

Proposed Amendment No.1 to the Maynooth Local Area Plan 2013-2019

Chief Executive's Report on Submissions Received

Planning Department
Kildare County Council
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1. Introduction

This report relates to submissions and observations received during the public consultation period regarding of the Proposed Amendment No.1 on the Maynooth Local Area Plan 2013-2019 (the Proposed Amendment) under Section 20 of the Planning and Development Act 2000 (as amended).

1.1 Legislative Requirements

Under the Planning and Development Act 2000 (as amended), the Chief Executive is required to prepare a report on the submissions and observations received in respect of the Proposed Amendment and to make recommendations in relation to the Proposed Amendment, taking into account the proper planning and sustainable development of the area, the statutory obligations of the local authority and relevant policies or objectives of the Government or of any Minister of the Government.

1.2 Public Consultation

The Proposed Amendment was placed on public display from the 18th June 2018 until 30th July 2018. Copies were made available for inspection at Áras Chill Dara in Naas, Maynooth Public Library, and in the Maynooth Municipal District Office. The Proposed Amendment was also available to view on the County Council's website. The following documents were also placed on public display alongside the Proposed Amendment:

- An Environmental Report on the likely significant effects on the environment of implementing the Proposed Amendment - pursuant to the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (as amended) ;
- Appropriate Assessment Screening Report - pursuant to the EU Habitats Directive (92/43/EEC);
- Strategic Flood Risk Assessment – pursuant to Section 28 of the Planning and Development Act 2000 (as amended);
- Infrastructure Assessment – pursuant to National Planning Framework (NPF).

Copies of the Proposed Amendment and associated documents were also sent to prescribed bodies, including government departments and other agencies, as required by the Planning and Development Act 2000 (as amended).

In total 933 submissions were received during the public consultation period, including six submissions from government departments and agencies.

1.3 Content of the Chief Executive's Report

The Chief Executive's Report is set out in two parts as follows:

Part I

- Section 1: Introduction
- Section 2: List of persons or bodies who made submissions/observations.
- Section 3: Summary of issues raised in submissions and observations from Prescribed Bodies and Elected Representatives and the Chief Executive's response and recommendations to the issues raised.
- Section 4: Summary of issues raised in submissions and observations by themes from all other persons or bodies and the Chief Executive's response and recommendations in relation to the Proposed Amendment.

1.4 Next Steps

Within six (6) weeks of receiving the Chief Executive's Report, the Members of the Maynooth Municipal District must consider the Proposed Amendment and the Chief Executive's Report. Following consideration, the Members may, as they consider appropriate, by resolution, make, amend or revoke the Proposed Amendment.

If the Members decide to materially alter the Proposed Amendment, a further period of public consultation will be necessary and the planning authority must screen the proposed material alterations to determine if a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) or both are required for any of the Material Alterations. This screening, and if necessary the SEA or AA, must be carried out before proceeding to the public consultation period.

The public display period of any Material Alterations is a minimum of four (4) weeks. Submissions or observations with respect to the proposed Material Alterations will be taken into account, before the Proposed Amendment is made. The Elected Members must consider proposed Material Alterations to the Proposed Amendment, any environmental reports and the Chief Executive's Report on any submissions received and decide whether to make the Proposed Amendment with or without the Material Alterations.

In making the Proposed Amendment, 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' (June 2004) prepared under 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) 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 to which the development plan relates;
- The statutory obligations of the local authority; and
- Any relevant policies or objectives for the time being of the Government or any Minister of the Government.

2. Lists of Persons/Bodies who made Submissions

933 submissions and observations were received during the public consultation period on the Proposed Amendment. A list of all persons/bodies who made submissions or observations on during the public consultation period is set out in Appendix 1 of this report. A summary of submissions received from Prescribed Bodies and Elected Representatives is set out in Section 3 below. Section 4 provides a summary of submissions received from the general public which have been grouped under 8 themes. A detailed summary of all submissions received is set out in Appendix 2 for convenience purposes.

3. Summary of Submissions from Prescribed Bodies and Elected Representatives and Chief Executive's Response to the Issues Raised

The following is a summary of the issues raised in the submissions received from the Prescribed Bodies (Submissions 1-6) and the Elected Representatives (Submissions 7-13). In this section, the Chief Executive's response and recommendations are set out under each submission. Recommended deletions to the Proposed Amendment are shown ~~in blue~~ and recommended new text is shown *in red*.

Submission Number 1
Name: Department of Housing, Planning and Local Government
<p>Issues Raised</p> <p>The submission sets out observations on behalf of the Minister and notes the reasons for the proposed amendment in line with the provisions of the core strategy of the adopted Kildare County Development Plan 2017-23 and also national policy objectives to provide new housing development in our towns and urban areas.</p> <p>The Proposed Amendment is being supported for new residential and other development through a Local Infrastructure Housing Activation Fund (LIHAF) grant allocation by government. It is noted that the funding will specifically deliver the relief road and that this important infrastructure will enable the development of East Maynooth new residential lands and support the strategic transport movements of all modes through the area.</p> <p>The submission highlights that the Department will continue to work closely with the Council and the other stakeholders involved in delivering this important infrastructure which supports housing growth in the town.</p> <p>The submission also reminds the planning authority to have regard to any observations made by the Office of Public Works, Department of Culture, Heritage and the Gaeltacht, the National Parks & Wildlife Service, the Environmental Protection Agency and Irish Water. In this regard, Kildare County Council must satisfy itself that it has met the relevant requirements as appropriate, and that the Proposed Amendment No.1 to the Maynooth Local Area Plan 2013-19 is fully compliant with its obligations under planning legislation.</p>
<p>Chief Executive's Response</p> <p>The contents of the Department's submission is noted and has fully taken into consideration the observations made by the Office of Public Works, Department of Culture, Heritage and the Gaeltacht, the National Parks & Wildlife Service, the Environmental Protection Agency and Irish Water. It is considered that the Proposed Amendment No.1 of the Maynooth Local Area Plan 2013-19 is fully compliant with the Council's obligations under planning legislation.</p>
<p>Chief Executive's Recommendation</p> <p>No alterations proposed.</p>

<p>Submission Number 2</p> <p>Name: Department of Culture, Heritage, and the Gaeltacht</p> <p>Issues Raised</p> <p>The submission sets out observations on behalf of the Minister and focuses on the proposed new eastern orbital route and potential environmental impacts arising particularly along the Royal Canal proposed Natural Heritage Area (pNHA). The submission highlights that increased usage of the Royal Canal may impact on protected species and habitats within the pNHA and its designation as a high capacity flagship route should be clarified and this issue should be included in the Strategic Environmental Assessment (SEA) carried out as part of the Proposed Amendment.</p>
<p>Chief Executive's Response</p> <p>The contents of the Department's submission are noted. The contents of the SEA screening report should be taken into consideration in particular the relevant issues outlined under section 6.4.7 of the report where impacts on designated sites and pNHA's are outlined. In regard to pNHA's the provisions set out in the Maynooth Local Area Plan 2013-2019 in particular policies NH1 and NH2 where it is policy to; <i>protect all designated wildlife sites, including any additions or amendments to these, from any development that would adversely affect their conservation value and to ensure that any development proposal within the vicinity of or having an effect on a designated site, or adjacent to/within an SAC will provide sufficient detail illustrating how it will limit any possible impact upon the designated site and will include proposals for appropriate amelioration. Any proposed development which has the potential to impact on a Natura Site will be screened for Appropriate Assessment. In all such cases the developer shall consult with the National Parks and Wildlife Section of the DoAHG.</i></p> <p>The SEA Environmental Report has identified the proximity of the proposed residential housing development to the pNHA and this has been considered during the preparation of the Proposed Amendment. Mitigation measures have been proposed in the SEA Environmental Report (ER) for biodiversity, soils and geology and landscape and visual aspects of the environment.</p> <p>Stage 1 Appropriate Assessment has also been carried out which assesses the impact of the proposed development on Natura 2000 sites.</p> <p>In addition to the above the provisions of the Kildare County Development Plan 2017-2023 should be noted where policies NH7 to NH10 seek to protect natural heritage sites and require that a Ecological Impact Assessment be submitted where it is deemed likely that such development will result in significant adverse effects on an identified site.</p> <p>Furthermore section 6.4.3 of the SEA Environmental Report (ER) acknowledges the presence of the Royal Canal and its designation as an pNHA and its rich natural heritage and biodiversity. The designation of this area as a flagship route has been noted under section 6.10.3 of the Strategic Environmental Screening report while the Part 8 application for the development of this the Royal Canal walking/cycling route was also subject to Appropriate Assessment and Environmental Impact Assessment Screening in accordance with Article 6(3) of the Habitats Directive and having regard to the legislative provisions of the Roads Act 1993 (as amended), and to the sub-threshold EIA criteria set out in Schedule 7 of the Planning and Development Regulations 2001 as amended.</p> <p>It is considered that sufficient consideration of potential impacts and appropriate mitigation/protection policies are in place to maintain the integrity of the pNHA.</p>
<p>Chief Executive's Recommendation</p> <p>No alterations proposed.</p>

Submission Number 3
Name: Environment Protection Agency
<p>Issues Raised:</p> <p>The submission refers to the Strategic Environmental Assessment (SEA) and the requirement to complete an SEA statement. Reference is also made to the scoping submission to the SEA dated the 23rd of February 2018.</p> <p>The submission details the requirements that any future amendments to the Proposed Amendment should be screened for likely significant effects in accordance with the criteria set out in <i>Schedule 2A</i> of the SEA Regulations (SI 436 of 2004) and should be subject to the same method of assessment applied in the “environmental assessment” of the Proposed Amendment. Furthermore, following the adoption of the Proposed Amendment , a Statement is required which should summarise the following:</p> <ul style="list-style-type: none"> – How environmental considerations have been integrated into the Amendment; – How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Amendment; – The reasons for choosing the Amendment adopted in light of other reasonable alternatives dealt with; and, – The measures decided upon to monitor the significant environmental effects of implementation of the Amendment. – A copy of the SEA Statement with the above information should be sent to any environmental authority consulted during the SEA process. <p>Guidance for the integration of environmental considerations has also been submitted.</p>
<p>Chief Executive's Response</p> <p>The contents of the submission from the Environmental Protection Agency have been noted and have been taken into consideration in the assessment of the proposed amendments accompanying environmental reports. The requirements of <i>Schedule 2A</i> of the SEA Regulations (SI 436 of 2004) are also noted and have been fully complied with where it has been concluded that the proposed development is not likely to result in any adverse impacts on the receiving environment. The most recently published draft of the EPA's Guidance for Integration of Environmental Considerations, as part of the SEA Pack (March 2018) was used in preparation of the SEA ER for the Proposed Amendment.</p> <p>Following adoption of the Proposed Amendment, an SEA statement will be carried out and published in accordance with the requirements of the regulations.</p>
<p>Chief Executive's Recommendation</p> <p>No alterations proposed.</p>

Submission Number 4
Name: Dublin Airport Authority (DAA) plc
<p>Issues Raised:</p> <p>The DAA has no comment or observations on the Proposed Amendment.</p>
<p>Chief Executive's Response</p> <p>Noted.</p>
<p>Chief Executive's Recommendation</p> <p>No alterations proposed.</p>

Submission Number 5
Name: Northern & Western Regional Assembly
Issues Raised: The Northern & Western Regional Assembly has no observations on the Proposed Amendment.
Chief Executive's Response Noted.
Chief Executive's Recommendation No alterations proposed.

