following hyperlink the location of which cannot be found: <a href="https://consult.maynooth.ie/en/submission/mjlap-draft-1664">https://consult.maynooth.ie/en/submission/mjlap-draft-1664</a>
173 Liam Doran	This submission states the following: <i>‘Why has KCC made the error on the PFERM?’</i>
176 Liam Doran	Submission states that the consultation timeline for the Joint Plan should be extended to the end of March 2025.
193 Liam Doran	The submission contends that the Circle K submission was late and states that the timing of this submission is unfair, as it does not allow sufficient opportunity to object to its contents, beyond rejecting its views and opinions.
197 Liam Doran	The submission refers to a company and states that they <i>‘would do well to remember what happens to companies who break planning law and overextend their hand’</i> .
199 Liam Doran	The submission seeks for the consultation time period to be extended.
201 Liam Doran	The submission comprises the following word: <i>‘communism’</i> .
204 Liam Doran	The submission states that the deadline for public consultation to the Proposed Material Alterations to the Draft Maynooth and Environs Joint Plan should be extended until 31 March 2025.

**Chief Executives’ Opinion**

It is noted that the issues raised above do not relate to any proposed material alteration and therefore cannot be taken into consideration during this stage of the plan-making process.

Notwithstanding the above, it should be noted that the process of making a local area plan (including the timelines for statutory consultation) is set out in Sections 18-20 of the Planning and Development Act 2000 (as amended). Accordingly, it is not within the purview of the planning authorities to extend the timeframe for public consultation on the Proposed Material Alterations to the Draft Plan beyond the period prescribed by the Act.

It should be noted that the submission by Circle K in respect of the Proposed Material Alterations was submitted to planning authorities within the statutory public consultation time period, which extended from Friday 8<sup>th</sup> November to 4pm Friday 6<sup>th</sup> December 2024.

## 7 Overview of Chief Executives’ Recommendations

Having regard to all submissions received, in particular to the submission from the Office of the Planning Regulator and the recommendations contained therein, and to all other material considerations related to the proper planning and sustainable development of the plan area, including SEA, AA and SFRA, it is recommended:

- (i) That the following Proposed Material Alterations **be adopted** as published on the 4th of August 2023: Proposed Material Alterations No. 1, No. 2, No. 3, No. 5, No. 6, No. 7, No. 8, No. 9, No. 10, No. 11, No. 12, No. 13, No. 14, No. 15, No. 16, No. 17, No. 18, No. 19, No. 20, No. 21, No. 22, No. 23, No. 24, No. 25, No. 26, No. 27, No. 28, No. 29, No. 30, No. 31, No. 32, No. 34, No. 35, No. 36, No. 37, No. 38, No. 40, No. 41, No. 42, No. 43, No. 44, No. 45, No. 46, No. 47, No. 48, No. 49, No. 50, No. 51, No. 53, No. 54, No. 55, No. 57, No. 58, No. 59, No. 60, No. 61, No. 62, No. 67, No. 68, No. 69, No. 71, No. 72, No. 74, No. 75, No. 76, No. 77, No. 78, No. 79, No. 80, No. 81, No. 82, No. 83, No. 84, No. 85, No. 86, No. 87, No. 89, No. 90, No. 91 and No. 92.
- (ii) That the following Proposed Material Alterations **be adopted with minor modifications** as detailed in this report: Proposed Material Alterations No. 4, No. 56, No. 63, No. 64, No. 65, No. 66, No. 70 and No. 73.
- (iii) That the following Proposed Material Alterations **should not be adopted** for the reasons outlined in this report and under Table 7.1: Proposed Material Alterations Not to be Adopted; No. 33, No. 39, No. 52 and No. 88.

It is recommended that further minor and non-material modifications be made to the Draft Plan and the Surface Water Management Strategy (published alongside the Draft Plan) as follows:

Capitalise the title of all Transport Infrastructure Ireland (TII) publications referred to in the Plan.

Additional minor and non-material modifications be made to Non-Material Change F which relates to Chapter 5: Homes and Communities, Table 5.6 Social Infrastructure Requirements.

An additional minor and non-material modification be made to the Figure 4-3 in the Surface Water Management Strategy to insert a label titled ‘*Very Poorly Drained*’ on the legend.

*Table 7.1 Proposed Material Alterations Not to be Adopted*

Proposed Material Alteration No.	Summary of Reasons Not to Adopt (see Section 3 and 4 of this Report)
33	It is a recommendation of the <b>OPR</b> that the planning authorities <b>are required to make the Plan without PMA No. 33</b> unless specific individual justifications can be provided that the individual measures

	<p>are consistent with the national, regional and county planning policy framework.</p> <p>If approved, the omission of 34 permeability measures comprising a significant proportion (23.9%) of the 142 proposed in the Draft Plan will result in a more limited active travel network within Maynooth and Environs, which will by extension, lead to a corresponding reduction in its potential to offer the public a viable alternative to the private car for short journeys to key destinations within the town.</p> <p>Furthermore, it is considered that PMA No. 33 actively militates against stated key requirements of the Plan, including (inter alia) objectives; including (inter alia) objectives; CCSO 1.1 (supporting and facilitating compact growth development and integrated neighbourhoods); HCO 2.2 (requiring the development of a high standard of urban design through the creation of permeable developments) and; MATO 2.2 (ensuring that all development allows for connectivity for active travel modes to adjacent lands).</p>
39	<p>It is a recommendation of the <b>OPR</b> that the planning authorities <b>are required to make the Plan without PMA No. 39</b> unless specific individual justifications can be provided that the individual measures are consistent with the national, regional and county planning policy framework.</p> <p>If approved, the deletion of five cycle measures, while constituting 8.8% of all cycle measures (57 no.) proposed in the Draft Plan, will result in a less cohesive and holistic cycle network in Maynooth than is currently envisaged. This will by extension, lead to a corresponding reduction in its potential to offer the public a viable and safe alternative to the car for short trips within the town.</p> <p>Furthermore, it is considered that PMA No. 39 actively militates against stated key requirements of the Plan, including (inter alia) objectives; CCSO 1.1 (supporting and facilitating compact growth development and integrated neighbourhoods) and; MATO 2.2 (ensuring that all development allows for connectivity for active travel modes to adjacent lands).</p>
52	<p>It is a recommendation of the Chief Executives that the Plan be adopted by the elected members <b>without PMA No. 52</b>. It is considered that the provision (parking measure PK 7) that Proposed Material Alteration (PMA) No. 52 seeks to delete is an important one and part of a well-considered, evidence-based holistic transport strategy which will support the sustainable planning and development of the town. This long term measure is considered necessary to disincentivise cars from travelling through key arteries close to the centre of the town in order to access Maynooth Train Station. Measure PK 7 is intended to free up space to provide for the development of a new bus–rail interchange at Maynooth Station (as per public transport measures PT 13 and PT 15).</p>

	Such measures collectively seek to promote active travel and public transport usage, in keeping with Maynooth’s designation as a Decarbonising Zone (DZ).
88	<p>It is a recommendation of the Chief Executives that the Plan be adopted by the elected members <b>without PMA No. 88</b> as a further increase of 6.11 ha in new residential zoning as proposed by PMA No. 88 is not required by the Plan. Whilst the subject lands may be considered appropriate for residential development, it is also necessary that an appropriate quantum of other uses such as the proposed ‘Q(2): Employment and Enterprise’ zoning are provided for in the interests of the proper planning and sustainable development of Maynooth.</p> <p>It is noted that while the Settlement Capacity Audit (SCA) found to be ‘serviceable’ in terms of residential development, the planning authority has to insure the optimal distribution of a limited quantum of housing by directing such new residential units to locations that have been determined to be more suitable than the subject site, in terms of their ability to deliver compact growth development that maximises access to the services and social infrastructure of the town over the life of the Plan. The zoning as ‘Q(2): <i>Enterprise and Employment</i>’ was based on its high scoring in the SCA, in addition to the aim of the Plan to provide for employment opportunities in a number of locations around the town in keeping with the 10-minute settlement principle.</p>

## 7.1 Conclusion

The Elected Members are advised that resolving to make the proposed material alterations which the Chief Executive has recommended should **not** be adopted would not be in accordance with the proper planning and sustainable development of the area and their statutory obligations in accordance with Section 20 (3) (r) of the Planning and Development Act 2000 (as amended).

Specifically, it should be noted that Section 20(3)(r) of the Act states that in performing their functions at this stage of the Local Area Plan process, ‘the members of the planning authority shall be restricted to considering the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.’

As per the provisions of Section 20(5) of the Act ‘*statutory obligations*’ include, ‘*in relation to a local authority, the obligation to ensure that the local area plan is consistent with —*

- (a) *the objectives of the development plan,*
- (b) *the national and regional development objectives specified in— (i) the National Planning Framework, and (ii) the regional spatial and economic strategy, and*
- (c) *specific planning policy requirements specified in guidelines under subsection (1) of section 28.’*

Accordingly, should the Elected Members decide not to accept the Chief Executives' recommendation in relation to any proposed material alteration, the members must give their reasons for each decision in writing, having regard to the provisions of Section 20(4)(r) and Section 20(5) of the Act.



# Appendix A: Submission of the Office of the Planning Regulator (Submission No. 167)

Aerial photography on coverpage is courtesy of James McDermott, Maynooth. All other images, maps and illustrations are in the ownership of Kildare County Council and Meath County Council unless otherwise stated.



Kildare County Council,  
Planning Department,  
Áras Chill Dara,  
Devoy Park, Naas,  
County Kildare, W91 X77F



comhairle chontae na mí  
*meath county council*

Meath County Council,  
Planning Department  
Buvinda House,  
Dublin Road, Navan,  
County Meath, C15 Y291



Oifig an  
Rialaitheora Pleanála  
Office of the  
Planning Regulator

**OPR Ref: MA-048-22**

6<sup>th</sup> December 2024

Senior Executive Officer,  
Planning Department,  
Kildare County Council,  
Áras Chill Dara,  
Naas,  
Co. Kildare,  
W91 X77F

and

Senior Executive Officer,  
Planning Department,  
Meath County Council,  
Buvinda House,  
Dublin Road,  
Navan,  
Co. Meath,  
C15 Y291

**Re: Material Alterations to the Draft Maynooth and Environs Joint Local Area  
Plan 2025-2031**

A chara,

Thank you for your authorities' work in preparing the proposed Material Alterations to the draft Maynooth and Environs Joint Local Area Plan 2025-2031 (material alterations).

As Kildare and Meath County Councils (the Planning Authorities) are aware, a core functions of the Office of the Planning Regulator (the Office) is the strategic evaluation and assessment of statutory plans to ensure consistency with legislative

and policy requirements relating to planning. This includes a requirement to make submissions on statutory plans, including any observations or recommendations the Office considers necessary to ensure the effective co-ordination of national, regional and local planning requirements.

The Office has evaluated and assessed the proposed material alterations under the provisions of sections 31AO(1) and 31AO(2) of the Planning and Development Act 2000, as amended (the Act), and within the context of the Office's earlier recommendations and observations.

The Office's evaluation and assessment of the proposed material alterations has regard to the current Kildare County Development Plan 2023-2029 (the Kildare County Development Plan), and the Meath County Development Plan 2021-2027 (the Meath County Development Plan), the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Assembly (EMRA), and relevant section 28 guidelines.

## **Overview**

As outlined in the Office's submission to the draft Maynooth and Environs Joint Local Area Plan 2025-2031 (Joint Local Area Plan), the Office considered the draft Joint Local Area Plan to be generally consistent with policies in the National Planning Framework (NPF) and the RSES for the EMRA area.

The Office's submission included eight recommendations on the draft Joint Local Area Plan to enhance its alignment with the relevant county development plans, the objectives of the RSES, and section 28 Guidelines, and two observations where further consideration was advised.

The Office was generally satisfied with the response to its recommendations and particularly the clarity of the responses in the Chief Executive's Report (CE Report), and in particular welcomes the introduction of the specific climate action policy objectives.

The Office also welcomes the response on monitoring and implementing the draft Joint Local Area Plan, particularly policy objective CSO 1.2 to establish a joint monitoring and implementation group with the respective local authorities. Maynooth is designated as a Key Metropolitan Town in the RSES and as such monitoring and

implementing the policy objectives of the plan is key to achieving its vision and was a key tenant of our submission at draft plan stage.

In response to the matters raised in the Office's submission under Recommendations 5 and 7, the scope of the joint monitoring and implementation group should include and prioritise the following:

- the prioritisation of strategic active travel routes and connections, including the delivery of the greenway; and
- tracking the development of the enterprise and employment generating lands to ensure Maynooth becomes an economic driver within the Dublin Metropolitan Area.

The second point is particularly relevant given the job numbers facilitated by the draft Joint Local Area Plan and the fact that 70% of the potential job creation numbers are concentrated on two land banks (Maynooth West and Moygaddy), where development is dependent on key pieces of infrastructure (Maynooth Orbital Outer Road, new train station and Maynooth Transfer Pipeline). A close review should be kept on the employment generating lands via the plan monitoring regime to mitigate the risk that no employment lands come forward in the life of the plan stage.

The Office considers that Recommendations 5 (ii) and (iii), and Recommendation 7 could therefore be addressed through the proposed monitoring and implementation system.

Also in relation to land use zoning, the Office notes MA 88 which proposes to amend the zoning of c.6.11ha at Newtown Road from Q(2): Enterprise and Employment to C: New Residential. While the Office does not have any objection to the proposed residential zoning objective as the site is serviceable and well located in proximity to the town and existing services and facilities, it is also important that sufficient employment land is delivered over the plan period to achieve the job targets.

The Office does, however, note that the Planning Authorities did not introduce a material amendment in response to Recommendation 6 which related to additional employment zonings to the south of the M4 adjoining junction 7, points also raised by Transport Infrastructure Ireland (Recommendation 6).

This matter should be highlighted in your authorities' notice letter upon adoption as per section 31AO(5) of the Act and will be fully considered by the Office at that stage.

In relation to the material alterations, the Office generally considers the approach taken has been robust and evidence-based, with the exception of the three recommendations below which relate to flooding, permeability and cycle connections, and the masterplans at Moygaddy.

Finally, it is noted that some of the changes to the draft Joint Local Area Plan, pursuant to this Office's submissions, have raised additional matters where further consideration is recommended. These largely relate to points of clarity and set out in the two observations below.

It is within this context the submission below sets out three (3) recommendations and two (2) observations under the following themes:

<b>Key theme</b>	<b>Recommendation</b>	<b>Observation</b>
<a href="#"><u>Integration of Transport and Land Use Planning</u></a>	<a href="#"><u>MA Recommendation 1</u></a>	-
<a href="#"><u>Masterplans for Maynooth Environs</u></a>	<a href="#"><u>MA Recommendation 2</u></a>	-
<a href="#"><u>Flood Risk Management</u></a>	<a href="#"><u>MA Recommendation 3</u></a>	-
<a href="#"><u>Maynooth Central Settlement Consolidation Site</u></a>	-	<a href="#"><u>MA Observation 1</u></a>
<a href="#"><u>Transit-Oriented Development</u></a>	-	<a href="#"><u>MA Observation 2</u></a>

Recommendations issued by the Office relate to clear breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government, as set out in the Ministerial guidelines under section 28. As such, planning authorities are required to implement or address recommendation(s) made by the Office in order to ensure consistency with the relevant policy and legislative provisions.

Observations take the form of a request for further information, justification on a particular matter, or clarification regarding particular provisions of a plan on issues

that are required to ensure alignment with policy and legislative provisions. The planning authority is requested by the Office to action an observation.

A submission can include advice on matters that the Office considers would contribute positively to the proper planning and sustainable development of the area. The planning authority is requested by the Office to give full consideration to the advice contained in a submission.

### **1. Integration of Transport and Land Use Planning: Active Travel Measures**

In its submission to the draft Joint Local Area Plan, the Office welcomed the ambitious mode share targets for this Key Town, set down in the Maynooth and Environs Area Based Transport Assessment (MEABTA) and indicates that modal split assumptions, will require at least half of all journeys by new residents to be on sustainable modes.

The Office has concerns regarding MA 33 and MA 39, which propose the deletion of 34 permeability measures and three cycle measures respectively.

The Office notes that the Chief Executive was opposed to these deletions and highlighted in the CE's Report that the proposed permeability and cycle networks are crucial to achieving sustainable mobility, reducing car dependency and promoting active travel.

Having regard to above, it is of particular concern that a number of the measures proposed for deletion would inhibit the delivery of active travel infrastructure to serve the Railpark Key Development Area, and also prevent the upgrade of active travel infrastructure along Carton Avenue which is a key access route connecting housing, services and new development areas direct to the town centre.

Under the Kildare Climate Action Plan 2024-2029 (Kildare Climate Action Plan), Maynooth is a designated Decarbonisation Zone (DZ) with an objective to reduce emissions in the DZ in line with the prescribed target of achieving a 51% reduction in emissions by 2030. The Kildare Climate Action Plan also includes an objective under table 5.4 of the plan 'to support active travel infrastructure and initiatives to facilitate more walking and cycling'.

The Kildare County Development Plan also outlines specific policy and objectives under TM P10 and TM P2 to promote and facilitate improvements to pedestrian and

cycle facilities. In addition, under RPO 4.33 of the RSES, it is an objective to support the delivery of pedestrian and cycle linkages within Maynooth, while RPO 8.1 of the RSES requires the integration of transport and land use planning.

Further, the deletion of the active travel measures for Carton Avenue is not consistent with the Open Space and Outdoor Recreation Strategy of the Kildare County Development Plan (appendix 3). This strategy includes an action to prepare a detailed design and conservation plan for the lands at Carton Avenue. This conservation plan will examine the potential for appropriate new access points into Carton Avenue and circulation routes within the lands. Policy objective GBIO 2.7 of the draft Joint Local Area Plan supports the preparation of a Conservation Plan and Masterplan for Carton Avenue.

The Office is therefore concerned that proposed MA 33 and MA 39, which propose the deletion of a significant number of active travel measures, are not consistent with the policy requirements outlined above. It is therefore recommended that the Planning Authorities make the Joint Local Area Plan without MA 33 and MA 39.