Submission Number 6
Name: Transport Infrastructure Ireland (TII)
Issues Raised: TII has no objection in principle to the Proposed Amendment, and support the provisions of the Outer Orbital Route (OOR). The submission makes a number of observations in relation to the strategic context of the Proposed Amendment No. 1 with a particular reference to the preservation of the carrying capacity of the M4 Motorway. Reference is made to the provisions of the Maynooth Local Area Plan including sections 7.23, 7.5 and 7.5.2 and objective TRO2 of the LAP. In this regard TII requests consultation on developing such proposals and where any improvements relating to National Roads are identified at a local level that this should be done in consultation with and subject to the agreement of TII.
Chief Executive's Response The contents TII's submission has been noted.
Chief Executive's Recommendation No alterations proposed.

Submission Number 7
Name: Cllr Reada Cronin
Issues Raised: The submission raised concerns in regard to the proposed permeability links between lands proposed to be zoned and existing residential areas. Reference is made to section 15.8.1 of the County Development Plan where it is stated that permeability through housing estate shall be subject to local public consultation. In this regard it is considered that the Cycleway along the Royal Canal should be promoted as an access route to Maynooth Town Centre, that any proposals for permeability links should be clearly defined, the Proposed Amendment increases the need for a safe cycle lane to the Gaeilscoil and Educate Together schools on the Celbridge Road. It is further considered that development levies from future developments should be ring fenced for both the continuation of the Maynooth Relief Road and the development of a new community centre for Maynooth that is accessible to all residents.
Chief Executive's Response The contents of the submission have been noted. In regard to permeability links the following should be noted; Page 15 of the Proposed Amendment sets out the guiding principles for the development of

the subject lands at Railpark. Under the heading 'Connectivity and Movement' the amendment text sets out that "No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift and the use of sustainable forms of transport, **pedestrian and cycle** [emphasis added] connectivity should be provided **at key access points** [emphasis added] on the western boundary".

The map accompanying the Proposed Amendment text for the Key Development Area provides details of indicative access points. Such indicative access points have been identified where potential opportunities may exist to provide connections/permeability to/from existing residential developments and the lands proposed to be zoned for new residential development.

Such indicative access points will be subject to a more detailed analysis. This can only be carried out at detailed design stage e.g. planning application stage and where such an access is deemed viable the developer of the adjoining lands will be required to ensure the layout of the proposed scheme facilitates the potential for a through connection to the adjoining lands.

Furthermore section 15.8.1 of the County Development Plan should be noted where such permeability links are identified as being '*Central to the vitality of any urban centre is its network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment attractive and accessible for the pedestrian. All new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within town and village centre must be protected and where possible improved. Any new development should open up new routes as part of the development*'. The plan further outlines that permeability through existing housing estates shall be subject to local public consultation.

In regard to providing permeability links the National Transport Authority best practice guide should be noted; https://www.nationaltransport.ie/wp-content/uploads/2011/12/NTA_Permeability_Report_-_Web.08.20151.pdf.

In regard to promoting the Greenway as a key access route the design of the proposed new access route will facilitate access over the Royal Canal with potential opportunities for direct access onto the canal tow path/Greenway for pedestrians and cyclists. Such details are subject to further detailed design.

It is envisaged that the proposed development will make provisions for further opportunities for safe cycle and pedestrian access to both existing schools along the Celbridge Road from the Royal Canal directly to the Celbridge Road. Permeability links, appropriately designed, provide further opportunities for ease of accessibility.

The contributions received from developments within Maynooth are added to the capital expenditure required for Roads, Transportation, Environmental and Community facility infrastructure throughout the county, as is the case with Contributions received from developments in other areas. This policy was adopted by the Kildare County Council Development Contribution Scheme 2015 – 2022 and drafted by virtue of its powers under section 48(1) of the Planning and Development Act 2000.

Chief Executive's Recommendation

No alterations proposed.

Submission Number 8

Name: Cllr Tim Durkan

Issues Raised:

This submission sets out a number of suggested amendments. The submission also includes a number of submissions from local residents which have been summarised and addressed under submissions 123, 155, 157 and 714.

The main points raised in this submission are:

- It is considered that there are opportunities for an appropriate degree of permeability within the plan area without the need for new access points. Focus on permeability and use of the Royal Canal Greenway should be maximised to access the town centre.
- It is contended that the proposals for new access/permeability links will impact on the natural surveillance and safety currently enjoyed by residents in adjoining estates. It is considered that the proposals for new permeability links conflict with policy EA8 'To ensure that open spaces are addressed and overlooked thereby promoting passive surveillance and improving the quality of the public realm' and the provisions set out on page 55 relating to residential amenity set out in the Maynooth Local Area Plan 2013-2019 (MLAP).
- The submission concludes by stating that Cllr Durkan is vehemently opposed to any attempt to create any vehicular, cycle or pedestrian access into Parklands, Railpark or the Rockfield estate.

Chief Executive's Response

The contents of the submission have been noted. Having particular regard to the references made to policy EA8 and the provisions set out on page 55 relating to residential amenity of the MLAP and the contention that the provision of new permeability links conflict with the above, the following should be noted.

Page 15 of the Proposed Amendment sets out the guiding principles for the development of the subject lands at Railpark. Under the heading 'Connectivity and Movement' the amendment text sets out that "No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift and the use of sustainable forms of transport, **pedestrian and cycle** [emphasis added] connectivity should be provided **at key access points** [emphasis added] on the western boundary".

The map accompanying the Proposed Amendment text for the Key Development Area provides details of indicative access points. Such indicative access points have been identified where potential opportunities may exist to provide connections/permeability to/from existing residential developments and the lands proposed to be zoned for new residential development.

Such indicative access points will be subject to a more detailed analysis. This can only be carried out at detailed design stage e.g. planning application stage and where such an access is deemed viable the developer of the adjoining lands will be required to ensure the layout of the proposed scheme facilitates the potential for a through connection to the adjoining lands.

Furthermore section 15.8.1 of the County Development Plan should be noted where such permeability links are identified as being '*Central to the vitality of any urban centre is its network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment attractive and accessible for the pedestrian. All new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within town and village centre must be protected and where possible improved. Any new development should open up new routes as part of the development*'. The plan

further outlines that permeability through existing housing estates shall be subject to local public consultation.

In providing permeability links the National Transport Authority best practice guide should be noted; https://www.nationaltransport.ie/wp-content/uploads/2011/12/NTA_Permeability_Report_-_Web.08.20151.pdf.

In regard to promoting the Greenway as a key access route the design of the proposed new access route will facilitate access over the Royal Canal with potential opportunities for direct access onto the canal tow path/Greenway for pedestrians and cyclists. Such details are subject to further detailed design.

Chief Executive's Recommendation

No alterations proposed

Submission Number 9

Name: Cllr John McGinley

Issues Raised:

Access Links:

The submission set out a number of issues regarding the proposed access links and is opposed to any vehicular connection to the existing estates while also raising a number of concerns regarding the proposed pedestrian/cycle linkages. It is considered that a pedestrian link should be provided between the subject lands and the existing Royal Canal Greenway.

The Public Park:

Having regard to the neighbourhood park it is suggested that layout of the park should be situated further south within the site as the proposal is breaking an established right of way.

Text Amendment proposals:

The submission concludes by proposing the following amendments to the text of the proposed amendment:

- A) Page 15, change second paragraph which indicates no vehicular access and relates to encourage modal shift and connectivity to read: "There shall be no vehicular routes into the estates of Parklands and Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectively shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark."
- B) Page 17, it is requested to remove (a) "Pedestrian/Cycle access points at Parklands Lodge, Parklawns, and Rockfield Park" and (b) "The potential access point to the Celbridge Road between the Rockfield Exit".
- C) Page 17, to put in place the following indicative cul de sacs: "(a) As Internal Vehicular Route approaches boundary with Parklands Lodge; (B) As Internal Vehicular Route approaches boundary with Parklands Lawns; and (c) As Internal Vehicular Route approaches boundary with Rockfield Park".
- D) Page 19, to delete entirely the change to Transport Road Objective 8 which relates to user permeability.
- E) Page 17, to amend the Indicative Design by ensuring that the Neighbourhood Park does not commence North of Railpark Lane and instead commences south of the Lane.
- F) Page 16, to remove wording after first sentence relating to landmark buildings being

supported in appropriate locations and insert the following wording: "Where development adjoins established housing in Parklands and Rockfield Estate, and Rail Park Lane, the building height shall not be higher than the adjoining buildings. In addition, rear garden boundary walls and side boundary walls adjoining open spaces throughout the development shall be concrete block walls which shall be a minimum of 2 metres in height and shall be suitably capped and rendered on both sides. Other than where development adjoins the existing residential areas of Parklands Estate, Rockfield Estate and Railpark Lane, the maximum building height of units shall be 2 storeys throughout the development".

- G) *Insert the following wording: "That there shall be a phasing requirement in relation to Crèches. When 100 houses are built a crèche must be opened and operating, prior to occupancy of next 100."*

Chief Executive's Response

The content of the submission has been noted. In regard to Access/permeability links the following should be noted;

Page 15 of the Proposed Amendment sets out the guiding principles for the development of the subject lands at Railpark. Under the heading 'Connectivity and Movement' the amendment text sets out that **"No through vehicular routes into the neighbourhood estates to the west are envisaged** but to encourage a modal shift and the use of sustainable forms of transport, **pedestrian and cycle** [emphasis added] connectivity should be provided **at key access points** [emphasis added] on the western boundary".

The map accompanying the Proposed Amendment text for the Key Development Area provides details of indicative access points. Such indicative access points have been identified where potential opportunities may exist to provide connections/permeability to/from existing residential developments and the lands proposed to be zoned for new residential development.

Such indicative access points will be subject to a more detailed analysis. This can only be carried out at detailed design stage e.g. planning application stage and where such an access is deemed viable the developer of the adjoining lands will be required to ensure the layout of the proposed scheme facilitates the potential for a through connection to the adjoining lands.

Furthermore section 15.8.1 of the County Development Plan should be noted where such permeability links are identified as being *'Central to the vitality of any urban centre is its network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment attractive and accessible for the pedestrian. All new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within town and village centre must be protected and where possible improved. Any new development should open up new routes as part of the development'*. The plan further outlines that permeability through existing housing estates shall be subject to local public consultation.

In providing permeability links the National Transport Authority best practice guide should be noted; https://www.nationaltransport.ie/wp-content/uploads/2011/12/NTA_Permeability_Report_-_Web.08.20151.pdf.

In regard to promoting the Greenway as a key access route the design of the proposed new access route will facilitate access over the Royal Canal with potential opportunities for direct access onto the canal tow path/Greenway for pedestrians and cyclists. Such details are subject to further detailed design.

The Public Park:

The provision of the Public Park forms part of the Railpark Key Development Area where a design brief sets out the broad parameters for the future development of the area. While the maps accompanying the text of the Proposed Amendment are provided for indicative purposes only details for the development of this area require 3ha be reserved for a public park. The provision of a public park and exact location of same will be subject to a more detailed design process at planning application stage. It is not considered that the proposed public park will impact on the existing right of way.

Text Amendment proposals:

Having regard to the text amendment proposals the following should be noted:

A) The proposed access points indicated on the maps and text forming the Key Development Area provides for indicative pedestrian and cycle access opportunities only. Such access links will be subject to more detailed assessment and design. No vehicular access is provided from the subject lands forming part of the Railpark Key Development Area therefore no change is considered necessary.

B) As detailed above, the Key Development Area provides for indicative pedestrian and cycle access opportunities only. Such access links will be subject to more detailed assessment and design.

C) The layout and design of the residential lands within the Key Development Area will be subject to more detailed analysis taking into consideration numerous design guidance including the Design Manual for Urban Roads and Streets (DMURS), The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the companion Urban Design Manual- A Best Practice Guide, DEHLG (2009) etc. Such guidance may indicate that the incorporation of cul de sacs may or may not be the most suitable design solution for achieving the overall objectives for the development of these lands. It is therefore not considered appropriate to include such wording which will restrict the evolving design process for the subject lands.

D) Chapter 6 of the County Development Plan 2017-2023 sets out a number of policies regarding vulnerable road users and street design. Objective TRO8 supports such policies to ensure where possible and feasible, permeable links are provided for vulnerable road users ensuring ease of accessibility within the plan area and to key trip attractors such as the town centre, schools and universities. It is considered that to remove such a policy would be counter intuitive and negate opportunities where such links can be provided in a safe and attractive manner.

E) Please refer to the public park response above.

F) The design framework sets out that landmark buildings of very high architectural quality and proportionate scale will be supported where appropriate. No specific locations for such buildings have been identified however in accordance with The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the companion Urban Design Manual- A Best Practice Guide, DEHLG (2009) and the Urban Development and Building Heights Guidelines for Planning Authorities Consultation Draft August 2018, such buildings must respect the character and scale of adjoining developments. It is therefore not considered that landmark buildings of a significant scale/height or mass directly adjoining existing residential areas would be appropriate. It is therefore not considered necessary to include such wording within the design details for the Key Development Area.

Having regard to the request that boundary walls be constructed with concrete blocks the provisions of section 17.4.5 of the Kildare County Development Plan 2017-2023, where the following is required;

'Special consideration should be given to boundary treatments particularly where these adjoin existing dwellings. Boundaries between the rear of existing and proposed dwellings shall be a minimum of 1.8m high and shall be constructed as capped, rendered concrete block or brick walls, to ensure privacy, security and permanency'.

G) In accordance with section 17.5 of the Kildare County Development Plan 2017-2023 - One childcare facility is generally required to cater for 20 places in developments of 75 houses, including local authority and social housing schemes, in accordance with DEHLG Guidelines.

Chief Executive's Recommendation

No alterations proposed.

Submission Number 10

Name: Frank O'Rourke TD

Issues Raised:

The submission sets out support for the residents' groups position in which they do not oppose the link road or do not oppose future development however the submission highlights the residents opposition to the connectivity between their estates and the key development area.

The submission supports the residents' case of opposition to permeability due to the fact that when they purchased their dwellings there were no such plans to connect their estate. It is considered that the permeability/connectivity being retrospectively fitted and put in place creates concerns and impacts to residential amenity, antisocial behaviour and safety for the existing residents.

Chief Executive's Response

The contents of the submission are noted however regard should be had to page 15 of the Proposed Amendment which sets out the guiding principles for the development of the subject lands at Railpark.

Under the heading 'Connectivity and Movement' the amendment text sets out that "No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift and the use of sustainable forms of transport, **pedestrian and cycle** [emphasis added] connectivity should be provided **at key access points** [emphasis added] on the western boundary".

The map accompanying the Proposed Amendment text for the Key Development Area provides details of indicative access points. Such indicative access points have been identified where potential opportunities may exist to provide connections/permeability to/from existing residential developments and the lands proposed to be zoned for new residential development.

Such indicative access points will be subject to a more detailed analysis where the feasibility of same will be analysed including any potential impacts on residential amenity/safety or the potential for anti-social behaviour. This can only be carried out at detailed design stage e.g. planning application stage and where such an access is deemed viable the developer of the adjoining lands will be required to ensure the layout of the proposed scheme facilitates the potential for a through connection to the adjoining lands.

Furthermore section 15.8.1 of the County Development Plan should be noted where such permeability links are identified as being '*Central to the vitality of any urban centre is its*

network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment attractive and accessible for the pedestrian. All new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within town and village centre must be protected and where possible improved. Any new development should open up new routes as part of the development. The plan further outlines that permeability through existing housing estates shall be subject to local public consultation.

In providing permeability links the National Transport Authority best practice guide should be noted; https://www.nationaltransport.ie/wp-content/uploads/2011/12/NTA_Permeability_Report_-_Web.08.20151.pdf.

Chief Executive's Recommendation

No alterations proposed.

Submission Number 11

Name: Bernard J Durkan TD

Issues Raised:

The submission sets out a number of amendments to the Proposed Amendment of the Maynooth Local Area Plan as it is believed that the Proposed Amendment in its current form has the potential to greatly damage the quality of life for existing residents of the Parklands, Rockfield and Railpark Housing Estates. The submission also includes a number of submissions from local residents which have been summarised and addressed under individual submissions (please refer to submissions 123, 155, 157 and 714.).

The main contents of this submission relate to:

Residential Amenity:

- The proposals put forward should not impact on the quality of life for existing residents.
- The proposal while creating an exemplar of urban housing expansion and integrating itself into the surrounding context should adhere to the views of the local residents.

Access Links:

- It is contended that the proposals for new access/permeability links will impact on the natural surveillance and safety currently enjoyed by residents in adjoining estates. It is considered that the proposals for new permeability links conflict with the policies set out in the Maynooth Local Area Plan relating to residential amenity and safety.
- It is contended that the provision of new permeability links conflicts with policy AR7 of the MLAP which makes reference to the protection of existing open spaces and recreational uses from encroachment.
- The proposed permeability links will impact on the built form of the adjoining areas in conflict with the provisions of the MLAP.
- It is contended that the use of the Royal Canal Greenway is a more suitable option for the pedestrian and cycle access to the town centre with no recognisable benefit to the proposed linkages for existing residents.
- It is considered that the proposals put forward will discourage people from using the Royal Canal Greenway.

The submission concludes by stating that Bernard Durkan TD is vehemently opposed to any attempt to create any vehicular, cycle or pedestrian access into Parklands, Railpark or the Rockfield estate.

Chief Executive's Response

Residential Amenity:

The Proposed Amendment provides for the development of lands at Railpark where the broad parameters for the future development of the area have been set out. The actual layout and configuration of the subject lands will be subject to more detailed design and will be required to have regard to numerous design guidance documents such as the Design Manual for Urban Roads and Streets (DMURS), The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the companion Urban Design Manual- A Best Practice Guide, DEHLG (2009). Once designed a detailed planning application(s) will be required and will be assessed against such criteria and the provisions of the County Development Plan 2017-2023 with the overarching premise of such assessment being compatibility with the design parameters, zoning objectives and ensuring the proposed development will not result in impacts on the residential amenity of the area.

Access Links:

In regard to the proposed access links page 15 of the Proposed Amendment should be noted which sets out the guiding principles for the development of the subject lands at Railpark.

Under the heading 'Connectivity and Movement' the Proposed Amendment text sets out that "No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift and the use of sustainable forms of transport, **pedestrian and cycle** [emphasis added] connectivity should be provided **at key access points** [emphasis added] on the western boundary".

The map accompanying the Proposed Amendment text for the Key Development Area provides details of indicative access points. Such indicative access points have been identified where potential opportunities may exist to provide connections/permeability to/from existing residential developments and the lands proposed to be zoned for new residential development.

Such indicative access points will be subject to a more detailed analysis. This can only be carried out at detailed design stage e.g. planning application stage and where such an access is deemed viable the developer of the adjoining lands will be required to ensure the layout of the proposed scheme facilitates the potential for a through connection to the adjoining lands.

Furthermore section 15.8.1 of the County Development Plan should be noted where such permeability links are identified as being '*Central to the vitality of any urban centre is its network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment attractive and accessible for the pedestrian. All new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within town and village centre must be protected and where possible improved. Any new development should open up new routes as part of the development*'. The plan further outlines that permeability through existing housing estates shall be subject to local public consultation.

In providing permeability links the National Transport Authority best practice guide should be noted; https://www.nationaltransport.ie/wp-content/uploads/2011/12/NTA_Permeability_Report_-_Web.08.20151.pdf.

Having regard to the contention that the Proposed Amendment conflicts with Policy AR7 of the Maynooth Local Area Plan 2013-2019 the following should be noted. Policy AR7 aims to protect existing open spaces and recreational uses from encroachment by other unsuitable, incompatible uses. The Proposed Amendment does not propose the removal of or encroachment onto any existing public open space areas within any estate. As detailed above the indicative permeability links are subject to further detailed design and will be

required to ensure potential impacts on adjoining developments are mitigated through appropriate design. It is not considered that any potential linkages will impact negatively on existing open space/play spaces within the adjoining developments.

In regard to promoting the Greenway as a key access route the design of the proposed new access route will facilitate access over the Royal Canal with potential opportunities for direct access onto the canal tow path/Greenway for pedestrians and cyclists. Such details are subject to further detailed design.

Chief Executive's Recommendation

No alterations proposed.

Submission Number 12

Name: Catherine Murphy TD

Issues Raised:

The submission sets out a number of details/comments and amendments under the following headings:

Population:

The submission notes the reasons for the Proposed Amendment and the funding allocation for the section of the Eastern Ring Road. Details are set out regarding the requirement for alignment of the County Development Plan Core Strategy with the provisions of the National Planning Framework. In this regard details are set out in regard to the number and unit types currently located within the plan area. It is assumed that the dwelling target for the plan area has included new houses currently under construction and those where permission has already been granted.

Reference is also made to the 50% headroom detailed in the plan which implies that only half the land that is zoned residential will be developed by 2023. Assumptions are also made in regard to the population projections for the area which is likely to be in the region of 3,000 people at this location within the lifetime of the plan.

Facilities and Services:

The submission raises questions regarding the growth in population envisaged and the commensurate development of infrastructure including public transport, schools, community facilities and services. Reference is made to the combined projected growth envisaged for Maynooth, Leixlip and Celbridge and the necessity for infrastructure and services to be aligned to accommodate such growth. The provision of a planning superstructure is recommended where shared facilities and necessary linkages are considered.

It is considered that the amended plan needs to recognise and address deficiencies in facilities and services.

The Link Road and Traffic Impacts:

The submission notes the intention of the Eastern Ring Road and the funding allocation provided through Local Infrastructure Housing Activation Fund (LIHAF) mechanism. It is noted that the indicative road alignment dissects the site and therefore vulnerable road users will have to be considered in the design of same. In addition to the above the location of key junctions will need to be considered alongside existing infrastructural difficulties arising in the area i.e. the Junction at the Straffan Road and the Leixlip Road. Particular reference is made to bus movements.

Access Links

It is contended that the proposed pedestrian and cycle links to Parklands, Rail Park and Rockfield should be excluded from the Proposed Amendment as such areas were developed as cul de sacs and such measures will result in antisocial behaviour, litter, loss of security and privacy.