### **MA Recommendation 1 – Land Use and Transport Planning**

Having regard to the need for the integration of land use and sustainable transportation and the transition to a low carbon and climate resilient society including the reduction of greenhouse gas emissions, and in particular to:

- Regional Policy Objectives RPO 4.33 and 8.1 of the RSES for delivery of pedestrian and cycling linkages within Maynooth and integrating of transport and land use planning;
- the Climate Action and Low Carbon Development Act 2015, as amended, mandatory target to reduce greenhouse gas emissions by 51%, and the Climate Action Plan 2024, and associated actions including the National Sustainable Mobility Policy (2022) targets to reduce vehicle kilometres travelled per year and the National Investment Framework for Transport in Ireland (2021);
- Policy Objectives TM P10 and TM P2 of the Kildare County Development Plan 2023-2029 (Kildare County Development Plan);

- Kildare County Council's Open Space and Outdoor Recreation Strategy (appendix 3 of Kildare County Development Plan);
- section 5.4 and table 5.4 of the Kildare Climate Action Plan 2024-2029 and its designation of Maynooth as Decarbonisation Zone; and
- Policy Objective GBIO 2.7 of the draft Maynooth and Environs Joint Local Area Plan 2025-2031 (Joint Local Area Plan) for the preparation of a Conservation Plan and Masterplan for Carton Avenue,

the Planning Authorities are required to make the Joint Local Area Plan:

- (i) generally without the deletions in MA 33 and MA 39 unless specific individual justifications can be provided that the individual measures are consistent with the policy framework set out above; and
- (ii) specifically without the deletions relating to the Railpark Key Development Area and the Carton Avenue lands contained within MA 33 and/or MA 39.

## 2. Masterplans for Maynooth Environs

The Office has concerns regarding MA 64 and MA 65, which proposes additional text into policy objectives MEO 1.1 and 1.2. These policy objectives require masterplans to be prepared for the Maynooth Environs Masterplan 16 (i.e. Moygaddy lands) and 17 (i.e. Carlton Demesne lands).

The alteration requires the masterplans to be agreed in writing with Meath County Council prior to any future application for development which is welcomed. However, the Office is concerned with the insertion of the following additional text:

*The Masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objectives of the masterplan being achieved and....*

This new text alters the approach for preparing masterplans for Meath County Council to that provided for in the Joint Local Area Plan for Kildare County Council in relation to lands at Moygaddy and Carlton Demesne. There is no evidence-based reason for amending the wording of these masterplan objectives and for creating different policy frameworks for lands crucial to the delivery of the joint strategic vision for Maynooth on either side of the county border.

The purpose of the masterplans is to ensure an integrated approach is taken to the phasing, management and development of the respective land banks (section 11.3.6 of draft Joint Local Area Plan). Significant infrastructure and investment is required to develop these lands, such as the North-Eastern Maynooth Outer Orbital Route, Maynooth Transfer Pipeline Project, greenway, and active travel bridge. As such the insertion of this new text undermines the stated objective of the masterplans and should be omitted from both MA 64 and 65, and any other sections of the Joint Local Area Plan for consistency.

### **MA Recommendation 2 – Masterplans for Maynooth Environs**

Having regard to the compact and sustainable growth of Maynooth and the co-ordination of development and infrastructure delivery, and in particular to:

- Regional Policy Objectives RPO 4.33 and 4.35 of the RSES for the co-ordination of the development and infrastructure delivery, and preparation of a Maynooth and Environs Joint Local Area Plan 2025-2031 (Joint Local Area Plan) to provide a co-ordinated planning framework;
- section 4.6 of the RSES identifying the Moygaddy lands for Science and Technology based employment;
- section 2.7 of the Meath County Development Plan 2021-2027 (the Meath County Development Plan) setting out the core strategy and policy framework for its settlement strategy;
- section 15.1 of the Meath County Development Plan identifying masterplan areas 16 and 17; and
- section 4.2(ii) of the Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (2024) for the importance of masterplans,

the Planning Authorities are required to make the Joint Local Area Plan without MA 64 and 65.

### 3. Flood Risk Management

In general, the Office welcomes the response of the Planning Authorities to its recommendation on flood risk management. However, the material alterations include two zoning amendments on lands that are vulnerable to flooding:

- MA 84 rezones an area of land which overlaps with Flood Zones A and B from water compatible OS and Amenity to highly vulnerable Student Accommodation; and
- MA 85 rezones an area of land which overlaps with Flood Zones A and B from SR to highly vulnerable Phase 2 New Residential (Transit-Oriented Development).

Highly vulnerable development is not appropriate in Flood Zones A or B unless the use cannot be avoided, substituted, or finally demonstrated that all criteria of the Plan Making Justification Test (Justification Test) have been satisfied. An updated Strategic Flood Risk Assessment was not provided at the material alterations stage and the two rezonings have therefore not been assessed in the context of the sequential approach to flood risk management, including any Justification Test.

#### MA Recommendation 3 – Flood risk management

Having regard to flood risk management, and in particular to:

- Regional Policy Objectives RPO 7.12 of the RSES - Flooding;
- Policy Objective IN O33 of the Kildare County Development Plan 2023-2029 which requires the implementation of the Flood Guidelines;
- Policy Objective INF POL 18 for Flood Risk for the Meath County Development Plan 2021-2027 which require the implementation of the Flood Guidelines; and
- the provisions of The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009),

the Planning Authorities are required to omit MA 84 and MA 85 from the draft Joint Local Area Plan or amend the zoning objectives to exclude the sections affected by Flood Zone A and B.

#### 4. Maynooth Central Settlement Consolidation Site (SCS)

Recommendation 3 of the Office’s submission on the draft Joint Local Area Plan required the Planning Authorities to strengthen the policy framework for the Maynooth SCS and identify the housing yield for this site.

The Office welcomes the detailed response to this recommendation. The CE’s Report clearly set out the relevant details on the extant permission and the estimated housing yield for the remaining portion of the lands. This is transposed into the Joint Local Area Plan via an amendment to table 3.9 Estimated Residential Capacity for Maynooth (MA 4).

The Office considers that additional text should be included in section 11.1.3 Maynooth Central Urban Design Framework, setting out this estimated development yield, as per the rational set out in the CE’s Report, for clarity. The Office also considers that the SCS should be included in table 11.5 setting out the implementation and infrastructure delivery schedule for these lands. This has been done for all of the other residential lands in Joint Local Area Plan and given the site’s designation in the RSES, it should be identified and included in this table.

#### MA Observation 1 - Maynooth Settlement Consolidation Site

Arising from the Kildare and Meath County Councils’ (Planning Authorities) response to Recommendation 3 of the Office’s submission on the draft Maynooth and Environs Joint Local Area Plan 2025-2031 (Joint Local Area Plan), and in the interests of consistency and clarity and to ensure the implementation of the plan, the Planning Authorities are advised to make the Joint Local Area Plan with minor modifications pursuant to MA 4 and MA 8 to:

- (i) amend section 11.1.3 Maynooth Central Urban Design Framework to include the estimated residential yield, as per the rational set out in the Chief Executive’s Report; and
- (ii) include the Maynooth Central Settlement Consolidation Site in table 11.5 setting out the implementation and infrastructure delivery schedule for these lands.

## 5. Transit-Oriented Development (TOD)

Recommendation 4 of the Office's submission on the draft Joint Local Area Plan required the Planning Authorities to review the zoning objective for the proposed TOD.

The draft Joint Local Area Plan states that lands in Maynooth West that are located within an 800m distance of the likely location of the new Maynooth West Train Station are designated as a TOD. The CE's Report on the draft Joint Local Area Plan states that the likely location for the new train station is on the SR(2) lands to the south of the Royal Canal. As such MA 85 seeks to rezone the SR(1) lands immediately north of the Royal Canal to Phase 2 New Residential (TOD), a site area of 12.5 ha. The Office welcomes this zoning change given the lands proximity to the future train station.

Further to the above, the Office advises that an amendment is made to MA 73, to augment the Maynooth West Masterplan Area to include the SR(2) lands to the south of the Royal Canal. This would maximise the use of the future high-capacity public transport and ensure a more comprehensive consideration is given to the integration of the land parcels (similar point raised by National Transport Authority in their submission on the draft Joint Local Area Plan).

### MA Observation 2 – Transit-Oriented Development

Arising from the Planning Authorities' response to Recommendation 4 of the Office's submission on the draft Maynooth and Environs Joint Local Area Plan 2025-2031 (Joint Local Area Plan) and in the interests of consistency and clarity and to ensure the implementation of the Local Area Plan, the Planning Authorities are advised to make the Joint Local Area Plan with minor modifications pursuant to MA 73 and MA 85 to extend the Maynooth West Masterplan Area to include the SR(2) lands to the south of the Royal Canal, where the new train station is likely to be situated.

## Summary

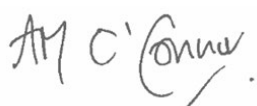
The Office requests that the Planning Authorities addresses the recommendations and observations outlined above. As you are aware, the report that the Chief Executive of your Planning Authorities prepares for the elected members under section 20 of the Act must summarise these recommendations and the manner in which they will be addressed.

At the end of the process, your Planning Authorities are required to notify the Office within five working days of the making of the Joint Local Area Plan under section 31AO(5) of the Act. Where your Planning Authorities decide not to comply with the recommendations of the Office, or otherwise makes the Joint Local Area Plan in such a manner as to be inconsistent with the recommendations of the Office, the Chief Executive must, in the notice letter, inform the Office accordingly and state the reasons for the decision of the Planning Authorities.

Please feel free to contact the staff of the Office in the context of your Planning Authorities' responses to the above, which we would be happy to facilitate. Contact can be initiated through [plans@opr.ie](mailto:plans@opr.ie).

Is mise le meas,

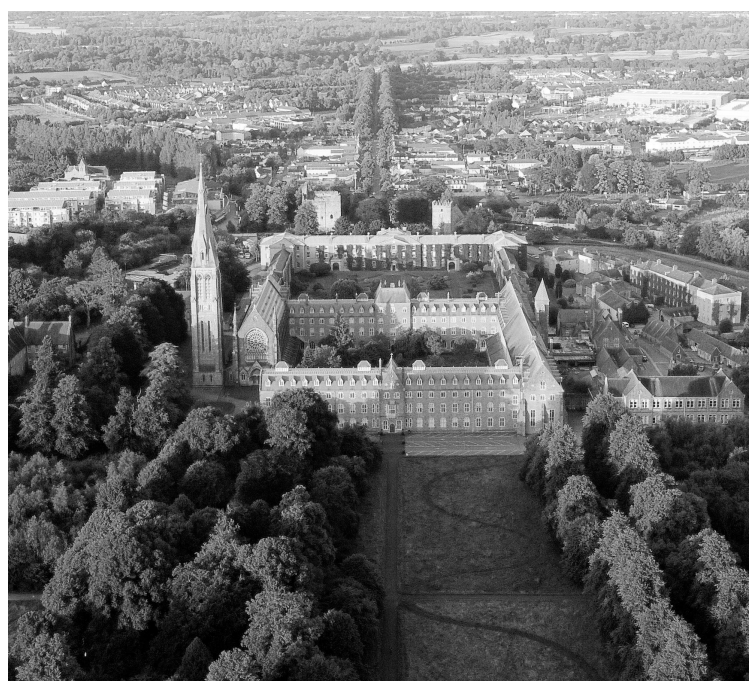
---



**Anne Marie O'Connor**

Deputy Regulator and Director of Plans Evaluations

---



# Appendix B: Summary of Submissions/Observations Received

Aerial photography on coverpage is courtesy of James McDermott, Maynooth. All other images, maps and illustrations are in the ownership of Kildare County Council and Meath County Council unless otherwise stated.



**Kildare County Council,**  
Planning Department,  
Áras Chill Dara,  
Devoy Park, Naas,  
County Kildare, W91 X77F



**comhairle chontae na mí**  
*meath county council*

**Meath County Council,**  
Planning Department  
Buvinda House,  
Dublin Road, Navan,  
County Meath, C15 Y291

## Appendix B: Summary of Submissions and Observations Received

The submissions summarised in Appendix 1 **exclude** the following:

- The submission from the Office of the Planning Regulator (see Section 3 of the Chief Executives report)
- Submissions from Prescribed Authorities and Public Bodies (see Section 4 of the Chief Executives report)

Sub. No.	Name	Summary of Submission
001	Iris Kamperman	<p><b>Lands zoned C(8): New Residential</b></p> <p>The submission outlines opposition to housing development on agricultural land zoned C(8) and urges the council to consider zoning less sensitive sites such as brownfield areas for housing. States that the lands form a valuable part of Maynooth's heritage providing historical and environmental benefits to the community. Notes that the land represents a connection to the town's history and rural character. States that the lands support a wide range of species. Asserts that developing the area will fragment habitats, reduce biodiversity and eliminate a green space that plays a key role in local climate resilience and air quality.</p>
002	Marijn Kamperman	<p><b>Lands zoned C(8): New Residential</b></p> <p>The submission outlines opposition to housing development on agricultural land zoned C(8). States that they purchased their home under the understanding that the land would remain agricultural. Believes that zoning would impact the quality of life of residents. Outlines concerns including the reduction in green areas, the increase in traffic resulting from the development, the reduction in natural habits and that the existing farm serves an educational purpose for children.</p>
003	Bernie O'Meara	<p><b>Permeability Measure (PERM 35) – Kingsbry</b></p> <p>The submission refers to a proposed permeability measure (PERM 35) between the Kingsbry residential estate and Meadowbrook Link Road. Submits that when the Link Road was completed it was agreed that the small piece of ground at the end of the road on the Kingsbry side would be given to the owners. Further submits that in 2023 planning permission was granted to the owner on the road to build a house attached to the existing house. States that as part of this permission an electricity pole is to be moved to where the new opening would be. Submission attaches a number of images illustrating the location of the proposed measure and an extract of the site location map of the development granted planning permission.</p>

Sub. No.	Name	Summary of Submission
		<p>Outlines a number of issues in the estate related to existing parking congestion and notes that the estate already has two walkways which already causes problems for residents in the area with people outside the estate parking their cars.</p>
004	Laetitia McDermott	<p><b>Lands zoned C(8): New Residential (Mariavilla estate)</b>                      Submission objects to the proposed housing development on the farm (Mariavilla) in Maynooth. States that this area is beautiful and provides scenic views. Hopes that the farm can be preserved and not replaced by housing.</p>
005	Konrad Kielbinski	<p><b>Lands zoned C(8): New Residential</b>                      The submission expresses strong opposition to housing development on agricultural land zoned C(8). States that the land holds significant value for the community and any development will have far reaching impacts. Outlines concerns relating to the impact that development will have on biodiversity as well as specific species. Also submits the development would reduce green area, increase traffic and the farm serves an educational purpose for children, providing them with a direct connection to nature and agriculture.</p>
006	Richard Hillan	<p><b>Proposed Material Alteration No. 33 (Clarification on measure PERM 61)</b>                      Requests clarification regarding PERM 61, as there remains a pedestrian/cyclist connection as per page 35, Figure 11.7 in the Proposed Material Alterations Report. Asks if it can be confirmed that this should also have been removed as per the removal of Proposed Material Alteration No 33 - PERM 61? States that this seems amiss that this still exists when this was covered by the Proposed Material Alteration.</p> <p><b>Proposed Material Alteration No. 35</b>                      The submission requests how the temporary nature of the vehicular connection will be monitored and what team/department will be contactable to ensure residents have a direct point of contact to raise issues? Asks what the process for will be ensuring that access is 'closed' upon completion of the MERR. Requests contact details for someone in the department on this. Questions why the access cannot be created, on a short-medium basis through the area of the ongoing large scale development of the</p>

Sub. No.	Name	Summary of Submission
		Celbridge Road that leads into Railpark where access has been created already and remains a construction site?
007	<b>Kingsbry Residents Association</b>	<p><b>Permeability Measure (PERM 35) – Kingsbry</b></p> <p>The submission from the Kingsbry Residents’ Association outlines concerns relating to the proposal to create a pathway connecting the Meadowbrook Link Road to Kingsbry estate. The submission includes an extract of a site location map showing the route of the proposed connection. Submits that the land at the end of both houses in the cul-de-sac was signed over to the property owners after the construction of the Meadowbrook Link Road. States that there is a house under construction in the cul-de-sac with planning permission for parking and outlines issues with car parking congestion in the state. Also outlines concerns relating to the potential of anti-social behaviour and crime arising from the opening-up of the link. States that there are already three entry points to the estate and submits that residents feel another one is totally unnecessary.</p>
008	<b>David Lawless</b>	The submission outlines opposition to the opening to a pathway from Kingsbry to the Meadowbrook Road. States that the street in Kingsbry is already busy enough with children playing on the street and parking spaces limited.
009	<b>Gerard Moen</b>	<p><b>Permeability Measure (PERM 35) – Kingsbry</b></p> <p>The submission outlines opposition to the opening of a new entrance to the Kingsbry estate. States that it is unnecessary for a number of reasons including stating that it is of no benefit to residents, will pose an additional security risk, will generate additional pedestrian footfall, create easy access and exists for disorderly persons, and result in cleaning-up after people.</p>
010	<b>Fiona Coughlan</b>	<p><b>Permeability Measure (PERM 35) – Kingsbry</b></p> <p>The submission outlines opposition to the opening of a new entrance between the Kingsbry estate and Meadowbrook Road. Submits that there are already a number of walkways in Kingsbry, and this area is also very poorly-lit so it would not be safe to use the path after dark.</p>
011	<b>Mary O’Reilly</b>	<p><b>Permeability Measure (PERM 35) – Kingsbry</b></p> <p>The submission states that the Kingsbry estate does not require another walkway entrance as there are already three in existence. Submits that the proposed new walkway is at a quiet area of the estate</p>

Sub. No.	Name	Summary of Submission
		and that any additional footfall will disturb this and also create safety issues, as well as additional parking in this part of the estate.
012	Donna Phelan	<p><b>Proposed Material Alteration No. 84</b> The submission states that Proposed Material Alteration No. 84 needs to be blocked as it proposes to remove open space which is a huge problem in this town and an issue that all councillors have raised. Submits that we need more open space and amenity, not less.</p> <p><b>Proposed Material Alteration No. 85</b> Submits that nowhere in the Plan is there any rezoned land for education on the Rathcoffey side of town. States that Proposed Material Alteration No. 85 has two large fields that could be split for education and residential uses. States that the portion of land that is 9.2 ha should be zoned education to allow a school to be built. Asserts that the substantial increase in the population of the town and the additional housing allocation will not solve the crisis for school places for all levels.</p>
013	Irish Residential Boat Owners Association (IRBOA)	<p><b>Proposed Material Alteration No. 25</b> Submission from the Irish Residential Boat Owners Association (IRBOA) states that the objective/amendment appears to completely overlook the potential housing possibilities on the Royal Canal in Maynooth.</p> <p>Submits that the development of a marina adjacent to the canal would allow mooring spaces for many boats, both residential and leisure (as can be seen across the UK and Europe). States that the installation of a pump out for black water in the existing harbour would allow residential boats to moor there immediately. Asserts that providing facilities for residential boats would enable a low impact, low cost, low carbon footprint, immediate source of housing. The inclusion of a marina would facilitate a larger number of boats within the town environs. Submits that boat living a tried and tested, viable, housing option with the majority of residents using solar panels and not needing shore power, in addition to substantially less water. Concludes submission by suggesting that houseboats are included as a part of your housing plan for Maynooth and also states that the IRBOA would welcome</p>