Proposed Housing Development:

The submission welcomes a mix of house type however the design, orientation and height of any such buildings should be cognisant of the existing residential developments in this area.

The Public Park:

Concerns are raised in regard to the size, scale and security of the proposed public park. Consideration of further management should also be taken into consideration.

The Plan process:

It is contended that the development of the subject lands should be carried out as part of an overall review of the Maynooth Local Area Plan 2013-2019.

Questions Arising:

The submission concludes by raising the following questions;

- a) Whether it is intended to review the Maynooth Local Area Plan, if so when?
- b) The intended steps to be taken to align the County Plan with the National Planning Framework.
- c) The timeframes for public consultation on same.
- d) Whether the process to re-align the County Plan and by extension the Local Area Plan, will the council postpone the review of the Local Area Plans.
- e) Given the alignment between the National Planning Framework (NPF) and the National Development Plan (NDP) which means funding for infrastructure; facilities or services is dependent on being consistent with the NPF, what assurances will be sought for critical services that require to be funded publicly in the event of possible over-provision of residential land?

Chief Executive's Response

Population

Section 7.1 of the Proposed Amendment titled 7.1.1 Housing Location and Density sets out details regarding the location of proposed new housing and the densities proposed for all lands. In this section it is detailed that c. 1,022 units can be accommodated in a quadrant between the Moyglare Road and the Dunboyne Road at Mariavilla along with more lands to the south of the Dunboyne Road and on the Celbridge Road together with the continued consolidation of the town centre.

In addition to these lands, further residential lands have been identified to the south east of the town at Railpark and Blacklion. These lands will deliver c. 720 additional new housing units and will be facilitated by the delivery of the Maynooth Eastern Ring Road ('MERR') including a bridge over the Royal Canal and Railway. The lands in this south eastern quadrant provide for a sequential approach to the zoning of lands for new residential development in Maynooth whereby lands contiguous to existing zoned development lands are prioritised.

This provides for a total housing allocation of 1,742 units. While the allocation of housing falls short of the 2023 unit requirement set out in the County Development Plan 2013-2019 the purpose of the subject amendment is to maximise the benefit accruing from current funding and resource opportunities related to Local Infrastructure Housing Activation Fund (LIHAF) and to gradually begin to align the plan with the housing unit allocation set out in the Core Strategy.

However, as a matter of clarification it is noted that the Kildare County Development Plan 2017-2023 provides for an inbuilt headroom (refer to section 2.9 of the Kildare County Development Plan). The reference to 50% headroom in the draft Proposed Amendment was an error. In order to rectify this erratum it is recommended that the wording in the text and footnotes on pages 9, 10 and 13 of the Proposed Amendment relating to headroom be amended.

It is intended that a full review of the Maynooth Local Area Plan will commence in 2019 following a review of the County Development Plan and alignment with the National Planning Framework (NPF) and the forthcoming Regional Social and Economic Strategy (RSES) population projections for County Kildare.

Facilities and Services:

In accordance with the proper planning and sustainable development of the area the review of the entire Maynooth Local Area Plan (MLAP) will aim to align population growth with new infrastructure. In accordance with the requirements of the NPF, zoning of lands will be subject to an infrastructural assessment which will include a social infrastructure assessment of the plan area. The current amendment seeks to align the level of growth in the eastern part of Maynooth with new infrastructure through the allocation of a new neighbourhood centre zoning and the provision of a minimum of 3ha as a public park. It is considered that the current allocation of community infrastructure is commensurate with the level of envisaged growth.

Regarding school provision within the plan area, c. 4.65ha of land has been allocated for community and educational purposes to the rear of the existing Educate Together school for future development. Following consultation with the Department of Education it is considered that this provision alongside projects currently underway is sufficient to cater for the future needs of the area of Maynooth.

The Link Road and Traffic Impacts:

The proposed new eastern link road will be subject to detailed design in accordance with the design principles set out in DMURS. Such guidance requires a shift away from conventional design solutions toward those which prioritise sustainable modes of transport, safeguard vulnerable users and promote a sense of place.

In addition to the above the proposed road will be required to be designed in a manner which recognises its function as the eastern link road for Maynooth which will require analysis of traffic volumes which will all build into the design for key junctions.

Access Links

In regard to the proposed access links, page 15 of the Proposed Amendment should be noted which sets out the guiding principles for the development of the subject lands at Railpark.

Under the heading 'Connectivity and Movement' the amendment text sets out that "No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift and the use of sustainable forms of transport, **pedestrian and cycle** [emphasis added] connectivity should be provided **at key access points** [emphasis added] on the western boundary".

The map accompanying the amendment text for the Key Development Area provides details of indicative access points. Such indicative access points have been identified where potential opportunities may exist to provide connections/permeability to/from existing residential developments and the lands proposed to be zoned for new residential

development.

Such indicative access points will be subject to a more detailed analysis. This can only be carried out at detailed design stage e.g. planning application stage and where such an access is deemed viable the developer of the adjoining lands will be required to ensure the layout of the proposed scheme facilitates the potential for a through connection to the adjoining lands.

Furthermore section 15.8.1 of the County Development Plan should be noted where such permeability links are identified as being '*Central to the vitality of any urban centre is its network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment attractive and accessible for the pedestrian. All new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within town and village centre must be protected and where possible improved. Any new development should open up new routes as part of the development.*' The plan further outlines that permeability through existing housing estates shall be subject to local public consultation.

In providing permeability links the National Transport Authority best practice guide should be noted;https://www.nationaltransport.ie/wp-content/uploads/2011/12/NTA_Permeability_Report_-_Web.08.20151.pdf.

Given the indicative nature of the proposed access links and the design/feasibility process that will be required for same, it is considered premature at this stage to omit any of the indicative routes.

Proposed Housing Development:

The comments relating to the design, orientation and building height are noted. Such matters will be subject to more detailed design and will be assessed at planning application stage in accordance with the policies of the County Development Plan 2017-2023 and the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the companion Urban Design Manual- A Best Practice Guide, DEHLG (2009) and the Urban Development and Building Heights Guidelines for Planning Authorities Consultation Draft August 2018.

The Public Park:

The size and scale of the proposed public park is considered to be commensurate with the level of development in the Proposed Amendment when taken alongside the level of existing open space/green infrastructure and development to the south east of Maynooth Town Centre. Such provision is in accordance with the provisions of table 14.12 of the County Development Plan 2017-2023 where a local park should be >2ha to cater for local recreation and amenity uses within a settlement.

The purpose of the proposed park will be to provide; a place for people to participate in sport; play and informal recreation activity; a place to gather and enjoy social and community events; and provide environmental value in mitigating air, noise and light pollution and supporting biodiversity.

Regarding the management of this area normal practice for such areas would involve a condition being included in any grant of planning permission that the park would be maintained by the developer of the subject lands until such time as the development is completed and passes through the taking in charge process by the Local Authority.

The Plan process:

It is the intention of the Planning Authority to review the entire Maynooth Local Area Plan

2013-2019 in the coming year. Such a review will be required to align the population projections for the area with the Core Strategy (as reviewed), provisions of the National Planning Framework and the forthcoming Regional Social and Economic Strategy. Any such review will take into consideration the subject lands however the purpose of the Proposed Amendment is to maximise the benefit accruing from current funding and resource opportunities related to Local Infrastructure Housing Activation Fund (LIHAF) and to gradually begin to align the plan with the housing unit allocation set out in the Core Strategy.

Questions Arising:

Q(a) & (b) It is the intention of the Planning Authority to commence the review of the Maynooth Local Area Plan 2013-2019 in the coming year. Such a review will be required to align the population projections for the area with the Core Strategy (as maybe reviewed), provisions of the National Planning Framework and the forthcoming Regional Social and Economic Strategy. Any such review will take into consideration the subject lands however the purpose of the Proposed Amendment is to maximise the benefit accruing from current funding and resource opportunities related to Local Infrastructure Housing Activation Fund (LIHAF) and to gradually begin to align the plan with the housing unit allocation set out in the Core Strategy.

Q(c) The timeframes for public consultation on the review of the Maynooth Local Area Plan 2013-2019 will be carried out in accordance with the statutory timeframes set out in Section 20 the Planning and Development Act 2000 (as amended).

Q(d) The alignment of the County Development Plan with the provisions of the National Planning Framework and the forthcoming Regional Social and Economic Strategy may result in some delays in producing a Draft Local Area Plan for Maynooth given the population allocations that may be forthcoming in the regional plan however it is the intention of the Planning Authority to begin the review process in the coming year.

Q(e) Given the requirements for alignment of growth projections it is not envisaged that there will be any over provision of residential lands.

Chief Executive's Recommendation

As a matter of clarification, the Kildare County Development 2017-2023 does provide for an inbuilt headroom (refer to section 2.9 of the Kildare County Development Plan). The inclusion references to a 50% headroom was an error. In order to rectify this erratum it is recommended that the wording in the text and footnotes on pages 9, 10 and 13 of the Proposed Amendment relating to headroom be amended to read as follows:

- Page 9: *"The Core Strategy figures in the CDP incorporate headroom ~~of 50%~~ in order to provide for a 9 year horizon as required by the Development Plan Guidelines."*
- Page 10: *"This figure incorporates inbuilt headroom ~~of 50%~~ to meet anticipated need and to ensure continuity of supply of zoned lands over a 9 year horizon in accordance with the Development Plan Guidelines, DECLG, 2007."*
- Page 13, Table 10 'Maynooth Housing Projections' heading: *"2023 Population forecast ~~(which include 50% headroom)~~"*
- Page 13, Footnote 5: *"This figure includes the provision an inbuilt additional ~~50%~~ headroom, ~~so is 150%~~ of the actual targeted number of units required over the Plan period."*

<p>Submission Number 13</p>
<p>Name: James Lawless TD</p>
<p>Issues Raised:</p> <p>This submission welcomes the provision of new infrastructure to serve the Maynooth and wider area however it is considered that the views of local residents including the Parklands residents should be taken into consideration.</p>
<p>Chief Executive's Response</p> <p>The submission and support is noted. With respect to the views of the local residents of Parklands, it is noted that the main concerns of the residents is the access links and vehicular access.</p> <p><u>Access Links</u></p> <p>In regard to the proposed access links, page 15 of the Proposed Amendment should be noted which sets out the guiding principles for the development of the subject lands at Railpark.</p> <p>Under the heading 'Connectivity and Movement' the amendment text sets out that "No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift and the use of sustainable forms of transport, pedestrian and cycle [emphasis added] connectivity should be provided at key access points [emphasis added] on the western boundary".</p> <p>The map accompanying the amendment text for the Key Development Area provides details of indicative access points. Such indicative access points have been identified where potential opportunities may exist to provide connections/permeability to/from existing residential developments and the lands proposed to be zoned for new residential development.</p> <p>Such indicative access points will be subject to a more detailed analysis. This can only be carried out at detailed design stage e.g. planning application stage and where such an access is deemed viable the developer of the adjoining lands will be required to ensure the layout of the proposed scheme facilitates the potential for a through connection to the adjoining lands.</p> <p>Furthermore section 15.8.1 of the County Development Plan should be noted where such permeability links are identified as being '<i>Central to the vitality of any urban centre is its network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment attractive and accessible for the pedestrian. All new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within town and village centre must be protected and where possible improved. Any new development should open up new routes as part of the development</i>'. The plan further outlines that permeability through existing housing estates shall be subject to local public consultation.</p> <p>In providing permeability links the National Transport Authority best practice guide should be noted;https://www.nationaltransport.ie/wpcontent/uploads/2011/12/NTA_Permeability_Report_-_Web.08.20151.pdf.</p> <p>Given the indicative nature of the proposed access links and the design/feasibility process that will be required for same, it is considered premature at this stage to omit any of the indicative routes.</p> <p><u>A through vehicular access/road link</u></p>

Regarding the wording on page 15 of the Proposed Amendment under the heading 'Connectivity and Movement' it should be noted that it is not intended nor is there any indication in the documentation to provide a through vehicular access/road link between the subject lands and the adjoining estates of Railpark, Parklands and Rockfield estates. In addition to the above it is considered that the maps provided clearly provide for indicative pedestrian/cycle access point only adjoining the estates of Railpark, Parklands and Rockfield (Circled red).

Chief Executive's Recommendation

No alterations proposed.

4. Themed Summary of public Submissions

The following is a summary of the public submissions received grouped together under 8 common themes for ease of reference. In this section, the Chief Executive's response and recommendations are set out under each theme. Recommended deletions to the Proposed Amendment are shown ~~in strikethrough blue~~ and recommended new text is shown *in italics red*. The 8 themes are set as follows:

1: *The Consultation timeframe*

2: *Infrastructure in Maynooth and Traffic Management Issues*

3: *Access Links (including vehicular, pedestrian and cycle links)*

4: *Counter proposals to the amendment*

5: *The proposed public park*

6: *Environmental Issues*

7: *Zoning Submissions*

8: *Other issues*

Submission Numbers: 15, 28, 35, 64, 81, 95.

Theme 1: The Consultation timeframe

Issues Raised:

A number of submissions have been received which relate to the timing/ 'light touch' consultation and associated consultation period in respect of the proposed amendment.

Other issues relate to a lack of consultation with individuals or landowners adjoining the subject lands.

Chief Executive's Response

Notice was given pursuant to Section 20(3) of the Planning & Development Acts 2000 (as amended) that Kildare County Council, being the planning authority for Maynooth, proposed to make an Amendment to the Maynooth Local Area Plan 2013–2019. All documentation associated with the Proposed Amendment was published on the Council's website and made available in the local library and Municipal District Office.

In accordance with the provisions of Section 20 of the Planning and Development Act 2000 (as amended) the above public consultation was carried out over the 6 week period extending from Monday 18th June 2018 to 5pm Monday 30th July 2018. The timing of the Proposed Amendment during the summer months could not be avoided given the funding allocation provided through the Local Infrastructure Housing Activation Fund LIHAF mechanism for the proposed new link road.

The advertisement in the local newspapers also clearly outlined the above alongside information regarding the public consultation meeting held in the Glenroyal Hotel where members of the Planning and Roads Design teams were available to answer questions relating to the Proposed Amendment. The public consultation meeting was well attended by local people from the area including a large number of interested parties from the Parklands, Railpark and Rockfield estates.

While it is not a requirement to meet with individual landowners it is considered that the

public consultation meeting and format, provided ample opportunity for individual landowners to outline any particular issues they may have with the proposals to the Planning Authority.

It is considered that the measures carried out provided sufficient opportunity for individuals, landowners and the general public to outline any particular issues with the Proposed Amendment. In addition, the consultation procedures met with all statutory requirements.

Chief Executive's Recommendation

No alterations proposed.

Submission Numbers: 14, 15, 19, 20, 25, 28, 29, 30, 35, 38, 39, 40, 41, 43, 46, 47, 56, 57, 58, 60, 61, 63, 64, 66, 67, 71, 72, 73, 75, 76, 80, 81, 82, 85, 86, 88, 91, 92, 93, 95, 97, 99, 102, 103, 104, 108, 110, 112, 113, 115, 117, 118, 120, 121, 124, 125, 126, 128, 141, 144, 146, 147, 149, 157, 159-200, 201-213, 914-927.

Theme 2: The Maynooth Easter Relief Road (MERR), Traffic Management and Infrastructural Issues in Maynooth

Issues Raised:

A large number of submissions were received which made specific reference to the Maynooth Eastern Relief Road (MERR), traffic management and other infrastructural issues within Maynooth. The following provides an overall summary of the issues/concerns raised:

The Maynooth Eastern Relief Road:

A number of submissions received make specific reference to the proposed MERR. While some submissions outlined their support for the proposed relief road the following issues/concerns were highlighted:

1. It is contended that no development should commence on the subject lands until the MERR has been fully completed;
2. The proposed development of the MERR alongside new housing will result in further traffic issues within the plan area including impacts on the Griffin Rath Manor Estate;
3. The impact the development of the new road will have on the existing Celbridge Road regarding traffic flows and access;
4. The final design of the MERR should respect existing features and buildings in the area;
5. It is not considered that the wider traffic implications arising from diverted traffic to the MERR have been considered fully, and;
6. It is highlighted that there is a need for pedestrian and cycle paths along the proposed new MERR. Such measures should facilitate direct pedestrian/cycle access from the MERR to the Canal Greenway.

Traffic Management:

A number of submissions received make specific reference to the impact the proposed development (increased population) will have on traffic volumes and movements within the plan area. While some submissions outlined their support for the Proposed Amendment the following issues/concerns were highlighted:

1. Concerns are raised regarding the impact the Proposed Amendment will have on the Celbridge West/Leixlip West Interchange on the M4 which is already congested. It is suggested that the M4 be widened to 3 lanes and Road Objectives within the Maynooth Local Area Plan be completed along the Straffan Road;
2. The Proposed Amendment fails to demonstrate how the future population projections will be catered for without causing increased congestion. It is considered that the Proposed Amendment provides a distinct lack of detailed analysis on how the redirected traffic will be managed;
3. It is considered that if the development of the subject lands is not carried out prior to the

- completion of the MERR this will lead to unsustainable levels of traffic. The completion of the link road to the entire eastern link road is therefore required;
4. Concerns are raised regarding increased traffic impacts along the Moneycooley Local Road from the Straffan Road and into Celbridge;
 5. The existing egress issues for existing residents along the Straffan/Celbridge Roads will increase following the development of the subject lands particularly at peak times;
 6. The proposals will further exacerbate speeding issues within the existing Railpark estate;
 7. The proposals will create increased traffic volumes along the Moyglare and Dunboyne Roads;
 8. Clarity is required regarding through access roads and the impact such connections would have on existing estates;
 9. New roads should comprise of roundabouts given the existing number of traffic lights in the area;
 10. A second access onto the M4 should be considered to reduce impacts and restrictions on development along the Rathcoffey Road to facilitate future roads and junctions should be considered;
 11. It is considered that the second link road between the Rathcoffey Road and the Straffan Road will create further congestion;
 12. It is contended that a link between the Rathcoffey Road and the Kilcock Road will alleviate traffic from the town as the University traffic would avail of this route;
 13. The results of the Maynooth Traffic Management Plan prepared by the council confirmed the extent of the traffic issues and the need for key relief roads to be created;
 14. It is not considered the new link road will provide any significant improvement given the fact the roads are already linked via Ballygoran View with new housing at this location further exacerbating the existing traffic issues;
 15. It is contended that required infrastructure should be in place prior to the commencement of any new housing.

Over zoning and impacts on Infrastructure:

- It is highlighted that section 7.1.1 on page 13 of the proposal 'provides an additional 50% headroom' which indicates that the development is c. 150% of the actual targeted number of units required and raises concerns that the extra rezoning therefore is clearly excessive, in contravention of the stated requirements, and so is inappropriate.
- Concerns are raised regarding the proposed dramatic increase in the town's population prior to addressing infrastructural and traffic issues.
- Concerns are raised regarding the number of housing units proposed without necessary planning and infrastructure to support the growth and the impacts to the residential amenity of the exiting residents.

Impacts on Community Infrastructure:

A number of submissions have outlined concerns regarding the proposed development and the delivery of key social infrastructure in tandem or prior to the delivery of new housing. Specific areas highlighted include school capacity, crèche facilities, health care, car parking and a full time Garda Station.

Public Transport

A number of submissions received outline the need for improvements to and measures to facilitate alternative modes of transport throughout the plan area. Particular reference is made to improved pedestrian and cycle routes throughout the plan area.

Particular reference is made to the need for a high quality cycle facility on the Celbridge Road linking the proposed road, the two primary schools and the Straffan Road and direct access from the MERR to the Royal Canal Greenway.

It is further considered that the electrification of the railway and higher frequency of services

in Maynooth will lead to additional congestion in the town from people parking to get the train. Such issues should be addressed through new road, Park and Ride facilities, cycle and pedestrian improvements within the plan area.

Chief Executive's Response

The Transportation Department of Kildare County Council has reviewed the submissions received in relation to traffic and infrastructure. All concerns raised have been noted by the Transportation Department and will be considered during the route selection process where there will be a separate public consultation and statutory procedure.

The Eastern Relief Road:

1. It is envisaged that the development of the MERR will be carried out in a phased manner or prior to the occupation of any new dwellings within the subject lands. Such matters will be subject to detailed design and traffic management to ensure no significant impacts/increases on traffic will occur within the plan area.
2. The development of the MERR has been a long term planning objective for Maynooth with developments such as Griffin Rath Manor and lands adjoining Lidl on the Straffan Road being reserved for access thus alleviating traffic congestion along the Straffan Road and parts of the Celbridge Road. It should also be noted that planning permission was granted on the lands adjoining Lidl (reference no. 16) which includes a through connection from the Straffan Road to the Celbridge Road via Griffin Rath Manor.
3. The MERR forms part of the Maynooth Outer Orbital Route which is a vital piece of infrastructure for the economic development and quality of life of all Maynooth's residents and visitors as identified in the Maynooth LAP 2013 – 2019. The design of the MERR will take full cognisance of population growth and the need to minimise traffic congestion.
4. The final design/route selection process of the MERR will take full account of the built environment and will be subjected to the mandatory statutory planning process.
5. The MERR forms part of the Maynooth Outer Orbital Route. The northern portion of the MERR is under the control of Meath County Council. Funding has been allocated to complete this section which will ensure the eastern side of Maynooth plan area will connect the M4 to the Moyglare Road without the necessity to travel through the town centre. In addition a comprehensive traffic and transport assessment will form part of the design of the MERR project.
6. It is an objective of the Maynooth Local Area Plan 2013-2019 to provide pedestrian and cycle facilities in accordance with national policy documents and such facilities will form part of the MERR Project.