Sub. No.	Name	Summary of Submission
		the opportunity discuss further the possibilities that facilitating a houseboat community in Maynooth would bring.
014	Transport Infrastructure Ireland (TII)	<b>Please refer to Section 4 which relates to submissions from prescribed authorities and public bodies.</b>
015	Environmental Protection Agency (EPA)	<b>Please refer to Section 4 which relates to submissions from prescribed authorities and public bodies.</b>
016	Michael Murphy	<p><b>Proposed Material Alteration No. 33</b>  <b>PERM 28</b></p> <p>Submission states that PERM 28 for pedestrians between Parsons Hall and Newtown Hall should go ahead as planned provided it does not allow car access. Outlines the benefits of the route including its usefulness for children and for residents in Parson’s Hall wishing to access other permeability links to access the Royal Canal Greenway. States that route would be a fantastic addition to the town and asserts that the current active travel infrastructure on the Rathcoffey/ Newtown Road is abysmal. Notes that cars often drive in excess of the speed limit on this route, making it dangerous to cycle. States that this results in parents not allowing their children to cycle on the road which adds to the traffic congestion in Parson Street. Once PERM 13 and 14 are complete it will be possible to access the town centre and playground without walking or cycling past fast traffic. When PERM 5 is open this will allow people to avoid the main street altogether if they wish.</p> <p>Submits that the elderly seem to have been forgotten with all of the objections to permeability measures. Notes the importance of links to those elderly people who no longer drive and also their role in preventing social isolation, which affects peoples’ health and mental wellbeing. Cites a 2012 study which shows a positive link between active travel amongst young people and their academic performance. Notes that mobility scooters and other mobility devices like trikes can utilise permeability links, which are often used by the elderly in other countries but rarely seen in Maynooth.</p>

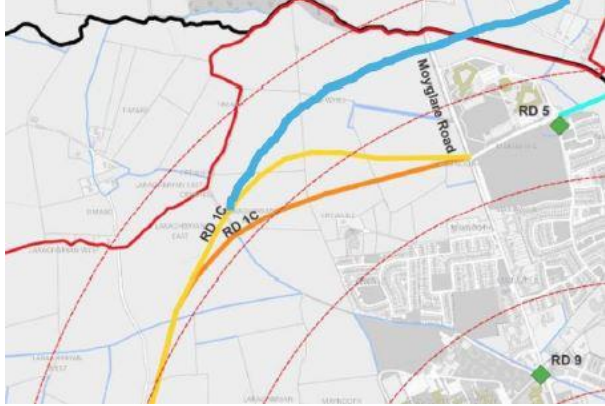
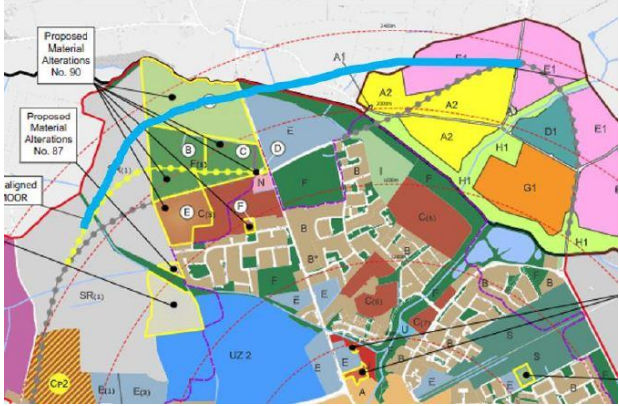
Sub. No.	Name	Summary of Submission
		<p>Notes the designation of Maynooth as a Decarbonising Zone and states that anything, no matter how small, will help reduce emissions and result in less air pollution. States that parking issues are often cited as a reason for objecting to permeability but contends that the health of children should be of far higher concern. Questions if Kildare County Council can come up with a better solution for this problem. States that there is no reason parking will be an issue with PERM 28 and submits that it should be wide enough for modern mobility scooters, wheelchairs, and cargo bikes but not for cars. Reiterates the benefits of permeability links including allowing people a choice to leave their car at home or not owning a car in the first instance. Concludes by stating that there is a great opportunity to reimagine Maynooth around active travel and make it a better and healthier place for the residents today and of the future.</p>
017	Orla McCabe	<p><b>Permeability Measure (PERM 35) – Kingsbry</b>                      The submission objects to the proposed walk through between Kingsbry and Meadowbrook Link Road for the following reasons:</p> <ul style="list-style-type: none"> <li>• The boundary wall provides security to residents and acts as a sound barrier from the very busy Meadowbrook Link Road.</li> <li>• Walk throughs already exist in Kingsbry so another one is unnecessary.</li> <li>• The removal of the boundary wall outside the driveways of houses will increase footfall and create safety issues for residents driving into or reversing their cars out of their properties.</li> <li>• It may attract anti-social behaviour.</li> <li>• Notes that there parking in the area is already an issue.</li> </ul>
018	Mark Hughes	<p><b>C(8) Lands (Mariavilla)</b>                      Submission objects to the proposed rezoning of the Mariavilla C(8) lands from agricultural to residential use. Acknowledges the need for housing out outlines a number of concerns about the appropriateness of the development location and its impact on the existing community as follows:</p> <ul style="list-style-type: none"> <li>• States that the development will not yield a significant number of houses but result in extensive disruption to the community. Accordingly, the projected units of homes are insufficient to justify the development of this critical green space.</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The development of the site will result in prolonged noise pollution and disruption for residents, negatively affecting their quality of life.</li> <li>• Submits that the development of the lands will turn the estate into a concrete jungle with no amenities or green spaces, negatively affecting residents' quality of life. Contends that reduction of these spaces is contrary to sustainable urban planning principles and the European Landscape Convention, which Ireland has ratified.</li> <li>• Submits that the proposed development does not include the necessary amenities and social infrastructure to support an increased population. States that this will exacerbate existing deficits in the community. Notes that the estate already struggles with a lack of amenities. States that the response of the Chief Executive infers that the local transformation plan will address a number of issues in the area, however it has been consistently shown that building of new houses in the area happens fast, but any associated amenities or facilities are not completed. Outlines a lack of faith in the ability to deliver additional amenities given the response from the Chief Executive on their lack of power to ensure builders comply with the permission granted under Plan Ref.: TA09.301230 is incomplete with two areas in the Mariavilla estate remaining to be developed.</li> <li>• Notes that the request that these projects should be completed before any further development is allowed is not accepted as there is no existing legal mechanism in planning legislation to enforce such a measure. States that is unacceptable and undermines trust in the planning process and negatively affecting the community which will face continued disruption.</li> <li>• Submits that despite the assertion that the land has low ecological potential, the proposed development will lead to the destruction of existing green infrastructure such as hedgerows and treelines vital for biodiversity, carbon sequestration, and maintaining local climate resilience. States that the loss of these ecological assets is contrary to the Green Infrastructure Strategy and the Nature Restoration Law.</li> </ul>
019	Barry and Dawn Smith	<p><b>PERM 65</b></p> <p>Submission outlines opposition to the inclusion of permeability measure PERM 65 which connects Parklands Avenue to the planned new development lands in the Railpark KDA. The submission states that it was erroneously included in the Draft Plan for the following reasons:</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• Notes that Amendment No. 1 to the Maynooth LAP 2013-2019 included an explicit ban on vehicular routes through Parklands estate (as outlined in Part B, page 28 of the Plan, as amended). Asserts that when a motion was tabled to delete PERM 65 from the Draft Plan at the Special Meeting of the Council to discuss the Draft Plan (21 October 2024), one of the council’s planning representatives noted that, as planning permission had already been granted for this permeability route, i.e., construction traffic through Parklands Avenue. Submits that on this basis the counsellors present did not object to PERM 65. Understands that the planning permission referred by the Council’s planning representative is permission Plan Ref. 21/1108. Notes that while the documentation does not explicitly state that Parklands Avenue will be used for construction traffic, Condition No. 29 of the permission states that construction access to the site shall be from the MERR or by way of other means to be agreed by Kildare County Council. Contends that despite a number of attempts to clarify this matter, we have not received confirmation from the council as to the circumstances in which it was agreed that Parklands Avenue would be used for construction traffic. Notes that given the granting of permission (dated 3/10/2022) was during the period in which LAP 2013-2019 was in place. States that they only became aware that planning has been granted to use Parklands Avenue for construction traffic at the Special Meeting and therefore this is the first time that they have been able to make their views known on this matter. The submission considers this to be a significant flaw from a procedural point of view. Having regard to the above the submission considers that in allowing for construction traffic through Parklands Avenue the permission materially contravenes the 2013 – 2019 Local Area Plan and states that on this basis they consider that this condition/agreement of the permission under Plan Ref. 21/1108 should be revoked with immediate effect.</li> <li>• Having consideration of the above, it is submitted that the motion to delete PERM 65 from the Draft Plan should be re-tabled at a Council meeting and properly considered, together with the information in this submission. Reiterates that the discussion of PERM 65 by the Elected Members at the Special Meeting was effectively shut down when they were informed by a Council official that planning permission had already been granted for construction traffic. States that given that the relevant condition of the planning permission materially contravenes the current LAP, and that</li> </ul>

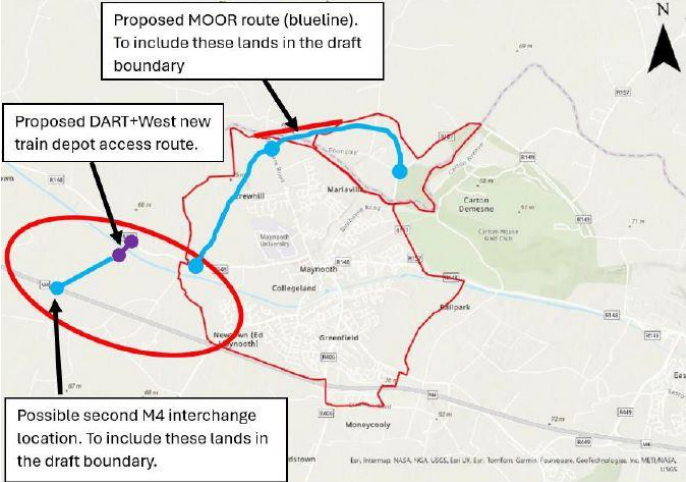
Sub. No.	Name	Summary of Submission
		<p>it should be revoked on that basis, as they consider that the counsellors present at the Special Meeting were not properly informed about relevant information regarding PERM 65. In this context the submission refers to an earlier submission to the Draft Plan with specific regard to PERM 65 and why they are not in favour of the measure.</p> <p><b>Proposed Material Alteration No. 33</b>  <b>Deletion of PERM 61 not reflected in updated map</b>                      The submission states that on foot of the Special Meeting, PERM 61 was deleted from the updated Draft Plan. Notes that the updated Figure 11.7: Railpark KDA Urban Design Framework which is included on page 30 of the Screening for Appropriate Assessment Report has not been updated to reflect the removal of PERM 61. Submission therefore requests that the relevant maps are updated accordingly.</p>
020	Maria and John H. Davey Borresen	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
021	Uisce Éireann	<b>Please refer to Section 4 which relates to submissions from prescribed authorities and public bodies.</b>
022	Christopher Maher	<p><b>Proposed Material Alteration No. 33</b>                      Submission outlines its disappointment at the removal of 34 proposed permeability measures. Submits that these are quick fixes to open-up the housing estates to active travel modes. Asserts that anti-social behaviour is not created by letting people walk through estates and anti-social behaviour is solved by social behaviours, activating streets and providing activities, not enforcing car dependency. States that permeability measures are some of the cheapest, quickest ways to open up access to sustainable modes. Submits that to see one of the more successful large towns in the GDA roll back ambition in this area would be a retrograde step and requests that these measures are kept on and provision added to trial the measures then ballot residents to see if the measures should be removed or made permanent.</p>
023	Siobhan Tighe	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.

Sub. No.	Name	Summary of Submission
024	Shane O'Duffy	<p><b>Proposed Material Alteration No. 5</b>                      Submission requests that the text of Proposed Material Alteration (PMA) No. 5' be amended as follows (requested additional text in <i>red italics</i>):  <i>This will include an update to be provided <del>two years</del> annually to the Joint Local Area Plan Monitoring and Implementation Group after the adoption of the Plan on the servicing and social infrastructure delivered in the town over the intervening period.</i></p> <p><b>Proposed Material Alteration No. 6</b>                      Submission requests that the text of Proposed Material Alteration (PMA) No. 6 be amended as follows (requested additional text in <i>red italics</i>):                      CCSO X.X: Address the deficit in social infrastructure <i>within the lifetime of this plan</i> in respect of the provision of a community centre and municipal sports facility, through the application of a Special Development Contribution where specific exceptional costs in respect of recreational and community facilities not covered by the councils' development contribution schemes are incurred.</p> <p><b>Proposed Material Alterations No. 50</b>                      Submission requests that the proposed re-alignment of RD 1C Map 7.4: Movement and Active Travel – Road Measures, be amended to the blue line alignment as shown in maps below.</p>

Sub. No.	Name	Summary of Submission
		<div style="display: flex; justify-content: space-around;">   </div> <p>Submission questions why the MOOR is still being aligned to pass along a road in front of the Maynooth post primary and community schools, a primary school and between Moyglare estate. States that KCC should be planning a strategic long term route. Questions why would the MOOR which is supposed to direct through traffic around Maynooth be directed into one of the most congested parts of the town. Makes a comparison to the orbital route around Dunboyne and how far it was located away from the town. Outlines current levels of congestion at Maynooth Post Primary School and how it causes congestion on the roads and in adjoining estates, in addition to traffic generated by the university. Submits that there does not appear to be any rational to have the MOOR route realignment when a line can be drawn on a map to indicate it will circumvent the lands that the Post Primary School is situated on. Submits that any new housing developments adjacent to the MOOR can contribute to the cost of the MOOR road no matter where they are located and there is still plenty of land for the proposed Maynooth Municipal Sports Facility to build on.</p> <p><b>Proposed Material Alterations No. 56</b>          Submission requests that the text of Proposed Material Alteration (PMA) No. 56 be amended as follows (requested additional text in <i>red italics</i>):</p>

Sub. No.	Name	Summary of Submission
		<p>Footnote: Section 5.3.2 of the Settlement Capacity Audit indicates that the Maynooth Wastewater Transfer Pipeline project would be completed by 2026 which Uisce Éireann has indicated may now not be the case. <i>It will not be possible for any development on the lands in County Meath identified as Moygaddy to be occupied, until the Maynooth Wastewater Transfer Pipeline project is at least completed, which may not be within the lifetime of this plan.</i></p> <p><b>Proposed Material Alterations No. 64</b>            Submission requests that the text of Proposed Material Alteration (PMA) No. 64 be amended as follows (requested additional text in <i>red italics</i>):            Maynooth Environs Objectives, amend Objective MEO 1.1 as follows: MEO 1.1 Require the submission of a masterplan alongside prior to any future application for the development of lands identified as ‘Masterplan Area 16’ on Map 11.2: The masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objectives of the masterplan being achieved and. Implementation for the prior written agreement of the Executive of the Meath County Council which shall address the following...’ <i>Should Kildare County Council need to adjust the indicative route of the MOOR to circumvent the lands north of the MPPS lands, this most likely will need an alteration of the lands identified in Moygaddy Meath County Council.</i></p> <p><b>Proposed Material Alteration No. 67</b>            Submission states that Table 11.2 Crewhill KDA Design Brief should not be amended, because consideration of the MOOR route circumventing the Maynooth Post Primary School lands, will need the original layout to remain so the MOOR can circumvent the Municipal Sports Facility lands as well. States that this should be the long term plan at least. Reiterates that the new road between the proposed Municipal Sports Facility and new housing estates should not be connected to the MOOR to reduce additional through traffic causing local traffic congestion. States that the MOOR should only connect with Moyglare Road north of Maynooth Post Primary School by means of a roundabout. Further states that any lands where the MOOR is located should be marked SR.</p>

Sub. No.	Name	Summary of Submission
		<p><b>Proposed Material Alteration No. 88</b>                      The submission requests that the lands proposed to be rezoned from 'Q(2): Enterprise and Employment' to 'C: New Residential' be zoned 'E: Community and Education'.</p> <p>States this quadrant of Maynooth needs some other development than housing and therefore by rezoning it to Community and Education this would allow for other possibilities to be built here. Notes the area has no school or recreational facilities so this land could be developed into some sports facility like tennis courts, running track, swimming pool etc. Also states that some of lands marked I could be rezoned to 'E' for possible site for a primary school.</p> <p><b>Proposed Material Alteration No. 90</b>                      States that no changes should be permitted on these lands as submitter's suggested realigned route MOOR route as proposed above, will need to pass through lands identified as A and B in the map shown. Submits that careful long term planning is needed here to ensure that this route is protected.</p> <p><b>Proposed Material Alteration No. 91</b>                      Notes that the proposed text mentions the impact of climate change with the review of the CFRAM flood mapping. The submission states that, accordingly, the route of the MOOR should be considered where it passes through lands that do flood, between the M4 and Jackson's bridge. States that a second M4 interchange nearby could easily connect into the southern side of new train depot access road and would provide the start of MOOR around Maynooth. Asks if KCC could plan to protect these lands for this possibility as a starting point.</p>

Sub. No.	Name	Summary of Submission
		 <p><b>Comments on the boundary of the Draft Plan</b>  Requests if KCC extend the boundary of the Draft Plan to include the lands around Millfarm or at least all the lands where the second proposed M4 interchange for Maynooth is likely to be built on. Asks that if the MOOR route is realigned to circumvent north of the Maynooth Post Primary School can KCC speak to Meath County Council to agree to extend their draft boundary to include this indicative section of the MOOR route.</p>
025	Gavan Shanley	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
026	Anthony Keane	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
027	Susanne Keane	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
028	Jim Kinsella	<p><b>PERM 32</b>  The submission states that the proposed pathway in Carton Court is causing concern because of previous anti-social behaviour when an unofficial opening was used. States that the cul-de-sac will be</p>

Sub. No.	Name	Summary of Submission
		<p>taken away after over 40 years which will destroy the quiet enjoyment of the road. Outlines issues related to the newly rebuilt wall which is an eyesore (submission includes a photo of the rebuilt wall).</p> <p>Submits that the field between Carton Court and Mullen Park is subject to serious flooding (the submission includes a photo illustrating surface water on green space at Mullen Park). States that he raised this issue of flooding some years ago and submits that the field is not fit for purpose and is another reason to keep PERM 32 firmly closed.</p>
<b>029</b>	<b>Debroah Carolan</b>	<p><b>Proposed Material Alteration No. 67 Crewhill KDA</b></p> <p>The submission from a resident of Moyglare Abbey who overlooks the fields of Crewhill and currently receives good levels of light into the garden, as well as privacy. The submission objects to the proposed develop at Crewhill KDA as it will have a negative impact on their property including loss of light, loss of privacy and loss of a view.</p> <p>Further submits that the proposed density of 40 units per hectare is too high for the urban edge of the town. Asserts that this development in the location would mean having three storey+ units overlooking the current two storey estate at Moyglare Abbey. States that the design of the development cannot possibly be in keeping with the character of the adjoining estates.</p> <p>Further objects on the grounds of public safety as the new development will add to traffic congestion in area in Maynooth, particularly on Moyglare Road as only a section of the MOOR would be built as part of the proposal.</p>
<b>030</b>	<b>Jody Collins</b>	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
<b>031</b>	<b>Miriam Maher</b>	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
<b>032</b>	<b>Jeanette Cameron</b>	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>

Sub. No.	Name	Summary of Submission
033	Sean DeLoughry	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
034	Pearse MacManus and SORCHA MacManus	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
035	Vicki Gilliam	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
036	Martina Walsh	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
037	Patrick Halton	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
038	Elaine Neary	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
039	Carol Kelly	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
040	Philip Neary	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
041	Edel DeLoughry	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
042	Liam Doran	The submission states that cycling and pedestrian infrastructure should be prioritised over car parks and motor infrastructure.
043	David Smyth	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
044	Tesco Ireland	<p><b>Proposed Material Alteration No. 51</b></p> <p>The submission by RMLA Limited, on behalf of Tesco Ireland Limited notes its earlier submission to the Draft Plan where it highlighted that consultation and engagement with retail operators is required, specifically when measures are proposed within privately owned land. In this regard, it welcomes the inclusion of additional wording as part of Proposed Material Alteration No. 51 to measures PK 9 and</p>

Sub. No.	Name	Summary of Submission
		PK10 and in particular, the Local Authority's recognition of the importance and need for engagement with key stakeholders of Carton Retail Park.
045	Elaine Burke	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
046	Melanie Oliver	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
047	Liam Doran	This submission outlines its disagreement with comments outlined in Submission No. 44 and states that they are unfounded and without substance.
048	Shay Fagan	<p><b>Proposed Material Alteration No. 67</b></p> <p>Submission objects to the proposals for Crewhill in the Plan and the density/location of the housing. Considers that the density and location will directly impact on the natural light, views and privacy of their property. Notes that they are not entitled to have such views they are entitled to privacy and natural light.</p> <p>States that switching the location of the playing field and housing will alleviate some of these things. Further states that there should be no building work permitted until the road and other infrastructure have been completed. Cites example of development at Millerstown in Kilcock where the houses were built but the associated road infrastructure was not. States that this has resulted in chaos on a daily basis in the settlement. Notes the currently levels of congestion on Moyglare Road at all school times. Concludes by stating that change can take place but not to the detriment of existing standards and benefits of the area.</p>
049	Brendan Whelan	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
050	Rob Hurley	<p><b>Proposed Material Alteration No. 87</b></p> <p>This submission requests that the northern boundary of the proposed area to be rezoned to Open Space and Amenity be extended to align with the brick-built boundary wall on the northern edge of the property at The Lawn, Moyglare Abbey rather than terminating further south. Submits that brick-</p>

Sub. No.	Name	Summary of Submission
		built boundary wall can later be extended, if required, to demarcate the northern boundary of the Open Space and Amenity area.
051	Maria Whelan	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
052	Maynooth Community Council	<p>The submission seeks to acknowledge the openness and willingness of the councillors and planners to engage with the community council during this process and to consider the views and wishes of the wider community.</p> <p><b>Proposed Material Alteration No. 1</b> Submission welcomes the inclusion of an arts and cultural facility under ‘opportunities’ in the SCOT analysis.</p> <p><b>Proposed Material Alterations No. 4 and No. 8</b> Outlines concerns that the proposal to put 130 housing units on the historic Maynooth Settlement Consolidation Site may compromise its use for possible community, health and cultural uses, which they believe should be maximised.</p> <p><b>Proposed Material Alteration No. 6</b> Welcomes the proposal for a Special Development Contribution to address the deficit in social infrastructure.</p> <p><b>Proposed Material Alteration No. 7</b> Outlines concerns at the removal of surface car parking space on Leinster Street and on the Doctor’s Lane in Figure 4.11. Submits that during their engagement with traders in the town centre as part of the earlier consultation process, they expressed a concern that any reduction in access to the town centre could seriously impact on their business. States that in their initial submission they suggested providing multi-story or underground parking to reduce its footprint. Questions if this a factor in the material alteration to the plan?</p>


Sub. No.	Name	Summary of Submission
		<p><b>Proposed Material Alteration No. 9</b> Requests that Maynooth Settlement Consolidation Site be included when preparing the Public Realm Strategy and/or that a bespoke plan for the site be developed.</p> <p><b>Proposed Material Alterations No. 13, No. 14 and No. 15</b> Supports the commitment to expanding facilities for Special Education, childcare and after-school care.</p> <p><b>Proposed Material Alteration No. 16</b> Welcomes the commitment to support and facilitate the Health Service Executive (HSE) and other key stakeholders in the expansion/upgrading of the Maynooth Community Care Unit building on Leinster Street.</p> <p><b>Proposed Material Alteration No.17</b> Welcomes the commitment to the delivery of public parks on the Carton Avenue lands (S) and SR (1) lands.</p> <p><b>Proposed Material Alterations No. 18 and No. 19</b> Welcomes the inclusion of a universally accessible swimming pool on lands currently zoned for community use.</p> <p><b>Proposed Material Alterations No. 20, No. 21, No 25, No. 27, No. 30 and No. 67</b> Welcomes all proposals to develop parks, sensory gardens, greenways, heritage and tourist trails, walks and an information centre.</p> <p><b>Proposed Material Alteration No. 28</b></p>

Sub. No.	Name	Summary of Submission
		<p>Notes with keen interest the proposal to investigate the feasibility of Maynooth Castle for arts and culture uses subject to the agreement of the OPW. Maynooth Community Council looks forward to working with KCC and the OPW on this.</p> <p><b>Proposed Material Alteration No. 29</b> Notes the intention to provide public toilets in the town and states that their experience with public toilets in the town has not been good. Much will depend on where it is located and how the facility is managed.</p> <p><b>Proposed Material Alteration No. 38</b> Notes the change to PERM 136 to the Glenroyal Shopping Centre through the proposed new development on the Doctor's Lane and into Newman Place. Reiterates concern about the existing KCC public car park, which according to the revised map, appears to have been removed. Questions where will cars park to access the restaurants in the evening?</p> <p><b>Proposed Material Alteration No. 46</b> Welcomes the prioritising of providing bus shelters in the short to medium term.</p> <p><b>Proposed Material Alteration No. 76</b> Welcomes the zoning of Q(1) lands for a cinema, Medical / Health Centre, community facilities.</p> <p><b>Proposed Material Alteration No. 88</b> Notes the rezoning of Q(2) lands at Newtown to C residential. We earnestly repeat our request that land be zoned in this part of the town for a second level school in accordance with 10-minute town concept.</p> <p><b>Proposed Material Alteration No. 89</b></p>

Sub. No.	Name	Summary of Submission
		<p>Welcomes the zoning of land on Carton Lands from 'S' to 'E(4)' to be used of the provision of a community / arts centre. States that the community council looks forward to working with KCC to bring this proposal to fruition. Asks that KCC complete and publish the Carton Avenue Masterplan as a matter of urgency.</p>
053	T L	<p><b>Construction Access and Pedestrian/Cycle Access through Parklands</b>                      This submission outlines that this is a family estate with young children and that construction traffic will considerably impact the quality of life of residents and the safety of the children. Also states that opening the parklands estate up to pedestrian and cycle traffic will also impact on the privacy and security of the residents of the estate. States that there are other options available.</p>
054	Mark O'Sullivan	<p><b>C(8) Lyreen Avenue Key Development</b>                      Submission outlines objection to the rezoning of C(8) Lyreen Avenue Key Development. Urges a reconsideration of the zoning and the exploration of alternative options prioritise the preservation of farmland, maintain safety in recreational areas, and mitigate potential adverse effects on the local community.</p> <p>Notes that the area is currently farmland which holds significant value for the environment and the community contributing to local landscape, biodiversity and rural character which would be lost if the area was urbanised.</p> <p>States that the proposed development which includes the opening of a through road, which is likely to become a shortcut for drivers seeking to avoid congestion on other roads posing increased safety risks to children and residents in the community.</p> <p>States that adding a bus route through the area may inadvertently increase both footfall and vehicular traffic creating unintended consequences, such as heightened noise levels and congestion, whilst also contributing to a rise in antisocial behaviour which will negatively affect the quality of life of residents.</p>
055	Lorraine Gavin	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>

Sub. No.	Name	Summary of Submission
056	Alex Gavin	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
057	Emma Gavin	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
058	Mike O'Neill	<p><b>Proposed Material Alteration No. 47</b>  <b>Road Measure RD5</b></p> <p>Submission states that completing the North Eastern MOOR to Moygaddy without filtered permeability in Moyglare Hall would destroy the residential amenity of the estate and that it would become Ireland's busiest and most polluted rat run. Submits that all traffic travelling to and from Leixlip, Dunboyne, the proposed Moygaddy developments and all places in between would divert through Moyglare Hall to avoid the traffic lights and congestion on the Moyglare Road. Submission requests that filtered permeability be reinstated for Moyglare Hall in the updated Plan.</p>
059	Geraldine O'Sullivan	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
060	Gary Cullen	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p> <p><b>Proposed Material Alteration No. 66</b></p> <p>Submission requests that the road behind Parklands Place should be removed and moved further back into the development. Contents that the road will affect the residents of the Place by creating noise pollution and air quality as well as being a security risk. Also states that the value and resale of these houses will be dramatically reduced. Also states that drainage issues are also a serious concern and need to be addressed.</p>
061	Yvonne Moran	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
062	National Transport Authority (NTA)	<b>Please refer to Section 4 which relates to submissions from prescribed authorities and public bodies.</b>

Sub. No.	Name	Summary of Submission
063	Cora McGorry	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
064	Cozone Ventures Limited	<p>The submission from John Spain Associates on behalf of Cozone Ventures Limited relates to lands extending to 15.98 hectares at Railpark, Maynooth (a portion of the overall KDA). The submission states that it is very supportive of the Draft Plan, as amended by the Chief Executive’s Report, as it relates to the landholding at Railpark and welcomes this further opportunity to make a submission on the Proposed Material Amendments to the Draft Plan.</p> <p><b>Proposed Material Alteration No. 66</b>                      The submission states that its key request relates to PMA No. 66 which outlines that ‘<i>vehicular access to residential development within the KDA will be via the MERR only</i>’. This submission requests that the Planning Authority clarify that the primary vehicular access to the residential development within the KDA will be via the MERR, but that secondary access can also be provided via the permitted residential development to the south and to the east, as per the local routes indicated on Figure 11.7 Railpark KDA Urban Design Framework. The submission includes a map highlighting the local routes within the Railpark KDA in yellow circles.</p>

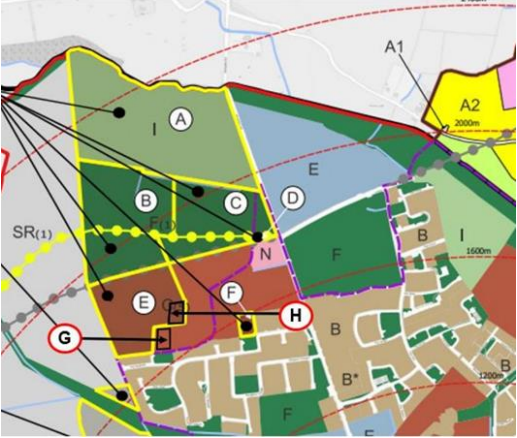
Sub. No.	Name	Summary of Submission
		<p data-bbox="958 284 1738 328"><b>Figure 2.1: Extract Proposed Updates to Figure 11.7 Railpark KDA Urban Design Framework (local route shown in yellow)</b></p>  <p data-bbox="689 858 2027 1204">The submission acknowledges that for the KDA lands, the primary vehicular access for any future residential development will be from the MERR). However, as illustrated in the map above, the submission states that the proposed material alterations to Figure 11.7 Railpark KDA Urban Design Framework maintains new local routes from the subject lands to the permitted residential development, under Reg. Ref.: 21155 / ABP Ref: 312671-22 (Phase 1) and Reg. Ref.: 21156 / ABP Ref: 312685-22 (Phase 2) to the southwest of the subject site, as provided for under that permission, and to the east, subject to agreement with the adjoining landowner / Planning Authority. States that the permitted layout for the residential development to the southwest allows for connection to the north via a road terminating at the boundary which allows for a future connection to the KDA lands.</p> <p data-bbox="689 1252 2027 1356">Notes that the permitted residential development is under construction and is likely to be completed prior to the development on the KDA lands being implemented and will provide for future connections to the Celbridge Road. Further notes that Figure 11.7 Railpark KDA Urban Design Framework includes</p>

Sub. No.	Name	Summary of Submission
		<p>potential future additional local routes to the undeveloped lands to the east. Submission therefore requests that PMA No. 66 introduces additional text to clarify and for the avoidance of any double that whilst the primary vehicular route will be via the MERR, there will be additional permitted and potential secondary / local routes to the adjoining lands under construction to the south-west and to the undeveloped lands to east.</p> <p>The submission outlines the additional amendments to the text of PMA No. 66 below with proposed deletions to the text shown in <del>red text with a strikethrough</del> and the additions to the text shown in green text.</p> <p><b>Table 11.1 Railpark KDA Design Brief:</b>  <i>Connectivity and Movement:</i>  <i>Vehicular access to this KDA shall be provided via the Maynooth Eastern Ring Road (MERR) which shall be constructed prior to or in tandem with the development of the KDA. The KDA should provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to the Royal Canal Greenway to the north, as well as adjacent areas to the west and south. The KDA should also ensure the possibility of realising future links to potential development lands to the east. Particular attention should be given to the interface between the residential portion of the KDA and the site of the post-primary school to the south. The point of access to the post-primary site for vehicular traffic will be agreed with the planning authority at planning application stage. The primary vehicular access to residential development within the KDA will be via the MERR only, with potential secondary/local connections to link to the new residential development to the southwest, undeveloped lands to the east and between sites in different ownership within the KDA, subject to agreements with the landowner/Planning Authority.</i></p> <p><b>Table 11.5 Implementation and Infrastructure Delivery Schedule</b>  <i>C(2): New Residential – Railpark Key Development Area</i>  <i>Movement and Active Travel:</i></p>

Sub. No.	Name	Summary of Submission
		<p><i>“Development of the site is contingent on the delivery of the Maynooth Eastern Ring Road (MERR) in its entirety. The primary vehicular access to residential development within the KDA will be via the MERR only, with potential secondary/local connections to link to the new residential development to the southwest, undeveloped lands to the east and between sites in different ownership within the KDA, subject to agreements with the landowner / Planning Authority.</i></p>
065	Tony Rudden	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
066	Zak Monagle	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
067	Siobhan Cregg	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
068	Anne-Marie Burke	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
069	John and Martha Geoghegan	<p><b>Proposed Material Alteration No. 67</b></p> <p>The submission from KPMG Future Analytics, Chartered Planning and Development Consultants on behalf of John and Martha Geoghegan relates to the lands in their ownership within the proposed Crewhill Key Development Area (KDA). The submission seeks to commend the planning authorities on the publication of the Proposed Material Alterations (PMAs) to the Draft Plan and welcome the overarching policy direction for the future development of Crewhill outlined therein. Notes the original submission that they have made to the Draft Plan and state that with regard to the PMAs they seek to propose a practical, plan-led and discreet improvement on the Crewhill KDA concept layout.</p> <p>The submission requests and amendment to the PMAs which would involve a transfer of c. 0.33ha of proposed strategic open space from the southern end to a central location within the Crewhill KDA. The submission includes an annotated map illustrating their request (see below). Submits that the relocation of strategic open space as proposed brings a range of benefits from a planning and urban design perspective. Further states that the proposed changes will:</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• Provide for improved access to public open space as the proposed distribution of strategic open space will positively contribute to the delivery of a more meaningful functional open space in a central location</li> <li>• Enhance green infrastructure connectivity by providing a continuous green infrastructure link running east to west across the site connecting to retained green infrastructure on agriculture zoned lands.</li> <li>• Provide a visual buffer and a gradual transition in uses between the development and the existing established agricultural and residential setting of Crewhill House</li> <li>• The proposed revisions to the concept layout safeguards permeability with surrounding residential environs in accordance with the objectives of the KDA Design Brief.</li> <li>• Notes that access to public open space from the established residential areas to the south is proposed via the dedicated pedestrian and cycle connection at Moyglare Abbey which integrates with the main link streets within the KDA providing onward connections to (inter alia) the neighbourhood centre and Municipal Sports Facility. Submits that there is an opportunity, if the revised layout is adopted, to provide a high quality connection at Moyglare Abbey with residential blocks on either side providing strong passive surveillance and a generous width can enhance the openness and functionality of the link.</li> </ul>

Sub. No.	Name	Summary of Submission
		<div data-bbox="1003 277 1704 863" data-label="Image"> </div> <p data-bbox="1003 866 1704 887">Figure 1. Extract of Figure 11.7 (Crewhill KDA Urban Design Framework with Proposed Alterations)</p> <p data-bbox="689 935 1173 963"><b>Proposed Material Alteration No. 90</b></p> <p data-bbox="689 975 2002 1118">Having regard to the requests above is further it requested that the Land Use Zoning Map (Proposed Material Alterations) is amended as illustrated (see map below) and as follows: G: Lands measuring 0.33ha amend from “C (5): New Residential’ to ‘I: Agriculture’ and H: Lands measuring 0.33ha amend from ‘I: Agriculture’ to “C (5): New Residential’</p>

Sub. No.	Name	Summary of Submission
		 <p data-bbox="689 762 2000 866">Submission concludes by stating that they look forward to the adoption of the Plan and to engaging with Kildare County Council to progress a planning application during 2025, including the initiation of the MOOR.</p>
<b>070</b>	<b>Paula Monagle</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>071</b>	<b>Una Clarke</b>	<p data-bbox="689 962 1989 1034">This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p> <p data-bbox="689 1066 2000 1098">Also states that the use of Parklands Avenue for construction traffic is an accident waiting to happen.</p>
<b>072</b>	<b>Paula Monagle</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>073</b>	<b>Karen Sherlock</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>074</b>	<b>Barry Walsh</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.