Impacts on Traffic Volume:

1. It is stated in the Maynooth Local Area Plan 2013-2019 that it may be necessary, in order to facilitate ease of access to the national road network, to upgrade the access to the M4 motorway as well as the possible need to provide an additional access to the M4 motorway. Kildare County Council will work in conjunction with TII to investigate the need for additional works along the M4 Motorway.
2. The design of the MERR will take full cognisance of population growth and the need to minimise traffic congestion. A comprehensive traffic and transport assessment will form part of the design of the MERR project.
3. Any development on the zoned lands will be subject to a separate statutory planning process and will therefore be subject to a transport assessment as part of that process. In addition, comprehensive traffic and transport assessments will form part of the design of the MERR project.
4. The design of the MERR will take full cognisance of population growth and the need to minimise traffic congestion and as noted above comprehensive traffic and transport

- assessments will form part of the design of the MERR project.
5. As above, the design of the MERR will take full cognisance of population growth and the need to minimise traffic congestion. Comprehensive traffic and transport assessments will form part of the design of the MERR project.
 6. It is noted that it is not intended nor is there any indication in the documentation to provide a through vehicular access/road link between the subject lands and the adjoining estates of Railpark, Parklands and Rockfield estates.
 7. The design of the MERR will take full cognisance of population growth and the need to minimise traffic congestion. Comprehensive traffic and transport assessments will form part of the design of the MERR project.
 8. As noted above, it is not intended nor is there any indication in the documentation to provide a through vehicular access/road link between the subject lands and the adjoining estates of Railpark, Parklands and Rockfield estates.
 9. The inclusion of roundabouts will be given consideration and form part of the MERR project design process.
 10. It is stated in the Maynooth Local Area Plan 2013-2019 that it may be necessary, in order to facilitate ease of access to the national road network, to upgrade the access to the M4 motorway as well as the possible need to provide an additional access to the M4 motorway. Kildare County Council will work in conjunction with TII to investigate the need for additional works along the M4 Motorway.
 11. The link road forms part of the Maynooth Outer Orbital Route which is a vital piece of infrastructure for the economic development and quality of life of all Maynooth's residents and visitors as identified in the Maynooth LAP 2013 – 2019. Comprehensive traffic and transport assessments will form part of the design of this element of the Maynooth Outer Orbital Route.
 12. As discussed above, the link road forms part of the Maynooth Outer Orbital Route which is a vital piece of infrastructure for the economic development and quality of life of all Maynooth's residents and visitors as identified in the Maynooth LAP 2013 – 2019. Comprehensive traffic and transport assessments will form part of the design of this element of the Maynooth Outer Orbital Route.
 13. This statement is noted and it is considered that the development MERR will aim to address a number of traffic and congestion issues.
 14. The MERR not only forms part of the Maynooth Outer Orbital Route which is a vital piece of infrastructure for the economic development and quality of life of all Maynooth but is also a vital link to unlock the potential for residential development in the area as stated in the Proposed Amendment to the Maynooth Local Area Plan 2013-2019.
 15. Any development on the zoned lands will be subject to a separate statutory planning process and will therefore take full cognisance of this issue.

Over zoning and impacts on Infrastructure:

Regarding the issue of over-zoning and the impacts on infrastructure, Section 7.1 of the Proposed Amendment titled 7.1.1 Housing Location and Density sets out details regarding the location of proposed new housing and the densities proposed for all lands. In this section it is detailed that c. 1,022 units can be accommodated in a quadrant between the Moyglare Road and the Dunboyne Road at Mariavilla along with more lands to the south of the Dunboyne Road and on the Celbridge Road together with the continued consolidation of the town centre.

In addition to these lands, further residential lands have been identified to the south east of the town at Railpark and Blacklion. These lands will deliver c. 720 additional new housing units and will be facilitated by the delivery of the Maynooth Eastern Ring Road ('MERR') including a bridge over the Royal Canal and Railway. The design of the MERR will take full cognisance of population growth and the need to address infrastructural and traffic issues. The lands in this south eastern quadrant provide for a sequential approach to the zoning of lands for new residential development in Maynooth whereby lands contiguous to existing

zoned development lands are prioritised. This provides for a total housing allocation of 1,742 units. While the allocation of housing falls short of the 2023 unit requirement set out in the County Development Plan 2013-2019 the purpose of the subject amendment is to maximise the benefit accruing from current funding and resource opportunities related to Local Infrastructure Housing Activation Fund (LIHAF) and to gradually begin to align the plan with the housing unit allocation set out in the Core Strategy.

However, as a matter of clarification it is noted that the Kildare County Development Plan 2017-2023 provides for an inbuilt headroom (refer to section 2.9 of the Kildare County Development Plan). The reference to 50% headroom in the draft Proposed Amendment was an error. In order to rectify this erratum it is recommended that the wording in the text and footnotes on pages 9, 10 and 13 of the Proposed Amendment relating to headroom be amended.

It is intended that a full review of the Maynooth Local Area Plan will commence in 2019 following a review of the County Development Plan and alignment with the NPF and RSES population projections for the County and Maynooth. It is therefore not considered that the plan or proposed amendment is over zoned.

Impacts on Community Infrastructure:

In accordance with the proper planning and sustainable development of the area the review of the entire LAP will aim to align population growth with new infrastructure. In accordance with the requirements of the NPF zoning of lands will be subject to an infrastructural assessment which will include a social infrastructure assessment of the plan area. The current amendment seeks to align the level of growth in the eastern part of Maynooth with new infrastructure through the allocation of a new neighbourhood centre zoning and the provision of a minimum of 3ha as a public park. It is considered that the current allocation of community infrastructure is commensurate with the level of envisaged growth.

Public Transport

As set out above the review of the entire LAP will aim to align population growth with new infrastructure. In accordance with the requirements of the National Planning Framework the zoning of lands will be subject to an infrastructural assessment while an Area Based Transport Assessment will be carried out in accordance with Transport Infrastructure Ireland Guidance which will aim to align the delivery of new housing/population growth with new transportation infrastructure including pedestrian and cycle routes.

Chief Executive's Recommendation

As a matter of clarification, the Kildare County Development 2017-2023 does provide for an inbuilt headroom (refer to section 2.9 of the Kildare County Development Plan). The inclusion references to a 50% headroom was an error. In order to rectify this erratum it is recommended that the wording in the text and footnotes on pages 9, 10 and 13 of the Proposed Amendment relating to headroom be amended to read as follows:

- Page 9: “*The Core Strategy figures in the CDP incorporate headroom ~~of 50%~~ in order to provide for a 9 year horizon as required by the Development Plan Guidelines.*”
- Page 10: “*This figure incorporates inbuilt headroom ~~of 50%~~ to meet anticipated need and to ensure continuity of supply of zoned lands over a 9 year horizon in accordance with the Development Plan Guidelines, DECLG, 2007.*”
- Page 13, Table 10 ‘Maynooth Housing Projections’ heading: “*2023 Population forecast ~~(which include 50% headroom....)~~*”

- Page 13, Footnote 5: "This figure includes the provision an inbuilt additional 50% headroom, ~~so is 150%~~ of the actual targeted number of units required over the Plan period."

Submission Numbers: 14, 15, 16, 17, 18, 21, 22,23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 43, 45, 47, 48, 49, 50, 52, 53, 54, 55, 56, 57, 58, 59, 60, 62, 63, 64, 66, 67, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 84, 86, 87, 88, 89, 90, 91, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 112, 113, 114, 115, 116, 118, 119, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159-200, 201-213, 214-324, 914-927.

Theme 3: Access Links (including vehicular, pedestrian and cycle links)

Issues Raised:

A significant number of submissions have been received which relate wholly or partly to the issues of permeability (pedestrian/cycle/vehicular) access links. While some submissions are supportive of the potential for permeability links, the majority of submissions are opposed to any such links. The following provides a summary of the issues raised relating to access links under the following headings: 1) A through access/road link between the Key Development Area and existing residential developments and 2) Pedestrian and Cycle Permeability links.

1) A through access/road link between the Key Development Area and existing residential developments

- It is considered that the wording relating to vehicular access links is ambiguous. It is requested that the wording on page 15 of the Proposed Amendment be changed

From:

No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift a.....

To:

"There shall be no vehicular routes into the estates of Parklands and Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectively shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark."

- It is considered that any through access road cannot be accommodated given the level of infrastructure and design of existing roads within the housing developments adjoining the subject lands.
- Any road link will result in unsafe play spaces within the estate similar to the 'Y' green space which connects the Parklands, Rockfield and Rail Park estates.
- Providing such links will exacerbate the existing problems with commuter parking within estates and create 'rat runs' in the area.
- Such road links will increase littering and result in negative impacts on property values and lead to anti-social behaviour impacting the enjoyment of existing green spaces and general residential amenity within estates.

2) Pedestrian and Cycle Permeability links

The Maynooth Cycling campaign has outlined their strong support for permeable walking and cycling links. It is considered that such links should be segregated through the proposal and that priority should be given to the development of a high quality cycle facility on the Celbridge Road linking the proposed road Maynooth Eastern Relief Road (MERR), the two primary schools and the Straffan Road.

While the above should be noted a large number of submissions have been received which outline strong opposition to any permeability links for cycle and pedestrian movement. In a large number of the submissions received it is considered that the provision of such links will result in unsafe play spaces within the adjoining residential areas of Railpark, Parklands and Rockfield similar to current experiences at the 'Y' green space which connects these estates.

The following provides an overview of other issues raised:

- Existing infrastructure in the adjoining estates is not adequate for a large increase in pedestrian and cycle traffic;
- Such proposals will create a security risk for existing residents, increase littering and result in negative impacts on property values, lead to anti-social behaviour impacting the enjoyment of existing green spaces and general residential amenity within estates;
- Impacts relating to noise and dust arising from passing pedestrian and cycle traffic;
- Such links particularly at Parklands Lawns offer no plausible benefits to users, and;
- Such proposals will impact on biodiversity.

A number of submissions from residents of Railpark and Parkland Lawns were also received which make specific reference to National Transport Authority (NTA) Document – Permeability Best Practice Guide under the headings Safety Coherence, Directness, Attractiveness and Comfort. Such submissions provide the following commentary:

- **Safety:** the proposed access at Rockfield Park would open up onto an unlit green area which could give rise to anti social behaviour; the green is only overlooked by 3 houses and it is not considered sufficient passive surveillance; access would make the environment feel less safe; residents have concerns regarding the safety of the environment for their children; and therefore the access point onto the Celbridge Road is arguably safer.
- **Coherence:** the proposed access offers no public transport benefits; the access will become a shortcut for parents to drive and congest the cul de sac while dropping kids off to school and encourage all day parking. It is considered that due to the narrowness and design of Rockfield Park it would represent an unsatisfactory route for cyclists.
- **Directness:** the proposed access offers no public transport benefits; Celbridge road access offers a safe and direct route to all local services; and it is considered that the proposed access at Rockfield Park will be ineffective as it is considered that it is not a direct linkage as defined by National Transport Authority (NTA) for Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide.
- **Attractiveness:** The proposed access point at Rockfield Park offers a narrow footpath with poor visibility of the exit route onto Rockfield Avenue and is not wide enough to provide for a dedicated cycle route; will be unattractive; green will be become a focus of anti social behaviour; and Celbridge road is the more attractive solution.
- **Comfort:** the proposed access fails to meet key considerations regarding space for

cyclists and pedestrians passing; traffic congestions occur within the estate from school drop offs and parents avoiding the Celbridge Road; an access point at this location may encourage all day parking; it is considered that it would not be a comfortable environment for the existing residents; and therefore Celbridge road is the more attractive and comfortable solution.

Chief Executive's Response

1) A through access/road link between the Key Development Area and existing residential developments

Regarding the wording on page 15 of the Proposed Amendment under the heading 'Connectivity and Movement' it should be noted that it is not intended nor is there any indication in the documentation to provide a through vehicular access/road link between the subject lands and the adjoining estates of Railpark, Parklands and Rockfield estates. It is accepted however that the wording envisaged could be interpreted this way and therefore it is considered that this wording should be removed from the text.