Sub. No.	Name	Summary of Submission
075	Jennifer Crawley	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
076	Sherwood Homes Limited	<p>Submission by Brock McClure Planning &amp; Development Consultants on behalf of Sherwood Homes Limited (SHL) in respect of Proposed Material Alteration No. 63 and Proposed Material Alteration No. 73, in the context of their lands extending to approximately 38 hectares at Newtown, Maynooth. There lands are zoned Strategic Reserve SR2 in the Draft Plan.</p> <p><b>Proposed Material Alteration No. 63</b></p> <p>The submission notes and welcomes the content of Proposed Material Alteration (PMA) No. 63 and strongly advocates that this objective is included in the final Plan. The submission however requests the PMA is amended as follows (additional text in green italics):</p> <p><b>MWO 1.3:</b> <i>Support and co-operate with TII, NTA, CIÉ and relevant landowners and other stakeholders to facilitate the co-ordinated delivery of critical transportation infrastructure including the Maynooth Outer Orbital Route (MOOR), DART+ West, the second train station, a park and ride facility and any potential upgrade to the M4 Motorway on lands zoned as SR(2) Strategic Reserve.</i></p> <p>The submission outlines a number of reasons in support of their request, as follows:</p> <ul style="list-style-type: none"> <li>• Essential the Plan reflects a clear commitment to fostering close cooperation and strong collaboration among all relevant stakeholders, including TII, the NTA, CIÉ, the local authority, Sherwood Homes Limited and any other relevant stakeholders involved in the delivery of these major transportation projects within the subject lands.</li> <li>• The requested rewording emphasises the importance of ensuring that all stakeholders work together to identify synergies, mitigate conflicts, and align their respective plans and timelines, acknowledging the scale and complexity of these infrastructure projects.</li> <li>• There may be significant overlap in the routes and timelines of these projects, which could lead to conflicts or delays if not managed properly. In this regard, it notes that the design and layout</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>of the MOOR, the second train station, and the DART+ West projects could potentially affect each other.</p> <ul style="list-style-type: none"> <li>• States that the coordination of these transportation projects will require a shared understanding of each stakeholder’s project objectives, constraints, and timelines and accordingly effective collaboration can help stakeholders identify opportunities to streamline planning, reduce costs, and ensure that the infrastructure is delivered in a way that maximizes long-term benefits for the region.</li> <li>• Stresses that any development proposals or infrastructure works within the subject lands, as they pertain to these transportation projects, should be planned with full consideration of the other ongoing and planned infrastructure and development works in the area.</li> </ul> <p><b>Proposed Material Alteration No. 73</b></p> <p>The submission welcomes the recognition of the subject lands as ‘Strategic Reserve’ (SR) and supports the broad vision of protecting the lands for future growth but states that the designation should also enable the proper and timely delivery of key infrastructure projects that are integral to the sustainable expansion of Maynooth. The submission notes the wording of PMA No. 73 and requests additional text to the SR(2) land use zoning objective are set out in <b>green</b>, as follows:</p> <p><b>SR(2):</b> To protect the integrity <b>and strategic nature</b> of lands to the south of the railway line and canal corridor from inappropriate <b>development</b> and vulnerable uses, and facilitate <b>co-ordinated</b> key infrastructure projects <b>with relevant stakeholders</b> (i.e. MOOR, Dart+ West, Maynooth West Train Station, Park and Ride at Maynooth West Train Station and M4 Maynooth to Leixlip Project), <b>and to facilitate the future Transit Oriented Development for Maynooth West once 75% of new residential zoned lands have been activated</b> subject to site specific flood risk assessments and implementation of mitigation measures to address issues including flood displacement.</p> <p>The submission outlines a number of reasons in support of their request, as follows:</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The proposed additional text emphasises the strategic nature of the lands and the importance of safeguarding against inappropriate forms of development and the need for coordination and collaboration in the delivery of the critical infrastructure in the Maynooth West TOD. States that by explicitly referencing relevant stakeholders it acknowledges the need for a unified and strategic approach to infrastructure planning on the subject lands.</li> <li>• Notes that the requested additional text includes a specific provision that would allow for the delivery of TOD within the lifetime of the Plan which it is considered would align well with the wider goals of the Plan creating a clear and practical pathway for unlocking development potential within the lands designated as SR(2), providing both key infrastructure needed to support TOD development opportunities ensuring that growth is both orderly and sustainable over the Plan’s timeframe.</li> <li>• Submits that the requested amendments provide clarity on how and when the lands can be developed, ensuring that the development process will not be delayed indefinitely and addresses the potential issue of land sitting idle. States that rather than waiting for all the new residential zoned lands to be developed before allowing the TOD, this approach allows a portion of the land to be activated once a significant portion of new residential zoned lands have been activated and addresses the</li> <li>• Considers this approach to be in line with the Development Plan Guidelines (2022) regarding development plans build in sufficient flexibility for housing development across multiple suitable sites. In this regard, the submission states that a number of residentially zoned sites have remained undeveloped for over a decade, despite being zoned for residential use in previous LAPs. States that the guidelines clearly advocate for a more adaptable approach that allows other sites—such as suitable SR zoned sites—to be brought forward earlier if the progress of new residential zoned sites is hindered.</li> <li>• Considers that by setting the threshold at 75% of activated (i.e., consent obtained, and development initiated) new residential zoned lands before unlocking development potential of the subject lands, ensures that a significant portion of the planned housing is in place before TOD is fully enabled promoting a more controlled and sustainable development process.</li> </ul>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>States that the proposed amendment provides a clear incentive for development to occur as a precondition for moving forward with TOD. It encourages the activation of these lands and enables early stages of residential and related infrastructure development, contributing to the town's growth within the lifetime of the Plan.</li> <li>Refers to the urgency of addressing the significant housing demand in the area and requests that the planning authority carefully consider these concerns and amend the Plan to incorporate a more balanced and realistic approach to the future development of SR(2) lands.</li> </ul>
077	Garreth Kelly	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p> <p>Submission also outlines concerns about the proposal for a considerable amount of heavy construction vehicles through Parklands during the construction of the various new housing estates.</p>
078	Dorothy Fitzsimons (also including Eve Fitzsimons, Ciara Fitzsimons, Colin Fitzsimons and Beth Fitzsimons)	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
079	Department of Education	<p><b>Please refer to Section 4 which relates to submissions from prescribed authorities and public bodies.</b></p>
080	Ailbhe Walsh	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
081	Leo Rooney	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
082	Rita Rooney	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
083	Deirdre Guinan	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>

Sub. No.	Name	Summary of Submission
084	Caoimhe O'Sullivan	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
085	Grace O'Sullivan	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
086	Noreen Foley	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
087	Office of Public Works	<b>Please refer to Section 4 which relates to submissions from prescribed authorities and public bodies.</b>
088	Liam Doran	<p><b>PERM 65</b>                      The submission states that it concurs with the contention of submission No. 84 that the relevant condition of the planning permission materially contravenes the current Plan, and that it should be revoked on that basis. It further concurs with the statement that they consider that the counsellors present at the Special Meeting were not properly informed about relevant information regarding PERM 65. Refers to an original submission to the Draft Plan and specifically regarding PERM 65 as to why they are not in favour of it. Concludes by requesting that the planning authority revokes the relevant conditions/agreement pursuant to permission ref. 21/1108 without delay.</p> <p><b>Deletion of PERM 61</b>                      Updated Figure 11.7 included on page 30 of the Screening for Appropriate Assessment Report has not been updated to reflect the removal of PERM 61.</p>
089	Mariesa Cormican	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
090	Derek Cormican	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
091	Michael Cormican	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.

Sub. No.	Name	Summary of Submission
092	Keelan Cormican	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
093	Finn Cormican	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
094	Kevin McCarra	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
095	Kathryn Troy	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
096	Sinead Troy	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
097	Keith Troy	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
098	Edel Hutchinson	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
099	John Hutchinson	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
100	Aoibhin Hutchinson	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
101	Cian Hutchinson	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
102	Maeve Ffrench	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p> <p>Submission further requests that Parklands Avenue be not used as an access point for vehicles as this would create a high risk of accidents particularly for the elderly, children and people with disabilities. Requests that alternatives be considered.</p>

Sub. No.	Name	Summary of Submission
103	Kathleen O'Connor	<p><b>Proposed Development at Crew Hill / Moyglare Abbey (Proposed Material Alteration No. 67)</b></p> <p>Submission states that the proposed area is densely populated already with extreme pressure on resources with drinking water and wastewater treatment services being under severe pressure. States that waste disposal facilities are operating at close to capacity. No civic amenity site in North Kildare.</p> <p>Outlines concerns that the proposed development will create a visual obstruction of historic Crew Hill due to height and density of proposed development. Also outlines concerns relating to the destruction of biodiversity, the blocking of natural light to existing properties in Moyglare Abbey and disruption to existing residents due to construction activities (noise, air pollution, removal of soil). States that this is contrary to the Proximity Principle under EU legislation.</p> <p>Further states that there is no guarantee that the proposed orbital route will ever be completed, like the proposed Inner Relief Road in Naas as it was voted down by councillors. Concludes by stating that the permeability proposals will lead to increased noise, more litter and anti-social behaviour.</p>
104	Colin Fitzsimons	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
105	John McAndrew	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
106	Deirdre McAndrew	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
107	Alastair McAndrew	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
108	Ruby McAndrew	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
109	Colin Fitzsimons	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.

<b>Sub. No.</b>	<b>Name</b>	<b>Summary of Submission</b>
<b>110</b>	<b>Caroline Blount</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>111</b>	<b>Patrick Blount</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>112</b>	<b>Emma Blount</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>113</b>	<b>Philip Blount</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>114</b>	<b>Tanya Heverin</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>115</b>	<b>Daryl Heverin</b>	The submission has attached an excel spreadsheet that has been generated from the Joint Plan's public consultation portal <a href="http://www.consult.maynooth.ie">www.consult.maynooth.ie</a> . This spreadsheet contains details of submission No. 1 – No. 88 (inclusive).
<b>116</b>	<b>Aoife Quinn</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>117</b>	<b>R Lambert</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>118</b>	<b>K Lambert</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>119</b>	<b>Ciaran Scally</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>120</b>	<b>N Lambert</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>121</b>	<b>Michael McGuigan</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
<b>122</b>	<b>Cillian Mag Uiginn</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.

Sub. No.	Name	Summary of Submission
123	Oisín Mag Uiginn	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
124	Kevin O'Sullivan	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
125	Cora Troy	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
126	Hannah Troy	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
127	Jim Shiel	<p><b>PERM 65</b></p> <p>The submission concurs with submission No. 84. Submission states that that by allowing construction traffic through Parklands Avenue planning permission 21/1108 materially contravenes Maynooth Local Area Plan 2013 - 2019 (as amended) (which is currently in place) and should be revoked. Also submits that the councillors present at the Special Meeting were not properly informed about relevant information regarding PERM 65. Draws attention to their original submission on the Draft Plan and, specifically, as it relates to PERM 65 and why they oppose it. Requests that the removal of PERM 65 should be re-tabled and discussed by council members with full information.</p> <p><b>Proposed Material Alteration No. 33</b></p> <p><b>Deletion of PERM 61 not reflected in updated map</b></p> <p>The submission states that on foot of the Special Meeting, PERM 61 was deleted from the updated Draft Plan. Notes that the updated Figure 11.7: Railpark KDA Urban Design Framework which is included on page 30 of the Screening for Appropriate Assessment Report has not been updated to reflect the removal of PERM 61. Submission therefore requests that the relevant maps are updated accordingly.</p>
128	Michelle McDonnell	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
129	Joanne Neary	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.

Sub. No.	Name	Summary of Submission
130	<b>Kilcloon Environmental Action Association (KEAA)</b>	<p>Submission received from Kilcloon Environmental Action Association (KEAA) voices their concerns over the serviceability of the Maynooth Environs, how future development within the Maynooth Environs will be car dependant and the Masterplans related to Maynooth Environs. This submission relates to the following Proposed Material Alterations (PMAs):</p> <ul style="list-style-type: none"> <li>• PMA No. 56: Section 10.2.2 Wastewater, link an additional footnote to the ninth sentence of Section 10.2.2.</li> <li>• PMA No. 57: Amend objective IO 1.1</li> <li>• PMA No. 32: Sustainable Movement and Accessibility Objectives, insert a new objective MATO 1.X</li> <li>• PMA No. 37; Table 7.2 Permeability Measures and Phasing, amend permeability measures</li> <li>• PMA No. 2; Decarbonisation objectives, insert new Decarbonisation objectives DO 1.3 and DO 1.4</li> <li>• PMA No. 64; Amend objective MEO 1.1</li> </ul> <p><b>The serviceability of Maynooth Environs</b>  KEAA refers to their previous submission at draft stage (No. 400) indicating the lands at Maynooth Environs are currently unserviced without either water or wastewater services. Highlighted in their previous submission was that the completion date of 2026 referenced in the Settlement Capacity Audit for the Maynooth Wastewater Transfer Pipeline was not valid, based on the information from Uisce Éireann (UÉ).</p> <p><b>Proposed Material Alteration No. 56</b>  KEAA refers to Proposed Material Alteration No. 56, which comprises the insertion of a footnote to the ninth sentence of Section 10.2.2 stating '<i>Section 5.3.2 of the Settlement Capacity Audit indicates that the Maynooth Wastewater Transfer Pipeline project would be completed by 2026 which Uisce Eireann has indicated may now not be the case</i>'.</p>

Sub. No.	Name	Summary of Submission
		<p>KEAA notes that the UÉ submission lodged during the Draft Plan stage (submission No. 529) referred to Section 5.3.2 of the Settlement Capacity Audit, stating, <i>‘Construction has not yet commenced (on the Maynooth Transfer Line) and dates should be removed.’</i></p> <p>In UÉ submission No. 529, KEAA also notes UE comment to Section 11.3 Maynooth Environs of the Draft Plan, stating <i>‘This area is not currently serviced with a sewer network and there is no current UE project to support this.’</i> KEAA also remarks that UE has not provided a completion date in their submission and notes that the existing Uisce Eireann Capital Plan expires at the end of 2024, with no new approved capital plan in place.</p> <p>KEAA also refers to the submission received on the Draft Plan from the Office of the Planning Regulator (OPR) which states that <i>‘it is critical therefore that the draft JLAP provides clarity regarding the timeframe for the delivery of the Maynooth Transfer Pipeline Project, including the upgrade of the main lift pumping station, and how development can be facilitated in the interim period consistent with the core strategies of the development plans’</i> KEAA notes that the proposed alteration to the draft plan does not provide the clarity sought by the OPR .</p> <p>KEAA requests that the Planning Authorities reconsider the Draft Plan as it relates to Maynooth Environs in light of their acknowledgment that the original completion date of 2026, of the Maynooth Transfer Line, is no longer valid and there is no commitment from UE to deliver it within the lifetime of the plan. KEAA notes the proposal to make no alterations to the Draft Plan other than a proposed footnote is grossly inadequate, given the requirements set out in national planning policy that lands should be zoned for development only if currently serviced or likely to be served by all of the necessary services within the lifetime of the plan, based on the current information available from the service providers.</p> <p><b>Proposed Material Alteration No. 57</b></p>

Sub. No.	Name	Summary of Submission
		<p>KEAA expresses that PMA No. 57 is of little value, expressing that local authorities have no statutory function or funding in the area of wastewater services.</p> <p><b>Development within Maynooth Environs will be car dependant.</b></p> <p><b>Proposed Material Alteration No. 32</b>                      KEAA note and welcome PMA No. 32 (proposed new objective MATO 1.X.) KEAA refers to their previous submission to the Draft Plan where they referred to Section 4.4.2 of Volume 2 of the Maynooth and Environs Area Based Transport Assessment, which included the following statement, in relation to compact growth, <i>'it is important to note that the Maynooth Environs (Moygaddy) development is the opposite of this, being a peripheral car-centric site which will contribute to urban sprawl'</i>.</p> <p>KEAA recommends that the proposed incorporation of Maynooth Environs into the Draft Plan should be reviewed in light of the proposed new objective MATO 1.X.</p> <p>KEAA also notes with concern, in light of objective MATO 1.X, the large number of proposed permeability measures contained within the Draft Plan that are to be deleted under proposed material alteration number 33.</p> <p><b>Proposed Material Alteration No. 33</b>                      KEAA note with concern, in light of MATO 1.X, the large number of proposed permeability measures contained within the Draft Plan that are to be deleted under PMA No. 33.</p> <p><b>Proposed Material Alteration No. 37</b>                      KEAA notes Proposed Material Alteration (PMA) No. 37, expressing their concerns on the prospect of delivering this key infrastructure (measure PERM 141. Submission refers to their previous submission to the Draft Plan that the National Transport Authority had confirmed that they had no plans to provide public transport services to serve the Maynooth Environs lands and that accordingly measure</p>

Sub. No.	Name	Summary of Submission
		<p>PERM 141 is crucial. KEAA, therefore, continue to assert, despite the changes in PMA No. 37, that this is a long-term ambition and is unlikely to be delivered within the lifetime of the Draft Plan. As a result, all development within Maynooth Environs will be car-based and not in accordance with national policies or with MATO 1.X.</p> <p><b>Proposed Material Alteration No. 2</b>                      KEAA welcomes Proposed Material Alteration No. 2 (DO 1.3 <i>‘to prepare a Strategic Land Use Zoning Emissions Study’</i> and DO 1.4 to prepare a <i>‘Climate Impact Assessment at planning application stage...’</i> KEAA submits that the location and nature of the lands zoned as Maynooth Environs are not compatible with the letter or spirit of these two new objectives.</p> <p><b>Proposed Masterplans related to Maynooth Environs</b>  <b>Proposed Material Alteration No. 64</b>                      KEAA highlight that the proposed use of non-statutory Masterplans does not include any consideration of the phasing or timing of the development of this area relative to the overall development of the Draft Plan area. KEAA also submitted and continues to contend that Masterplans should have been incorporated into the Draft Plan in order to provide the level of detail consistent with other Key Development Areas to allow for appropriate public consultation.</p> <p>Submissions notes the proposed Material Alteration No. 64 includes amendment to the Draft Plan objective MEO 1.1. KEAA welcomes the change from <i>‘alongside any application’</i> to <i>‘prior to’</i> but notes that the insertion of the word <i>‘future’</i> may be in recognition of the fact that Meath County Council has already approved multiple planning application in this area in the absence of any Masterplan. KEAA objects to the addition of the following text:</p> <p><i>‘The masterplan will be agreed in writing with Meath County Council unless it can be demonstrated that the application will not undermine the objective of the masterplan being achieved’</i> asserting that</p>

Sub. No.	Name	Summary of Submission
		<p>this sentence is contradictory as it would be impossible to judge if an application ‘undermined the objectives of the masterplan’ if no such (agreed) masterplan was in place.</p> <p>KEAA notes and welcomes the addition of the following text to MEO 1.1 as part of PMA No. 64; ‘7) Active travel measures to increase the number of people choosing to walk and cycle for everyday short journeys, and as part of longer journeys by public transport.’ KEAA contends, in order to comply with objective MEO 1.1, the masterplan for Maynooth Environs Area 16 must include details of accessibility and mobility between Development Area 16 and Maynooth town, including details of the delivery of the ‘Active Modes Bridge’. KEAA further contends that there should be a requirement that the masterplan be approved by both Meath and Kildare planning authorities.</p>
<b>131</b>	<b>Lourda and Michael McCormack</b>	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p> <p>Further states that they do not want construction traffic going through their estate as there are many young families living here and it is too dangerous.</p>
<b>132</b>	<b>Eve Fitzsimons</b>	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
<b>133</b>	<b>Ciara Fitzsimons</b>	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
<b>134</b>	<b>Beth Fitzsimons</b>	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
<b>135</b>	<b>Anna Bradley</b>	<p>This includes an attachment to the following link the location of which cannot be found:  <a href="https://consult.maynooth.ie/en/submission/mjlap-draft-1664">https://consult.maynooth.ie/en/submission/mjlap-draft-1664</a></p>
<b>136</b>	<b>Damian Bracken, Mary Frances Bracken and Killian Bracken</b>	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
<b>137</b>	<b>Anna Bradley</b>	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>

Sub. No.	Name	Summary of Submission
138	Ed Mitchell	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
139	Alan Mitchell	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
140	Derry Bradley	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
141	Leon Mitchell	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
142	Cairn Homes Properties Limited	<p><b>Material Alterations to Zoning Matrix</b></p> <p>The submission by Maccabe Durney Barnes on behalf of Cairn Homes Properties Ltd primarily focus on the Material Alterations to the zoning matrix and submits that the matrix should be extended to allow ‘Residential Units’ to be ‘Open for Consideration’ within the J: Student Accommodation zoning. Submission includes an annotated image illustrating further proposed edits to the zoning matrix shown under PMA No. 81, as follows:</p>

Sub. No.	Name	Summary of Submission																																																						
		<div data-bbox="824 296 1659 767" style="border: 1px solid black; padding: 5px;"> <table border="1"> <thead> <tr> <th data-bbox="831 301 958 655">LAND USE</th> <th data-bbox="958 301 1003 655">A: Town Centre</th> <th data-bbox="1003 301 1048 655">A1: Town Centre Extension</th> <th data-bbox="1048 301 1093 655">B: Existing Residential / Infill</th> <th data-bbox="1093 301 1137 655">C: New Residential</th> <th data-bbox="1137 301 1182 655">E: Community and Education</th> <th data-bbox="1182 301 1227 655">F: Open Space and Amenity</th> <th data-bbox="1227 301 1272 655">H: Industry/Office Park/ Warehousing</th> <th data-bbox="1272 301 1317 655">I: Agriculture</th> <th data-bbox="1317 301 1361 655">J: Student Accommodation</th> <th data-bbox="1361 301 1406 655">L: Leisure and Tourism</th> <th data-bbox="1406 301 1451 655">N: Neighbourhood Centre</th> <th data-bbox="1451 301 1496 655">P: Research and Technology</th> <th data-bbox="1496 301 1541 655">Q: Enterprise and Employment</th> <th data-bbox="1541 301 1585 655">S: Carton Avenue</th> <th data-bbox="1585 301 1630 655">T: General Development</th> <th data-bbox="1630 301 1675 655">U: Transport and Utilities</th> <th data-bbox="1675 301 1720 655">University Zone</th> </tr> </thead> <tbody> <tr> <td data-bbox="831 655 958 711">Agricultural Buildings</td> <td>N</td><td>N</td><td>N</td><td>N</td><td>N</td><td>N</td><td>N</td><td>Y<sup>x</sup></td><td>N</td><td>N</td><td>N</td><td>N</td><td>N</td><td>N</td><td>N</td><td>N</td><td>N</td> </tr> <tr> <td data-bbox="831 711 958 767">Residential unit(s)</td> <td>Y</td><td>Y</td><td>Y</td><td>Y</td><td>O<sup>82</sup></td><td>N</td><td>N</td><td>O<sup>83</sup></td><td>N</td><td>N</td><td>O<sup>84</sup></td><td>N</td><td>N</td><td>N</td><td>N</td><td>N</td><td>N</td> </tr> </tbody> </table> <div data-bbox="1682 552 1917 616" style="border: 1px solid black; padding: 2px; display: inline-block;">Change 'N' to 'O'</div> </div> <p data-bbox="891 799 1637 847"><i>Footnote X: Less vulnerable developments such as stable yards or agricultural buildings will not be permitted where there is identified flood risk as shown in Map 10.2.</i></p> <p data-bbox="891 879 1592 959"><i>Footnote 83: Subject to Rural Housing Policy as outlined in the Kildare County Development Plan. One-off housing is a highly vulnerable use and will not be permitted where there is identified flood risk as shown in Map 10.2.</i></p> <p data-bbox="689 1015 2029 1118">Furthermore, it is submitted that this proposed amendment will make the zoning matrix consistent with Plan policy HCO 11.3 and states that this minor amendment is effectively controlled by policy HCO 11.3 which is not the subject of the Material Amendment stage.</p> <p data-bbox="689 1166 2029 1318">Notes Material Alteration No. 83<sup>1</sup> provides for flexibility in the E: Community and Education zoning to allow for Student Accommodation. This PMA is considered sensible given that the Plan seeks flexibility in the allocation of Student Accommodation so that there is not an over concentration of the use in a particular location.</p>	LAND USE	A: Town Centre	A1: Town Centre Extension	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry/Office Park/ Warehousing	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and Technology	Q: Enterprise and Employment	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone	Agricultural Buildings	N	N	N	N	N	N	N	Y <sup>x</sup>	N	N	N	N	N	N	N	N	N	Residential unit(s)	Y	Y	Y	Y	O <sup>82</sup>	N	N	O <sup>83</sup>	N	N	O <sup>84</sup>	N	N	N	N	N	N
LAND USE	A: Town Centre	A1: Town Centre Extension	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry/Office Park/ Warehousing	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and Technology	Q: Enterprise and Employment	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone																																							
Agricultural Buildings	N	N	N	N	N	N	N	Y <sup>x</sup>	N	N	N	N	N	N	N	N	N																																							
Residential unit(s)	Y	Y	Y	Y	O <sup>82</sup>	N	N	O <sup>83</sup>	N	N	O <sup>84</sup>	N	N	N	N	N	N																																							

<sup>1</sup> It is noted that the submission references PMA No. 83, it however relates to PMA No. 82.

Sub. No.	Name	Summary of Submission
143	David Dempsey	<p>Submission states that the submitter is a resident of the Parklands estate and requests that the estate is not used for construction traffic. Contends that this is essential to support stated vision in the Draft Plan to maintain the safety, health, quality of life of the residents of Maynooth. Trusts that the submission will be considered as a constructive contribution to the preparation of the final Plan.</p> <p><b>PERM 65</b> Submits that as outlined below, it would be unlawful for the council not to revoke the relevant conditions in Planning Ref. 21/1108 and also not to remove PERM 65 in the Draft Plan, as they materially contravene the current LAP and there is no legal/statutory basis for this.</p> <p>Submission outlines opposition to the inclusion of permeability measure PERM 65 which connects Parklands Avenue to the planned new development lands in the Railpark KDA. Submission states that it critical that the MERR route is used for access for construction traffic and that such traffic does not go through Parklands as this would pose a serious danger to people living in Parklands estate, in particular to our children who would no longer have a safe place to live. Submits that the council would be negligent and fail in its duty of care to Parklands residents to allow it to be used for construction traffic access. States that in advance of the full completion of the MERR, the developer could prepare a rough drive through track along the greenfield MERR route for use by construction traffic.</p> <p>The submission states that it was erroneously included in the Draft Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• Notes that Amendment No. 1 to the Maynooth LAP 2013-2019 included an explicit ban on vehicular routes through Parklands estate (as outlined in Part B, page 28 of the Plan, as amended). Further notes that the Draft Plan states that the development of the site is contingent on the delivery of the MERR in its entirety. Therefore, requests that the council honour its promise in writing to ensure that the development cannot start before the MERR is finished in its entirety. Reiterates that in advance of the development of the MERR the</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>developer could prepare a rough drive track along its route for use by construction traffic rather than via Parklands.</p> <ul style="list-style-type: none"> <li>• Asserts that when a motion was tabled to delete PERM 65 from the Draft Plan at the Special Meeting of the Council to discuss the Draft Plan (21 October 2024), one of the council’s planning representatives noted that, as planning permission had already been granted for this permeability route, i.e., construction traffic through Parklands Avenue. Submits that on this basis the councillors present did not object to PERM 65. Understands that the planning permission referred by the council’s planning representative is permission Plan Ref. 21/1108. Notes that while the documentation does not explicitly state that Parklands Avenue will be used for construction traffic, Condition No. 29 of the permission states that construction access to the site shall be from the MERR or by way of other means to be agreed by Kildare County Council. Contends that despite a number of attempts to clarify this matter, we have not received confirmation from the council as to the circumstances in which it was agreed that Parklands Avenue would be used for construction traffic. Notes that given the granting of permission (dated 3/10/2022) was during the period in which LAP 2013-2019 was in place. States that they only became aware that planning has been granted to use Parklands Avenue for construction traffic at the Special Meeting and therefore this is the first time that they have been able to make their views known on this matter. The submission considers this to be a significant flaw from a procedural point of view. Having regard to the above the submission considers that in allowing for construction traffic through Parklands Avenue the permission materially contravenes the 2013 – 2019 Local Area Plan and states that on this basis they consider that this condition/agreement of the permission under Plan Ref. 21/1108 should be revoked with immediate effect.</li> <li>• Having consideration of the above, it is submitted that the motion to delete PERM 65 from the Draft Plan should be re-tabled at a Council meeting and properly considered, together with the information in this submission. Reiterates that the discussion of PERM 65 by the Elected Members at the Special Meeting was effectively shut down when they were informed by a Council official that planning permission had already been granted for construction traffic.</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>States that given that the relevant condition of the planning permission materially contravenes the current LAP, and that it should be revoked on that basis, as they consider that the councillors present at the Special Meeting were not properly informed about relevant information regarding PERM 65. In this context the submission refers to an earlier submission to the Draft Plan with specific regard to PERM 65 and why they are not in favour of the measure.</p> <ul style="list-style-type: none"> <li>• Reiterates that it would be unlawful for the council not to revoke the relevant conditions Plan Ref. 21/1108 and also not to remove PERM 65 in the Draft Plan. Reiterates that the council would be negligent and fail in its duty of care to the residents of Parklands estate if it were to allow heavy construction traffic through Parklands.</li> </ul> <p><b>Proposed Material Alteration No. 33</b>  <b>Deletion of PERM 61 not reflected in updated map</b>                      The submission states that on foot of the Special Meeting, PERM 61 was deleted from the updated Draft Plan. Notes that the updated Figure 11.7: Railpark KDA Urban Design Framework which is included on page 30 of the Screening for Appropriate Assessment Report has not been updated to reflect the removal of PERM 61. Submission therefore requests that the relevant maps are updated accordingly.</p>
144	Margaret Dempsey	This submission raises the same issues as submission No. 143. Please refer to submission No. 143 for a summary of issues raised.

Sub. No.	Name	Summary of Submission
145	Vivienne Bermingham	<p><b>Observations and Concerns on Plan Ref. 24/60624<sup>2</sup></b></p> <p>Submission outlines the following concerns relating to the proposed development:</p> <ul style="list-style-type: none"> <li>• States that the proposed removal of the hedge separating Carton Court from the new development is concerning. Highlights its value in terms of enhancing the privacy, aesthetics, security and ecological value of the estate.</li> <li>• Submits that the proposed driveways connecting to Carton Court Road will significantly disrupt current parking arrangements, reducing on-street parking capacity. Also outlines concerns relating to additional traffic from the development which may increase safety risks for residents and children along with emergency services access. Opposes plan for new driveways connecting to the estate.</li> <li>• States that the proximity of the proposed houses raises concerns regarding overlooking, shadowing, and loss of privacy for current residents and that the proposed removal of the hedge exacerbates these issues.</li> </ul> <p>Submission concludes by recommending that the existing hedge be retained. Would also like the design reconsidered to reduce parking and traffic impacts on Carton Court residents. Also wishes that appropriate separation between the new development and existing homes be maintained.</p>
146	Eoghan Walsh	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
147	Caoimhe Walsh	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
148	Carton Court Residents Association	<p><b>PERM 32</b></p> <p>Submission requests that measure PERM 32 is deleted from the Draft Plan. States that there is no support among the residents. Considers that PERM 30 (Mullen Park - Carton Court South) and PERM 33 (Mullen Park - Greenfield Drive) already provide sufficient permeability access routes to achieve the 10-minute settlement principle and to provide Mullen Park and Griffin Rath Hall residents new access routes to Straffan Road. Outlines past incidents of anti-social behaviour at the location of PERM 32 due</p>

<sup>2</sup> 24/60624 relates to a planning application for proposed development at Mullen Park Road, Maynooth, County Kildare.

Sub. No.	Name	Summary of Submission
		to an unofficial opening that had existed for some time. Submits that residents on the south road of the estate are already experiencing problems brought about by the opening of PERM 30. Notes that a new wall built on the Mullen Park side, appears to have been constructed to accommodate a future permeability measure at this location and points out that this wall is subject to an unauthorised development complaint (UD8565). Submits that the road on the Carton Court side of PERM 32 is a quiet cul de sac and PERM 32 will totally change this dynamic.
149	David Greene	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
150	Catriona Greene	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
151	SSC Sustainable Community Limited	<p><b>Lands at Crewhill – Proposed Material Alteration No. 90 and CEs Response to Submission to Draft Plan</b></p> <p>The submission from David Mulcahy Planning Consultants Ltd. on behalf of SSC Sustainable Community Limited relates to lands located at Crewhill. Submission welcomes the proposed zoning of the subject lands but notes that there was no response in the Chief Executives (CE) Report to the submission which raised concerns about the location of the Neighbourhood Centre zoning in terms of pedestrian/cyclist safety (Submission No.447). Asserts that the content of the submission was summarised in the CE Report, but no actual response provided. Requests that the Council consider this submission again.</p>
152	Ciaran Briody	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
153	Liam Doran	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
154	Dorothy Guina Dornan	<p><b>Proposed Material Alteration No. 67</b></p> <p>Submission expresses disappointment to see that none of our observations and objections to the Draft Plan have been addressed in Proposed Material Alteration (PMA) No. 67. States that their original comments still stand and should be read in conjunction with this further submission. Considers that the PMA worsens their situation. Submits that the revised Figure 11.7 would appear to contradict the</p>

Sub. No.	Name	Summary of Submission
		<p>supporting text in part. While the text states that the built form should seek to fully integrate with the established residential estates to the south and that overall densities should be lower in areas directly adjacent to existing residential areas and higher along the eastern edge of the KDA... it appears that quite the opposite is reflected in the proposed material changes. Submits that the text must be redrafted along the following lines <i>'the built form must seek...Overall densities must be lower...'</i>.</p> <p>Contends that as a result of the reconfiguration of the KDA the key building frontages have been concentrated even closer to their home in Moyglare Abbey than in the draft proposal i.e., the main local route has been staggered on the northern side bringing it closer to existing houses in Moyglare Abbey. Notes that the proposed extension to the open space at the first green on Moyglare Abbey has now been removed with infill housing proposed immediately adjacent thus increasing the negative impact of the proposed KDA.</p> <p>States that part of the existing road which currently serves Crewhill House is to be retained to provide access to the 'Infill site'. Submits that this directly connects with a section of new road serving the key road frontage next Moyglare Abbey. States that this is in conflict with the text 'Vehicular access to this KDA will be provided via the Maynooth Orbital Route' as there is potential for through vehicular traffic.</p> <p>Submits that in light of the removal of PERMs 44, 52 and 24 we would question the need or purpose of the proposed pedestrian/cyclist connection outside their home. Noting the proposed retention of the road to serve the infill site this connection if any, should be along said road to the far corner of the green where it meets the existing Moyglare Abbey road. States that northward pedestrian / cyclist access via Moyglare Road currently exists and additional access adjacent to their residence is arguably of little additional benefit.</p>
155	Denton Howard	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.