In addition to the above it is considered that the published maps clearly provide for indicative pedestrian/cycle access points only adjoining the estates of Railpark, Parklands and Rockfield (Circled red on the Key Development Map).

2) Pedestrian and Cycle Permeability links

In regard to the proposed access links, page 15 of the Proposed Amendment should be noted which sets out the guiding principles for the development of the subject lands at Railpark.

Under the heading 'Connectivity and Movement' the amendment text sets out that "No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift and the use of sustainable forms of transport, **pedestrian and cycle** [emphasis added] connectivity should be provided **at key access points** [emphasis added] on the western boundary".

The map accompanying the amendment text for the Key Development Area provides details of indicative access points. Such indicative access points have been identified where potential opportunities may exist to provide connections/permeability to/from existing residential developments and the lands proposed to be zoned for new residential development.

Such indicative access points will be subject to a more detailed analysis. This can only be carried out at detailed design stage e.g. planning application stage and where such an access is deemed viable the developer of the adjoining lands will be required to ensure the layout of the proposed scheme facilitates the potential for a through connection to the adjoining lands.

Furthermore section 15.8.1 of the County Development Plan should be noted where such permeability links are identified as being '*Central to the vitality of any urban centre is its network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment attractive and accessible for the pedestrian. All new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within town and village centre must be protected and where possible improved. Any new development should open up new routes as part of the development*'. The plan further outlines that permeability through existing housing estates shall be subject to local public consultation.

In providing permeability links the NTA best practice guide has been noted in the preparation of the Proposed Amendment. As detailed above the indicative access points highlight where potential opportunities may exist to provide connections/permeability to/from existing residential developments. Such links will be subject to more detailed design and analysis in the accordance with the best practice guidance issued by the NTA. Such analysis will identify whether or not a potential pedestrian/cycle link can be provided in an attractive and safe manner, coherently, direct i.e will be beneficial and encourage a modal shift and provide comfort to all users including existing residents.

Given the indicative nature of such potential routes it is considered prudent to maintain the potential for further investigations to be carried out as to the feasibility and viability of such routes.

Chief Executive's Recommendation

It is considered that the wording relating to vehicular access links may be interpreted to be somewhat misleading. It is therefore recommended that the word 'envisaged' be removed from the wording on Page 15.

The text proposed under the heading Connectivity and Movement is therefore proposed to amended to read as follows:

Change From:

The development of the MERR will unlock the potential for the residential development of the lands.

No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift and the use of sustainable forms of transport, pedestrian and cycle connectivity should be provided at key access points on the western boundary of the site, and if feasible, across the canal and railway. This will facilitate integration of the new neighbourhood with the existing town and its facilities. In addition, pedestrian and cycle access should be provided into the school and education lands to the south of the site.

To:

The development of the MERR will unlock the potential for the residential development of the lands.

*No through vehicular routes into the neighbourhood estates to the west are **envisaged proposed** but to encourage a modal shift and the use of sustainable forms of transport, **the feasibility of providing** pedestrian and cycle connectivity **should be investigated** at key access points on the western boundary of the site, and if feasible, across the canal and railway. This will facilitate integration of the new neighbourhood with the existing town and its facilities. In addition, pedestrian and cycle access should be provided into the school and education lands to the south of the site.*

Submission Numbers: 15, 18, 24, 26, 28, 32, 40, 44, 45, 50, 51, 54, 55, 57, 59, 69, 76, 77, 81, 88, 91, 106, 107, 111, 121, 123, 129, 136, 137, 138, 139, 145, 147, 152, 153, 154, 155, 156, 157, 158, 159-200.

Theme 4: Counter proposals to the Amendment

Issues Raised:

A number of counter proposals to the Proposed Amendment of the Maynooth Local Area Plan have been set out in the submissions received. Given the varying nature of the proposals they have been grouped together under 7 headings, set out below.

Alternative Pedestrian Access and Routes

There are a number of requests to consider an alternative access point to the new development via the Celbridge Road or by building a new bridge across the railway line and the canal adjacent to the location of the proposed bridge serving the road and to connect to the greenway. In addition, it is requested that there should be a pedestrian and bike access to the Royal Canal Way as near to the Dunboyne Road junction as possible. It is submitted that an access point beyond Parklands Lodge for the new development of a cycle path should be created and a continuous footpath through the main avenue of Parklands to meet up with the existing cycle path on the Straffan Road should also be provided.

Upgrade and Proposed Cycle Paths

Submissions have requested the upgrade of footpaths along the Celbridge Road linked to the existing footpaths/cycle lane on the Straffan Road in order to access the town centre and that footpaths/cycle paths should be extended to serve the new school campus, others schools in the vicinity and Maynooth University. It is considered that a cycle path could be located on the main spine road through Parklands and connected to the cycle path in the proposed new development. It is contended that the use of an unutilised towpath to the north of proposed site would provide for a more adequate foot/cycle access to Maynooth.

Development Sequence

Submissions propose that no new areas in Railpark/Blacklion are rezoned for residential purposes in the amended development plan until such time as the full Maynooth Eastern Relief Road or similar traffic relief measures have been completed.

Development Design

It is suggested that the height of development should be restricted as to not impact on local historic amenities. It is contended that there needs to be a provision of adequate green spaces and specific requirements regarding green infrastructure. Requested that part of the new residential lands should include open space and amenity lands in addition to neighbourhood centre and community/educational lands.

Traffic Impact

It is proposed that Kildare County Council should design a solution that incorporates adequate traffic management on new roads that are built to cater for increased traffic levels such as management measures to ensure pedestrian safety around schools. In addition, it is requested that the Celbridge Road is widened to accommodate the link road traffic.

Text Amendment Proposals

A number of submissions put forward specific amendments to the text to include the following:

- a) Page 15, change second paragraph which indicates no vehicular access and relates to encourage modal shift and connectivity to read: *"There shall be no vehicular routes into the estates of Parklands and Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectively shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark."*
- b) Page 15, change, 'Connectivity and Movement' to include the following wording: *"To protect the residential amenity of the Rail Park Estate the issue of through traffic will be*

- comprehensively addressed by the design and implementation of an effective traffic management system in line with current best practice."*
- c) Page 17, it is requested to remove "Pedestrian/Cycle access points at Parklands Lodge, Parklawns, and Rockfield Park".
 - d) Page 17, to put in place the following indicative cul de sacs: "(a) As Internal Vehicular Route approaches boundary with Parklands Lodge; (B) As Internal Vehicular Route approaches boundary with Parklands Lawns; and (c) As Internal Vehicular Route approaches boundary with Rockfield Park".
 - e) Page 17, to amend the Indicative Design by ensuring that the Neighbourhood Park does not commence North of Railpark Lane and instead commences south of the Lane.
 - f) Page 19, to delete entirely the change to Transport Road Objective 8 which relates to user permeability.
 - g) Requested to remove the wording 'it is not envisaged' and amend it to 'no through vehicular access will be facilitated'.

Other

- A number of submissions have highlighted issues that lie outside the remit of the Proposed Amendment to include the following:
- It is requested that the developer of the adjoining lands provide sufficient car parking to accommodate the level of development proposed and the design of housing recognises the existing built pattern of development in the area.
- It is suggested that the lands to the south at Laraghbryan present a better and more viable alternative where housing would be positioned along the western relief road which the Maynooth Traffic Management Plan identified as providing the greatest benefit to addressing the town's current traffic issues.
- It is also proposed to relocate the train station from its current location to north of the subject lands and considered that alternative thinking is required in the form of free electric bus links for the area or low cost bicycle schemes to serve the area.

One submission highlights a number of proposals which include suggestions such as:

- Tesco lands should be rezoned residential with the shopping centre relocated to the outskirts of the town in order to improve traffic flow;
- There is a need to rezone part of the town centre to facilitate new development;
- A through road via Griffin Rath Manor should be avoided;
- A focus for apartment living close to the town centre should be encouraged;
- Provisions for a swimming pool, leisure centre and other recreational infrastructure should be included;
- A percentage of the subject lands should be designated for the development of elderly residential housing;
- Provision for electric cars; and
- Energy efficiency, water conservation and allotments should be considered.

Chief Executive's Response

Alternative Pedestrian Access and Routes

With regard to alternative access points across the railway line and canal, the proposed new eastern link road will be subject to detailed design in accordance with the design principles set out in Design Manual for Urban Roads and Streets (DMURS). As part of this design process the movement of pedestrians and cyclists across the railway line and canal will be investigated. In reference to promoting the Greenway as a key access route the design of the proposed new access route will facilitate access over the Royal Canal with potential opportunities for direct access onto the canal tow path/Greenway for pedestrians and cyclists. Such details are subject to further detailed design. Similarly, in relation to the access point proposed at Parklands Lodge, such indicative access points will be subject to a

more detailed analysis. This can only be carried out at detailed design stage e.g. planning consent stage and where such an access is deemed viable the developer of the adjoining lands will be required to ensure the layout of the proposed scheme facilitates the potential for a through connection to the adjoining lands.

Upgrade and Proposed Cycle Paths

With regard to the upgrade and extension of foot/cycle paths along the Celbridge Road and Straffan Road, it is noted that these issues lie outside the remit of the Proposed Amendment. Such issues are more appropriately addressed through the review process for the Maynooth Local Area Plan (MLAP) 2019 or other funding mechanisms. In relation to the cycle path through Parklands Lodge, such indicative access routes will be subject to a more detailed analysis and planning applications/Part 8 process. In reference to promoting the Greenway as a key access route the design of the proposed new access route will facilitate access over the Royal Canal with potential opportunities for direct access onto the canal tow path/Greenway for pedestrians and cyclists. Such details are subject to further detailed design and environmental assessment.

Development Sequence

It is noted that the Local Infrastructure Housing Activation Fund (LIHAF) funding will specifically deliver the Maynooth Eastern Relief Road (MERR) and this important infrastructure will enable the development of the new residential lands and support the strategic transport movements of all modes through the area. It is envisaged that the development of the MERR will be carried out in a phased manner or prior to the occupation of any new dwellings within the subject lands. Should the Proposed Amendment be adopted by the Elected Members, the lands will be zoned residential. The development of these lands will be subject to a detailed design and planning application.

Development Design

With regard to comments on building height and green spaces, such matters will be subject to more detailed design and will be assessed at planning application stage in accordance with the policies of the County Development Plan 2017-2023 and the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the companion Urban Design Manual- A Best Practice Guide, DEHLG (2009) and the Urban Development and Building Heights Guidelines for Planning Authorities Consultation Draft August 2018. It is further noted that a neighbourhood park will be provided for within the Key Development Area. The scale of the public park will be approximately 3 hectares and the remaining network of open spaces should meet the open space requirements of paragraph 17.4.7 of the County Development Plan 2017-2023 for a greenfield site. In addition, it is proposed that the Key Development Area will allow for a neighbourhood centre which should provide convenience to the local community. The neighbourhood centre will provide for small convenience uses such as retail, crèche, hairdressers/barbers, dry cleaning and similar. In relation to community facilities, it is noted that the Proposed Amendment does not specifically state that the subject lands are for a Community Centre however the zoning matrix of the LAP states that such uses are open for consideration within this zoning. Therefore it is considered that proposals for such community uses can be further investigated with Kildare County Council. With regard to educational lands, it is noted that c. 4.65ha of land have been allocated for community and educational purposes to the rear of the existing Educate Together school for future development. Following consultation with the Department of Education it is considered that this provision alongside projects currently underway is sufficient to cater for the future needs of Maynooth.