Sub. No.	Name	Summary of Submission
156	J Dempsey	<p>Submission states that the submitter is a resident of the Parklands estate and requests that the estate is not used for construction traffic. Contends that this is essential to support stated vision in the Draft Plan to maintain the safety, health, quality of life of the residents of Maynooth. Trusts that the submission will be considered as a constructive contribution to the preparation of the final Plan.</p> <p><b>PERM 65</b></p> <p>Submits that as outlined below, it would be unlawful for the council not to revoke the relevant conditions in Planning Ref. 21/1108 and also not to remove PERM 65 in the Draft Plan, as they materially contravene the current LAP and there is no legal / statutory basis for these.</p> <p>Submission states that it critical Parklands estate is not used for construction traffic as this would pose a serious danger to people living in Parklands estate, in particular to our children who would no longer have a safe place to live. Submits that the council would be negligent and fail in its duty of care to Parklands residents to allow it to be used for construction traffic access.</p> <p>Further notes that the Draft Plan states that the development of the site is contingent on the delivery of the MERR in its entirety. Therefore, requests that the council honour its promise in writing to ensure that the development cannot start before the MERR is finished in its entirety.</p> <p>The submission states that it was erroneously included in the Draft Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• Notes that Amendment No. 1 to the Maynooth LAP 2013-2019 included an explicit ban on vehicular routes through Parklands estate (as outlined in Part B, page 28 of the Plan, as amended).</li> <li>• Asserts that when a motion was tabled to delete PERM 65 from the Draft Plan at the Special Meeting of the Council to discuss the Draft Plan (21 October 2024), one of the council’s planning representatives noted that, as planning permission had already been granted for this permeability route, i.e., construction traffic through Parklands Avenue. Submits that on this basis the councillors present did not object to PERM 65. Understands that the planning permission referred by the council’s planning representative is permission Plan Ref. 21/1108. Notes that while the</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>documentation does not explicitly state that Parklands Avenue will be used for construction traffic, Condition No. 29 of the permission states that construction access to the site shall be from the MERR or by way of other means to be agreed by Kildare County Council. Contends that despite a number of attempts to clarify this matter, we have not received confirmation from the council as to the circumstances in which it was agreed that Parklands Avenue would be used for construction traffic. Notes that given the granting of permission (dated 3/10/2022) was during the period in which LAP 2013-2019 was in place. States that they only became aware that planning has been granted to use Parklands Avenue for construction traffic at the Special Meeting and therefore this is the first time that they have been able to make their views known on this matter. The submission considers this to be a significant flaw from a procedural point of view. Having regard to the above the submission considers that in allowing for construction traffic through Parklands Avenue the permission materially contravenes the 2013 – 2019 Local Area Plan and states that on this basis they consider that this condition/agreement of the permission under Plan Ref. 21/1108 should be revoked with immediate effect.</p> <ul style="list-style-type: none"> <li>• Having consideration of the above, it is submitted that the motion to delete PERM 65 from the Draft Plan should be re-tabled at a Council meeting and properly considered, together with the information in this submission. Reiterates that the discussion of PERM 65 by the Elected Members at the Special Meeting was effectively shut down when they were informed by a Council official that planning permission had already been granted for construction traffic. States that given that the relevant condition of the planning permission materially contravenes the current LAP, and that it should be revoked on that basis, as they consider that the counsellors present at the Special Meeting were not properly informed about relevant information regarding PERM 65. In this context the submission refers to an earlier submission to the Draft Plan with specific regard to PERM 65 and why they are not in favour of the measure.</li> <li>• Reiterates that it would be unlawful for the council not to revoke the relevant conditions Plan Ref. 21/1108 and also not to remove PERM 65 in the Draft Plan. Reiterates that the council would be negligent and fail in its duty of care to the residents of Parklands estate if it were to allow heavy construction traffic through Parklands.</li> </ul>

Sub. No.	Name	Summary of Submission
		<p><b>Proposed Material Alteration No. 33</b>  <b>Deletion of PERM 61 not reflected in updated map</b>                      The submission states that on foot of the Special Meeting, PERM 61 was deleted from the updated Draft Plan. Notes that the updated Figure 11.7: Railpark KDA Urban Design Framework which is included on page 30 of the Screening for Appropriate Assessment Report has not been updated to reflect the removal of PERM 61. Submission therefore requests that the relevant maps are updated accordingly.</p>
157	T Dempsey	This submission raises the same issues as submission No. 156. Please refer to submission No. 156 for a summary of issues raised.
158	David Dempsey	This submission raises the same issues as submission No. 156. Please refer to submission No. 156 for a summary of issues raised.
159	Tom Gilliam	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
160	Niamh Cronly	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
161	Liam Doran	The submission states that they agree with the submission No. 112 that ' <i>the Perm is erroneous</i> '.
162	Glenveagh Homes Limited	<p><b>Proposed Material Alterations No. 4 and Proposed Material Alterations No. 8</b>                      Glenveagh Homes welcomes the publication of the Joint Plan and support the need for a new local area plan to guide the future development of Maynooth.</p> <p>This submission relates to proposed material alteration no. 4 and proposed material alteration no. 8 which are relevant to the Glenveagh Homes Ltd. landholding in the Settlement Consolidation Site adjacent to the existing Maynooth train station. A location map is included in the submission.</p> <p>Highlights that the development of the subject lands will allow for a key road objective to be delivered which would allow for the development of the remainder of the SCS site to the north as well as providing enhanced permeability through the site to the Maynooth Train station.</p>

Sub. No.	Name	Summary of Submission
		<p>Submits that the PMAs are too prescriptive and not in accordance with the Sustainable and Compact Settlement Guidelines 2024. Notes that Maynooth is a Key Town located within the Metropolitan Area, as defined in the RSES. It is submitted that the inclusion of a density figure for the Maynooth Central SCS is not necessary as the density range included in Table 3.3 of the Compact Settlement Guidelines for Metropolitan Towns and Villages (density range of between 50-150 dph (net)) is appropriate for what is a site located “in a highly accessible central location”.</p> <p>Notes the wording of the Plan requires that the appropriate density would be determined at “detailed design stage” based on “a full assessment of site characteristics” and submits that the inclusion of an arbitrary 100 dph figure for the subject lands is not required or appropriate.</p> <p>It is highlighted that under Kildare Reg. Ref.: 21370 and ABP Reg. Ref. 313264-22 (relating to the extant permission on the site), the subject lands have a permitted net density of c. 131 dph.</p> <p>The submission requests that PMA No. 4 is not included and if it is to be included, replacement text is proposed removing the 100dph and changing to 50-150dph.</p> <p>Notes that PMA No. 8 seeks to align the proposed density of the Maynooth Central Settlement Consolidation Site with the proposed density as set out in table 5.5. As with PMA No. 4, serious concerns are raised in relation to the imposition of a density which could be construed as a limit to the development of this key site. The submission requests that PMA No. 8 is not include in the final plan.</p>
163	<b>Maynooth Green Party Constituency Group</b>	<p><b>Overarching Comments</b></p> <p>The submission notes that as stated in their original submission the Draft Plan is a very positive and progressive plan overall. Submission congratulates the KCC planning team for this very strong piece of work which will form a basis for good planning in Maynooth for decades to come. Notes the challenges facing Maynooth in the coming decades in particular the need to support social cohesion and quality of life issues. Notes that the Plan is strongly evidence-based, clearly recognising the objectives of the</p>

Sub. No.	Name	Summary of Submission
		<p>Decarbonising Zone and has very many positive provisions in town layout and planning, public and active transport, support for nature and biodiversity, and many other important aspects. Further supports provisions including making space for nature, the quarter-based neighbourhood model and the good flood risk mapping. States that the arrival of DART+ services, the increase in bus services, and the provision of a properly designed bus terminus/mobility hub will be essential to meet transport objectives.</p> <p><b>Proposed Material Alteration No. 33</b>  <b>Well Designed Permeability</b></p> <p>Notes that planning for Maynooth is based on a very significant increase in active travel and public transport journeys in support of national policy. States that well-designed permeability is essential to connect communities in positive ways enabling a range of groups to get around. Emphasises that significant limitations on permeability impacts people and also reinforces the car culture and congestion. Contends that it is essential in the planning and implementation of permeability we bring people with us through good consultation processes and good design. Submits that many communities fear the impact of permeability and that these are based on a number of urban myths which were promoted by public representatives creating a greater fear than is necessary. Notes that the Elected Members voted to remove several permeability measures in the meeting on 21 October and states that these were based on very reasonable community feedback and input.</p> <p>Requests the council to hold to the principle of positive permeability and demonstrate through very positive cases during the period of this Plan. Also requests that further permeability measures are not removed from the final Plan unless very reasonable and well supported community input is made. Notes that in their original submission to the Draft Plan they stated that permeability designs should address such issues to prevent rat-running and high-speed traffic and not create long locked-in cul-de-sacs for pedestrians and bikes. Submits that soft permeability should be considered to allow pedestrian and cycling traffic and restrict other vehicles and that good design should create visible open spaces where passive surveillance will prevent anti-social behaviours. States that lack of</p>

Sub. No.	Name	Summary of Submission
		<p>permeability will only retain and increase our car dependence and traffic congestion on Straffan Road and Main Street.</p> <p><b>Funding for the Maynooth Outer Orbital Route (MOOR)</b>  Notes that as stated in their original submission to the Draft Plan that the planning of Maynooth is at a strategic crossroads, with the potential to create a vibrant modern small city, focused on families, quality of life and active transport. States that an alternative to this is continuing to build a congested, polluted car-centred small city which will drive people and business away and seriously impact on quality of life for all. Notes that presently two very busy regional roads (the R148 and R406) meet at the crossroads in the town centre with no relief whatsoever in the growing and congested west side of the town.</p> <p>Notes that in their submission and in motions submitted by all four Maynooth councillors KCC were asked to <i>“prepare a plan to identify sources for and secure sources of public funding for key sections of the MOOR that are not addressed in developer-led projects in the current plan.”</i> The chief executive rejected this very reasonable proposal on grounds that are unclear to the community. Request that a form of words is prepared for the final Plan that commits KCC to a proactive process, making best endeavours to seek the funding, without committing the Council in any way that is beyond their capacity in the actual securing of the funds required.</p> <p>Submits that the developer-led model has let us down very badly in the delivery of these important relief roads and that the MOOR is essential to relieve the significantly growing congestion in Maynooth Town Centre. States that with a clear potential to grow to 30,000 in the next decade or so the town centre risks becoming completely gridlocked in the current configuration. States that the collective goal is to create a modern vibrant town centre and high street and that ultimately a car free main street can make Maynooth a destination town and vibrant centre for business. Submits that without the development of the western relief road this vision will be impossible and will in fact become a</p>

Sub. No.	Name	Summary of Submission
		<p>farce and will represent a major failure of our planning processes and will rightly have a serious impact on the credibility of Kildare County Council.</p>
164	Lucy Cradden	<p><b>Proposed Material Alteration No. 33</b>  Notes the new objective under Proposed Material Alteration (PMA) No. 32 and states that the changes proposed in PMA No. 33 (including the removal of PERM 61 and PERM 75) are in direct contradiction of this new objective, not to mention the original objectives in the Plan relating to active travel and increased permeability. Submits that with the removal of the permeability effectively large numbers of residents in Railpark KDA will be without straightforward, convenient pedestrian/cycle access to, for example, amenities such as the train station.</p> <p>Submits that this will only create more traffic and pollution and make it less safe for people who walk or cycle. States that the children of estates in the area who attend the Gaelscoil and Educate Together (and proposed new post-primary) will not be able to take their shortest route to school and be forced out on foot and bike onto the hideously dangerous Celbridge Road or forced into cars. Notes that they held a protest on this due to the complete lack of council action to date.</p> <p>States that despite the vocal response from some residents of Parklands many residents are strongly in favour of opening-up the estate to pedestrian and cycle routes, it will benefit the whole town. Notes that in the submission to the Draft Plan that there were repeated mentions of 'the Y' area as being a scene of drug-use and other unwanted behaviour. States that the authors of these responses appear to have failed to notice that there is similar behaviour taking place at the closed end of Parklands. Contends that whether it is a permeability link or not would appear to make no difference to those engaged in anti-social behaviour.</p> <p><b>PERM 65 and Footnote 51</b>  With regard to footnote 51 on PERM 65 while the submitter is pleased that this single active modes permeability link is to be retained for the future connection between Parklands and the new developments, they would urge further consideration of the use of Parklands for construction vehicles.</p>

Sub. No.	Name	Summary of Submission
		<p>States that the road at the end of Parklands has extremely poor visibility with no signage and there is no footpath between Parklands Grove and Parklands Lodge meaning that it is already dangerous, having to walk directly on a very narrow road with no lighting. Contends that large construction vehicles will make this significantly worse for residents who walk and cycle with children in this area. Submits that the MERR is intended to be the vehicular access route for these estates in the end anyway and thus is presumably going to exist in some form before the housing is under construction and therefore questions why the construction traffic would need to use Parklands at all.</p> <p><b>Proposed Material Alteration No. 39</b> States that this PMA is the result of a short-sighted viewpoint, and questions why are we removing vital safe cycle links that will facilitate active sustainable travel in the town? Refers to the Irish Fiscal Advisory Council which in recent days have indicated that Ireland is facing fines of up to €20 billion because of our failure to reduce carbon emissions. States that transport is responsible for a significant portion of these emissions, and it is up to local councils to provide people with convenient alternatives. Submits that there are few alternatives in Maynooth and removing cycle routes is a major disappointment to people seeking non-car options who want to play their part in reducing emissions.</p> <p><b>Proposed Material Alteration No. 44</b> Welcomes the inclusion of the new objective MATO 2.X to facilitate and prioritise the upgrade of cycling infrastructure on Celbridge Road. States that this is a crucial requirement to provide a safe non-vehicular option to bring our children to schools in this area and should commence as soon as possible. States that their protest highlighted that the current situation is dangerous, and it creates a self-perpetuating need for more local people to drive their kids to school for safety reasons.</p> <p>Submission concludes by urging a long-term view of the need for promotion and facilitation of active travel in Maynooth, considering our vital social responsibilities to reduce our emissions, and the opportunity to offer residents including children the widest possible range of safe, sustainable alternatives to private cars.</p>

Sub. No.	Name	Summary of Submission
165	Albert Larragy	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
166	Circle K Ireland Energy Group Limited	<p><b>Proposed Material Alterations No. 77 and No. 79</b>            Submission by Coakley O’Neill Town Planning Limited on behalf of Circle K Ireland Energy Group Limited in respect of their Circle K Maynooth service station makes a submission regarding Proposed Material Alterations (PMAs) No. 77 and No. 79.</p> <p>The submission notes the contents of the Chief Executives Report in respect of the issues raised in their original submission to the Draft Plan and strongly supports the Chief Executives’ recommendations as expressed in Proposed Material Alterations No. 77 and No. 79. The submission states that the proposed amendments better reflect the existing and permitted situation, are minor in extent in the context of the overall county zoning regime and have no material impacts upon neighbouring amenities or property rights. Further asserts that the proposed amendments will enable the service station to develop its services in accordance with customer expectations and the proper planning and sustainable development of the area.</p>
167	Office of the Planning Regulator (OPR)	Please refer to Section 3 which relates to the submissions from the Office of the Planning Regulator (OPR).
168	Karl Branagan	<p><b>C6 and C8 lands</b>            The submission expresses appreciation for creating the documents and considering previous responses.</p> <p>It highlights that many submissions acknowledge the need for future housing and development in Maynooth and are generally supportive of its expansion. However, many point to the lack of resources that can currently deal with the current level of housing</p> <p>Development is described as "sequential expansion," utilising strategic land reserves to mitigate future needs. This controlled growth is viewed positively. The submission states that while rezoning land for</p>

Sub. No.	Name	Summary of Submission
		<p>residential use can facilitate development, it is noted that rezoning does not guarantee immediate action. The submission highlights that the Plan provides an evidence base for securing local funding which is welcomed if the Plan reflects the current needs and demands of the community.</p> <p>Submits that a critical concern is the lack of legal mechanisms to enforce the commencement or completion of developments on land with planning permission, such as at Mariavilla. Questions are raised about the rationale for rezoning more land when current land use is not fully maximised.</p> <p>The planned 600+ dwellings for the C(6) and C(8) lands, on top of the 800+ dwellings nearby, are seen as excessive based on current capacity, without consideration of the medium to long term objectives like public spaces, environmental improvements, and carbon management, this expansion risks repeating past mistakes. Notes that these lands are currently used as farmland and serve as a passive amenity for the community. The submission emphasises the unique potential to develop a large public open space near the town centre. It is stated that people have to travel to access large open spaces and the university lands can be closed at short notice. Submits that the lands offer an opportunity for long-term community enhancement, which would be lost after any land use change to residential.</p> <p>Suggests that a local area assessment using the Landscape Character Assessment toolkit be undertaken to update and reflect the unique characteristics that Maynooth possesses and the social ties to the area.</p> <p>Submits that while measures like the Crewhill Municipal area are welcomed, concerns persist about prioritising short-term housing demands over medium- and long-term sustainable development of the community.</p>

Sub. No.	Name	Summary of Submission
169	Terence Taylor	<p><b>C(6) and C(8) lands – Mariavilla</b>                      Submission notes that there are several areas of the Mariavilla farmland zoned for residential blocks, specifically C(8) and C(6). Strongly objects to such a proposal as it will completely obliterate the atmosphere and greenery that Mariavilla residents enjoy every day. Submits that the farmland offers a sense of space in a very busy estate and that developing more residential blocks would cause significant extra traffic as well as negatively affect the character of the area. Further states that it will also significantly affect the biodiversity of the area.</p>
170	Jeannette Redmond	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
171	David Redmond	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
172	Antoinette Larragy	<p>This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.</p>
173	Liam Doran	<p>This submission states the following: ‘Why has KCC made the error on the PFERM?’</p>
174	Mathew Topper	<p><b>Proposed Material Alterations No. 33 and No. 39</b>                      This submission protests the amendments to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031, particularly in relation to PERM 46, PERM 61, PERM 75, and CYCLE 52.</p> <p>This submission attached a submission prepared by Parklands residents during the Draft Plan consultation period in objection to some of the permeability and cycling measures. It rebuts all the major points in the attached submission as follows:</p> <p>Safety: Submits that the safety issues raised are mainly to do with the inconvenience to drivers. The writer regularly walks through the “Y” and has never seen a local resident inconvenienced. Submits that the “Y” could do with better design, but that new links would likely be designed to higher standards. It is submitted that the overarching point of improving permeability is to reduce traffic, the submission questions how then can this be a safety concern on one of the quietest parts of the Parklands estate?</p>

Sub. No.	Name	Summary of Submission
		<p>Anti-Social Behaviour and Personal Security: Claims about increased anti-social behaviour are dismissed as exaggerated. The writer suggests that such issues are more related to poor design and lack of surveillance than permeability itself. Highlights the irony of concerns about safety in quiet residential areas while existing traffic creates more significant dangers. Few people walking on the roads has led to anti-social behaviour such as drug dealing and not just at the ‘Y’.</p> <p>Residential Amenity and Wellbeing: The claim that improved permeability would harm residential amenity is denied and concerns about injuries caused by bikes or scooters are dismissed as baseless when compared to fatalities caused by cars.</p> <p>Environmental Impact: The writer criticises concerns about hedgerow removal in comparison to the broader environmental harm of increased car dependency. Submits that if the residents of new estates can’t walk to town and school it will lead to an increase in pollution, reduced safety and will negatively impact our national climate change goals.</p> <p>Finally, suggests an inquiry into the decision-making in terms of the local and national objectives to provide clarity for the majority of present and future stakeholders.</p>
175	Maynooth Green Party Constituency Group	<p><b>Proposed Material Alteration No. 88</b></p> <p>The submission notes the provisions of Proposed Material Alteration (PMA) No. 88 and notes also that previous proposal was for a change to provide for the provision for Education and Community on the lands, but this was overturned by a majority of the elected members.</p> <p>Submits that if this proposal continues the regressive approach of development on all available land without making adequate provision for the supporting infrastructure and services. States that the analysis undertaken for the Plan shows a need for additional primary and secondary schools to support the growing population. Contends that there is no provision for education in the quarter of the town in</p>

Sub. No.	Name	Summary of Submission
		the Newtown Road area despite a growing young population. Requests that this PMA be overturned in favour of an education and community zoning for at least 50% of this land.
176	Liam Doran	Submission states that the consultation timeline for the Joint Plan should be extended to the end of March 2025.
177	Eliz Nurieva	<p><b>C(6) and C(8) lands – Mariavilla</b></p> <p>Submission notes that there are several areas of the Mariavilla farmland zoned for residential blocks, specifically C8 and C6. Strongly objects to such a proposal as it will completely obliterate the atmosphere and greenery that Mariavilla residents enjoy every day. Submits that the farmland offers a sense of space in a very busy estate and that developing more residential blocks would cause significant extra traffic as well as negatively affect the character of the area. Further states that it will also significantly affect the biodiversity of the area.</p> <p>Submits that the council should focus on preserving the characteristics of Maynooth (like the organic farm in Mariavilla) and do not turn it to an estate town full of houses but no green areas/parks or social spaces.</p>
178	Eimear Howard	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
179	Mary Molloy	<p><b>PERM 35</b></p> <p>The submission objects to measure PERM 35 that is proposed for Kingsbry. States that there are enough openings in the estate. Hopes that this request will be taken into consideration and questions if anyone from planning visited Kingsbry to see where this opening will be as it will be totally unsuitable for the area.</p>
180	Irish Cycling Campaign	<p><b>Proposed Material Alteration No. 32</b></p> <p>The submission welcomes Proposed Material Alteration No.32 related to improved active travel and public transport.</p> <p><b>Proposed Material Alteration No. 33</b></p>

Sub. No.	Name	Summary of Submission
		Strongly object to proposed Material Alteration No.33 which deletes a total of 34 proposed permeability routes. Submits that these proposed routes are a critical element in encouraging greater walking and cycling into the future and their deletion goes against the overall thrust of Kildare County Council's active travel plan and Climate Action Plan.
181	Oisín Geoghegan	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
182	Gráinne Kilcullen	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
183	Eoghan Murray	<p><b>Proposed Material Alteration No. 33</b></p> <p>The writer urges council officials to retain all permeability measures in the plan. The councillors with general election ambitions are criticised for focusing on individual homeowner concerns rather than advocating for the collective benefits of permeability for the entire community.</p> <p>Instead of removing these measures outright, the submitter suggests reclassifying them as desirable for active travel while documenting the specific concerns that led to their reprioritisation. Also proposes installing informational maps at permeability sites to showcase potential improvements in walking and transit times.</p> <p>The submission includes a map showing deleted permeability measures in red, emphasising that most remaining measures are in greenfield sites where opposition is unlikely. Urges the Plan to implement at least the top one or three measures with the highest cost-benefit potential to demonstrate their benefits and address perceived fears through real world examples.</p>
184	Vanessa Liston	<p><b>Proposed Material Alteration No. 88</b></p> <p>Expresses disappointment with Proposed Material Alteration No. 88, which changes the zoning of lands to C. New Residential. Submits that the Chief Executive's proposal to zone the land as E. Community and Education is much more appropriate. Highlights the findings of the social audit, which demonstrate an urgent and growing need for school places in Maynooth, exacerbated by population growth.</p>

Sub. No.	Name	Summary of Submission
		<p>Submits that zoning the area for education would support safe, active travel for children, aligned with climate action and planning policies, and provide essential social infrastructure. Additionally, it would alleviate pressure on existing schools, reduce travel congestion, and enhance quality of life for families.</p> <p>The submission urges the zoning is changed from the original Enterprise and Employment to Community and Education and not to C. New Residential as proposed.</p>
185	<b>Molly Whelan</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
186	<b>Martin Whelan</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
187	<b>Sophie Whelan</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
188	<b>Thomas Redmond</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
189	<b>Ben Whelan</b>	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
190	<b>Maynooth Cycling Campaign</b>	<p><b>Proposed Material Alterations No. 33 and No. 39</b></p> <p>Supports the retention of all the removed permeability and cycling measures on the grounds that their deletion is contrary to government policy on climate, health and road safety.</p> <p>Reference is made to the targets in the MEABTA not making mathematical sense and that targets at micro level rather than national level must be included in the Plan to monitor progress. Deletion of the measures will make it more difficult to achieve any target of increased active travel.</p> <p>States that Kildare County Council (KCC) could have done much more to prepare local people for the prospect of increased permeability and provides examples of Maynooth’s track record of opposition to proposed cycle infrastructure. Submits that KCC should have learnt from these episodes, insanity is</p>


Sub. No.	Name	Summary of Submission
		<p>doing the same thing over and over and expecting a different result. It is submitted that KCC should also have learns from the report 'Active travel infrastructure design and implementation: Insights from behavioural science' by the ESRI in conjunction with Fingal County Council, which details schemes that were opposed when implemented were positively received.</p> <p>Suggests summarising the Maynooth and Environs Area Based Transport Assessment into a document to be circulated to every home in Maynooth which explains in plain terms what is planned, why it is necessary and what the impacts thereof will be. People do not like change, and this may allay fears.</p> <p><b>Targets for Travel Modes</b> Suggest including targets for future modes of travel at a micro level (at town level) in the Plan in order to monitor and report progress on an annual basis.</p> <p><b>Climate Action</b> Highlights the importance of addressing the lack of permeability in order to establish an area-wide network to increase the level of cycling in Maynooth. Examples of Dutch cities are provided. The submission references the Climate Action Plan 2024 and states that the widespread deletion of permeability measures by councillors is contrary to the Plan. It highlights Maynooth's designation as a Decarbonisation Zone, stressing that deleting these measures would be contrary to the demonstration of best Irish practice.</p> <p><b>Health</b> In terms of health, the submission references research linking active travel to improved public health and highlights the cost of healthcare provision due to physical inactivity. To encourage mobility, it should be built into everyday life. Furthermore, the submission references the National Physical Activity Plan for Ireland, the National Sports Policy 2018-2027 and Healthy Kildare Plan 2022-2026 and it highlights the responsibility of councillors in implementing central government policies as well as its own policies on health.</p>

Sub. No.	Name	Summary of Submission
		<p>Road Safety</p> <p>The submission references the European target of a 50% reduction in road fatalities by 2030. It highlights the low quality of existing cycling infrastructure and states that cyclists need more and better options to reduce the risk of collisions. An example from the Netherlands is referenced to demonstrate that the absence of permeability links will endanger an increased number of vulnerable road users in Maynooth.</p>
191	Aoife Conlan	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
192	Kevin Lawlor	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
193	Liam Doran	The submission contends that the Circle K submission was late and states that the timing of this submission is unfair, as it does not allow sufficient opportunity to object to its contents, beyond rejecting its views and opinions.
194	Friends of the Irish Environment	<p><b>Proposed Material Alterations No. 33 and No. 39</b></p> <p>The submission calls for the Elected Members not to delete PERM 4, PERM 6, PERM 7, PERM 10, PERM 11, PERM 15, PERM 16, PERM 17, PERM 18, PERM 19, PERM 23, PERM 24, PERM 28, PERM 31, PERM 41, PERM 42, PERM 44, PERM 46, PERM 52, PERM 54, PERM 61, PERM 63, PERM 75, PERM 86, PERM 93, PERM 94, PERM 97, PERM 98, PERM 113, PERM 125, PERM 128, PERM 134, PERM 137, PERM 139, CYCLE 20, CYCLE 52, and CYCLE 57 in the Draft Plan.</p> <p>Highlights that greenhouse gas emissions attributed to the transport sector have increased by 130% due, in part, to car-dependent and car-prioritised development policies and decisions.</p> <p><u>Changes in Public Attitudes to Address Climate Action</u></p> <p>The submission references various facts which highlight the impact of climate change, the urgency to respond to climate change challenges and the impact of switching car trips with walking, cycling, or scooting.</p>

Sub. No.	Name	Summary of Submission
		<p><u>Prioritising Climate Action and Societal Wellbeing</u>                      The submission highlights Ireland’s obligations under international agreements and frameworks, the findings of the UN Environment Programme Emissions Gap Report 2022, reports from the World Meteorological Organization on rising temperatures in Europe and the “Climate Change 2023: Synthesis Report” published by the IPCC on the rapidly closing window of opportunity to secure a liveable and sustainable future for all.</p> <p><u>Acceleration of Climate Change</u>                      Various sources are referenced which highlight the acceleration of climate change and states prompt actions are needed to avoid worsening outcomes.</p> <p><u>Legislation and Policy for Planning, Development and Climate Action</u>                      The submission references Section 9(6), Section 10(2)(n)(i)(ii) and Section 19(2)(a)(b)(2A)(2B) of the Planning and Development Act, 2000 (as amended) and Section 15(1)(a)(b)(c)(d)(e) of the Climate Action and Low Carbon Development Act, 2015 (as amended).</p> <p><u>Planning Policies for Mitigating Climate Change</u>                      The submission highlights specific National Policy Objectives (NPO 27 and NPO 64) and National Strategic Outcomes (NSO 1, NSO 2 and NSO 7) around sustainable mobility and states that planning authorities have a pivotal role in the decarbonisation transition. Additionally, states that the Proposed Material Alterations should be informed by the Climate Change Advisory Council’s “Council Paper Working Series” and notes Page 80 of the Updated Draft Revised National Planning Framework which includes NPO 37.</p> <p><u>Eastern and Midland Region Spatial and Economic Strategy 2019-2031 (RSES)</u>                      In relation to the RSES the submission highlights the following:</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> <li>• The growth enablers to be considered by local authorities, in developing their core strategies and settlement hierarchies, specifically healthy placemaking and climate action.</li> <li>• The guiding principles for ‘Integration of Land Use and Transport’.</li> <li>• Regional Policy Objectives RPO 8.1 and RPO 8.4.</li> <li>• Walking and cycling objectives to guide investment in the EMRA.</li> </ul> <p><u>Transport Strategy for Greater Dublin Area 2022-2042</u> The submission highlights Section 8.3 ‘The Road User Hierarchy’, Section 8.8 ‘Filtered Permeability’ including Measure PLAN9, and Section 14.7 ‘Low-Traffic Neighbourhoods’ including Measure TM6 of the Transport Strategy for Greater Dublin Area 2022-2042.</p> <p><u>Kildare County Development Plan 2023 – 2029</u> The submission referenced the aim of Chapter 5 ‘Sustainable Mobility &amp; Transport’, Section 5.4 ‘Sustainable Movement’ and the following policies, objectives and targets of the Plan: RE P12, TM P1, TM P2, TM P3, TM T2, TM T3, SC O24, SC O25, SC O30, SC O46, SC O68, SC O69, SC O70, SC O89, SC O103, TM O7, TM O12, TM O20, TM O21, TM O23, TM A2, TM A3, TM A5, TM A12, TM A13, TM A18.</p> <p><u>Climate Action Plan 2023 (CAP23)</u> In relation to the CAP23 the submission highlights the following:</p> <ul style="list-style-type: none"> <li>• Irelands ambition of halving greenhouse gas emission by 2030 and of putting Ireland on course to becoming carbon neutral by 2050.</li> <li>• The roles and responsibilities of Local Authorities and the design and delivery phases of LA CAPs as set out in Section 10.3.5 of the CAP23.</li> <li>• The findings and recommendations of a report undertaken by the OECD and the Irish Climate Change Advisory Council, ‘Redesigning Ireland’s Transport for Net Zero: Towards systems that work for people and the planet’.</li> <li>• The Avoid-Shift-Improve approach to transport decarbonisation as set out in the CAP23.</li> <li>• Key Actions to deliver emissions abatement in transport for the period 2023-2025</li> </ul>

Sub. No.	Name	Summary of Submission
		<p>The Local Government Climate Action Key Performance Indicators report is referenced to be considered for use in key thematic areas, including transport.</p> <p><u>Local Authority Climate Action Plan Guidelines</u> The submission references a transport focus sector example of the guidelines which highlights the significant potential of local authorities to directly support national climate action.</p> <p><u>County Kildare Integration Strategy 2020 – 2026</u> The consultation process of this strategy and the findings in relation to transport and car dependency issues are highlighted. It also references literature which highlights the benefits of walkable neighbourhoods.</p> <p><u>Draft County Kildare Local Economic and Community Plan 2023-2029 (LECP)</u> The preparation stage of the Draft Kildare LECP, the key active travel points considered following data gathering and the published Draft High-Level Goals (HLG 1 to HLG 4) are all highlighted in the submission.</p> <p><u>Strategic Environmental Assessment - Guidelines for Regional Assemblies and Planning Authorities</u> The submission highlights Section 7.1 of the guidelines which outlines the stages of plan-making after the period of public consultation to determine if any proposed amendments in response to the consultation pose likely significant effects on the environment and warrant mitigation measures.</p> <p><u>Maynooth and Environs SEA Report</u> In relation to the SEA report the submission highlights that:</p> <ul style="list-style-type: none"> <li>• the current state of the environment includes an assessment of sustainable travel modes;</li> <li>• the summary of potential environmental effects includes an assessment of likely significant effects with respect to sustainable travel modes under Section 8.4.5; and the mitigation measures ‘Facilitate sustainable transport modes and the use of walking, cycling and public transport.’.</li> </ul>

Sub. No.	Name	Summary of Submission
195	The Society of the Divine Word	<p><b>Proposed Material Alteration 83</b></p> <p>The submission by Corcom Development Partners on behalf of the Society of the Divine Word / Societas Verbi Divini (SVD) concerns Proposed Material Alternation 83. The subject lands shown in the figure below are identified as surplus to the primary operations and functions of the larger SVD landholding.</p>  <p>The submission proposes reinstating the C: New Residential zoning of the subject lands or amending the zoning to A1: Town Centre Extension.</p> <p><u>Challenges with Excessive Focus on Community and Education Uses</u></p> <p>The submission notes that there has been substantial growth in community and education-related facilities in Maynooth, raising concerns of oversaturation and concerns about the towns broader developmental balance and long-term housing sustainability. The submission includes a map showing existing community and educational uses as well as the lands earmarked for new community and educational facilities in the Draft Maynooth and Environs Joint.</p> <p>Submits that without active involvement from external organisations, achieving financial sustainability for community and educational uses becomes difficult. In order to demonstrate that the community and educational uses are already prominent in Maynooth, the submission includes a table outlining the existing uses, extant permissions for these uses, live planning applications for these uses and land</p>

Sub. No.	Name	Summary of Submission
		<p>earmarked elsewhere in Maynooth for these uses. Notes that prime landholdings in Maynooth are increasingly tied up in projects that either remain underutilised or fail to progress to construction.</p> <p><u>Rational for reverting to the C: New Residential zoning as per Maynooth LAP 2013 – 2019</u> States that the rational for reverting the zoning to C: New Residential is set out in The Society of the Divine Word original submission<sup>3</sup> (attached to this submission).</p> <p>The submission notes the following statement in the Chief Executive’s report, notwithstanding requests some flexibility in this regard given the recognition by the Government and indeed local authorities of the pressures on the housing market.</p> <p>‘With regard to any potential impact on population/housing targets being allocated to Maynooth as a result of the ERSI publication and Draft NPF Review, it should be noted that, as per legislative requirements, the Draft Plan must comply with the core strategies of the Kildare and Meath County Development Plans (CDPs) as it currently stands and cannot prejudice the outcome of any future variation of the CDPs.’</p> <p><u>Rational for the extension of the Maynooth ‘Town Centre’ boundary</u> The submission includes a map to show the mix of retail, public services and residential areas in the town centre. Submits that expanding the town centre boundary to the north would allow for the incorporation of additional residential or underutilised spaces into the town centre, aligning with the current land use mix and improving accessibility to services for residents. Notes that the lands north of the subject lands would be more proximate to the Town Centre.</p> <p><u>Response to the Chief Executive’s Report on the Draft Plan</u></p>

<sup>3</sup> A summary and Chief Executives’ Opinion on the submission from The Society of the Divine Word to the Draft Plan (Submission 309) is contained in the Chief Executives Report on Submissions / Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025 – 2031 (dated 10 September 2024).

Sub. No.	Name	Summary of Submission
		<p>Regarding the statement in the Chief Executive’s opinion that ‘residential zoned lands are already slightly higher than the residential unit target for the duration of the plan,’ it is submitted that it does not account for landowners who are unwilling to develop their lands or the potential delays caused by procedural or infrastructural constraints.</p> <p>It is submitted that the issues raised about road infrastructure appear counterintuitive, as the subject lands are centrally located and would inherently encourage the use of public transport and active transport modes, thereby reducing reliance on roads. Furthermore, it states that the Maynooth and Environs Area Based Transport Assessment (MEABTA) demonstrates that the road infrastructure is not inherently deficient but rather faces specific challenges based on the scale of population growth.</p> <p>Submits that should the zoning of the subject lands be changed to E: Community and Education (also allowing for Purpose-Built Student Accommodation), the lands are unlikely to be redeveloped and set to remain underutilised for the foreseeable future.</p> <p>Appendix 1 of the submission outlines the existing community, and education uses present in Maynooth in table format with accompanying maps.</p>
196	Catherine Lawlor	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
197	Liam Doran	The submission refers to a company and states that they ‘ <i>would do well to remember what happens to companies who break planning law and overextend their hand</i> ’.
198	Conor O’Brien	<p><b>Parklands – Construction Access</b></p> <p>Submission strongly objects to any vehicular access for construction of the new development. Submits that it will create a dangerous and filthy environment and that they need to find alternative access.</p> <p>The submitter looks forward to having pedestrian and cycle access to the new development when it is completed as it will be hugely beneficial to access schools and amenities and create safe opportunities</p>

Sub. No.	Name	Summary of Submission
		for their children’s social development. Expresses hope that the new pedestrian access will put an end to the existing drug dealing at the end of the avenue.
199	Liam Doran	The submission seeks for the consultation time period to be extended.
200	Donnacha Gayer	<p><b>Proposed Material Alteration No. 33</b></p> <p>The submission expresses disappointment and frustration to see so many permeability measures removed from the Plan. The submitter states that as a resident of Parklands they are particularly aware of measure PERM 61 which was proposed between Parklands and a future development. States that purpose of this plan is surely to provide for the future in a considered manner rather than cater for the status quo. Several of the permeability measures being removed are those which would serve future developments from which no submissions can be received but who will have to live with the consequences of this reduced access.</p> <p>Contends that it is unforgivable that we would be doing anything which would make amenities less accessible by foot or bicycle. Notes that as the town grows it will be vital for residents of the outer estates to be able to shorten any journey that can be done sustainably to make them a viable alternative to the car. Is of the view that removing these permeability measures is in my opinion a shameful lack of foresight and as an exercise they would like it to be considered what existing permeability access which was successfully created would now be successfully removed without major objections.</p>
201	Liam Doran	The submission comprises the following word: ‘ <i>communism</i> ’.
202	Anne and Ian Flanagan	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
203	Damien, Mary Frances and Killian Bracken	This submission raises the same issues as submission No. 19. Please refer to submission No. 19 for a summary of issues raised.
204	Liam Doran	The submission states that the deadline for public consultation to the Proposed Material Alterations to the Draft Maynooth and Environs Joint Plan should be extended until 31 March 2025.