Traffic Impact

With regard to traffic management, it is noted that such matters will be subject to detailed design and a traffic management plan to ensure no significant impacts/increases on traffic

will occur within the plan area. With regard to the expansion of the Celbridge Road, a detailed analysis and assessment of the proposed link road will determine if upgrades are required to the Celbridge Road.

Text Amendments

Having regard to the text amendment proposals the following should be noted:

- a. The proposed access points indicated on the maps and text forming the Key Development Area provide for **potential** indicative pedestrian and cycle access opportunities only. Such access links will be subject to more detailed assessment, design and consultation. No vehicular access is provided from the subject lands forming part of the Railpark Key Development Area therefore no change is considered necessary.
- b. Again, as noted above, the proposed access points indicated on the maps and text forming the Key Development Area provides for **potential** indicative pedestrian and cycle access opportunities only.
- c. As detailed above, the Key Development Area provides for indicative pedestrian and cycle access opportunities only. Such access links will be subject to more detailed assessment and design.
- d. The layout and design of the residential lands within the Key Development Area will be subject to more detailed analysis taking into consideration numerous design guidance including the Design Manual for Urban Roads and Streets (DMURS), The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the companion Urban Design Manual- A Best Practice Guide, DEHLG (2009) etc. Such guidance may indicate that the incorporation of cul de sacs may or may not be the most suitable design solution for achieving the overall objectives for the development of these lands. It is therefore not considered appropriate to include such wording which will restrict the evolving design process for the subject lands.
- e. The provision of the Public Park forms part of the Railpark Key Development Area where a design brief sets out the broad parameters for the future development of the area. While the maps accompanying the text of the Proposed Amendment provide for indicative purposes only, details for the development of this area require 3ha to be reserved for a public park. The provision of a public park and exact location of same will be subject to a more detailed design process at planning application stage.
- f. Chapter 6 of the County Development Plan 2017-2023 sets out a number of policies regarding vulnerable road users and street design. Objective TRO8 supports such policies to ensure where possible and feasible, permeable links are provided for vulnerable road users ensuring ease of accessibility within the plan area and to key trip attractors such as the town centre, schools and universities. It is considered that to remove such a policy would contravene national guidance and negate opportunities where such links can be provided in a safe and attractive manner.
- g. There is no intention to provide a through road through any indicative access links. In providing permeability links the National Transport Authority best practice guide has been noted in the preparation of the Proposed Amendment. The indicative access points highlight where potential opportunities may exist to provide connections/permeability to/from existing residential developments for pedestrian and cyclists. Such links will be subject to more detailed design and analysis in accordance with the best practice guidance issued by the National Transport Authority. Such analysis will identify whether or not a potential pedestrian/cycle link can be provided in an attractive and safe manner, coherently, direct i.e will be beneficial and encourage a modal shift and provide comfort to all users including existing residents. Given the indicative nature of such potential routes it is considered prudent to maintain the potential for further investigations to be carried out as to the feasibility and viability of such routes.

Other Issues

The submission details a number of other areas of concern not specifically related to the proposed amendment such as town centre expansion, infrastructure, child care, Educational provision. Such issues are more appropriately addressed through the review process for the Maynooth LAP 2019.

Chief Executive's Recommendation

It is considered that the wording relating to vehicular access links may be interpreted to be somewhat misleading. It is therefore recommended that the wording envisaged be removed from the wording on Page 15.

The text proposed under the heading Connectivity and Movement is therefore proposed to be amended to read as follows:

Change From:

The development of the MERR will unlock the potential for the residential development of the lands.

No through vehicular routes into the neighbourhood estates to the west are envisaged but to encourage a modal shift and the use of sustainable forms of transport, pedestrian and cycle connectivity should be provided at key access points on the western boundary of the site, and if feasible, across the canal and railway. This will facilitate integration of the new neighbourhood with the existing town and its facilities. In addition, pedestrian and cycle access should be provided into the school and education lands to the south of the site.

To:

The development of the MERR will unlock the potential for the residential development of the lands.

*No through vehicular routes into the neighbourhood estates to the west are **envisaged proposed** but to encourage a modal shift and the use of sustainable forms of transport, **the feasibility of providing** pedestrian and cycle connectivity **should be investigated** at key access points on the western boundary of the site, and if feasible, across the canal and railway. This will facilitate integration of the new neighbourhood with the existing town and its facilities. In addition, pedestrian and cycle access should be provided into the school and education lands to the south of the site.*

Submission Numbers: 46, 60, 79.

Theme 5: The proposed public park

Issues Raised:

A number of submissions have been received which relate to the size and shape of the public park.

In addition, it is considered that a rigid approach to the spatial distribution of public open space has been applied and the location/scale of development may impact on the viability of lands immediately adjoining the neighbourhood park. It is contended that a more flexible interpretation of open space is required in the areas immediately adjoining the neighbourhood park and that minimum standards for open space provision in the County Development Plan should be relaxed where the park lands encroach onto individual lands.

It is submitted that this rigid application may impede the delivery of a new development area with a mix of uses as the open space provision measures between 20-25% of the net residential area.

Chief Executive's Response

The size and scale of the proposed public park is considered to be commensurate with the level of development in the Proposed Amendment when taken alongside the level of existing open space/green infrastructure and development to the south east of Maynooth Town Centre. Such provision is in accordance with the provisions of table 14.12 of the County Development Plan 2017-2023 where a local park should be >2ha to cater for local recreation and amenity uses within a settlement. The scale of the public park should be approximately 3 hectares and the remaining network of open spaces should meet the open space requirements of paragraph 17.4.7 of the County Development Plan 2017-2023 for a greenfield site. It is not considered that the public park will encroach on adjoining lands nor impede delivery of development.

Moreover, the final scale, shape and design will be subject to a more detailed design and must comply with the requirements set out in the County Development Plan 2017-2023. This will be carried out at planning application stage.

The purpose of the proposed park will be to provide a place for people to participate in sport, play and informal recreation activity, a place to gather and enjoy social and community events, and a place which will provide environmental value in mitigating air, noise and light pollution and in supporting biodiversity.

Chief Executive's Recommendation

No alterations proposed.

Submission Numbers: 26, 28, 29, 30, 32, 39, 40, 41, 43, 47, 55, 57, 61, 63, 66, 71, 75, 78, 79, 82, 83, 86, 88, 104, 108, 112, 115, 118, 121, 125, 126, 146, 148, 159-200, 201-213, 325-636, 914-927.

Theme 6: Environmental Issues

Issues Raised:

A number of submissions were received highlighting issues in relation to the environment. It is submitted that there is a range of diverse wildlife in the lands where the new development will be located. It is considered that the new development and access links will impact on the wildlife and biodiversity at these locations. It is further contended that the destruction of hedgerows will impact on this wildlife. A number of submissions highlight the Wildlife Acts 1976-2012 and consider that the Proposed Amendment is conflicting with the provisions of the Act. It is contended that the increase in traffic will also impact upon the local environment.

With regard to the access points, it is contended that the proposal to create a pedestrian/cycle access point involves removing established greenery and disrupting the wildlife and biodiversity at these locations. The retention of mature native boundary hedges and tress is requested.

It is considered that vistas of historical monuments run the risk of potentially being impacted by the new development such as the views of Carton Tower and Conolly's Folly as a result of building heights.

One submission objects to the wording set out in the Strategic Environmental Assessment (SEA) scenarios and where reference is made to utilising existing road infrastructure. Comments are also made in respect of Table 16 of the SEA and the negative impacts identified and concerns raised regarding the lack of Environmental Impact Statement (EIS) for the Proposed Amendment. Another submission notes the Strategic Flood Risk Assessment (SFRA) and highlights that the lands for new development will be subject to a site specific flood risk assessment.

Chief Executive's Response

The submissions are noted and the environmental consultants responsible for the Strategic Environmental Assessment (SEA) and Strategic Flood Risk Assessment (SFRA) have reviewed the same.

In relation to the concerns regarding conservation, wildlife corridors, impact on biodiversity and destruction of habitats it is noted that the SEA Environment Report (ER) proposes a number of mitigation measures to reduce the impact on the above mentioned concerns. These measures include:

- Ensure that appropriate measures for conservation and enhancement of the natural and built environment are incorporated into all relevant plans and programmes;
- Ensure that all new development plans are cognisant of the Biodiversity Action Plan for the County;
- Ensure the protection of ecological resources that have economic benefits e.g. ecological zones that draw tourism, the Royal Canal;
- Compliance with the zoning of the SACs, SPAs, NHAs (and pNHAs), which prohibits non-compatible developments;
- Ensure that an Appropriate Assessment is carried out for all development proposals with potential to impact on Natura 2000 sites;
- Ensure that greenfield development, such as that targeted for the Railpark South East Quadrant, is subject to environmental assessment, where required;
- The development of future distributor routes will be subject to route option assessment and environmental assessment, where required. For example routes proposed between Celbridge Road and the Leixlip Road.

It is noted that the Royal Canal is a proposed Natural Heritage Area (Site No. 002103). The SEA ER (Section 6.4.7) proposes the maintenance or enhancement of biodiversity richness

by protecting rivers, stream corridors and valleys by reserving riparian zones/ecological corridors, maintaining them free from inappropriate development.

With respect to the environmental impact of traffic, environmental impacts associated with traffic including noise and air quality have been considered in the SEA ER. The SEA ER proposes a number of mitigation measures for the Proposed Amendment to reduce or minimise the impact of plans on air quality and noise. These include:

- Ensure that the objectives and policies of EU Air Quality legislation are incorporated into plans and programmes upon implementation into Irish law;
- Facilitate sustainable transport modes and the use of walking, cycling and public transport;
- Consideration of existing noise policy in County Kildare for example noise mapping and noise action plans produced by the Local Authority;
- Consideration of likely noise impacts/effects associated with new developments. This includes being cognisant of proximity to sensitive receptors when siting new developments and consideration of existing noise sources when zoning lands for residential development.

In relation to impacts to the views of historical monuments, it is noted that the SEA ER proposes a number of mitigation measures for the Proposed Amendment to reduce or minimise the impact of plans on heritage. These include:

- Ensure the protection of all features of architectural and archaeological merit. This is particularly relevant where development is proposed on greenfield lands, for example at Railpark;
- Promote the integration of suitably designed developments into existing urban and rural landscapes.

Furthermore, scenic routes and protected views within the county will also be considered by the Kildare County Council. Policy (PS6) under the Kildare County Development Plan 2017-2023 is, to 'maintain the views to and from Carton House and within Carton Demesne.'

Strategic Environmental Assessment (SEA) Environmental Report (ER)

One submission makes specific reference to the contents of the SEA ER such as negative impacts identified, lack of EIS for amended zoning and scenario rationales. In this regard it is noted that Kildare County Council consider the potential negative environmental impacts on the zoning amendments proposed as identified in the SEA ER. In relation to Environmental Assessment, an Environmental Impact Assessment (EIA) is not required at this stage of such proposed plans outlined in the Proposed Amendment. Plans and programmes proposed under Local Area Plans or amendments to LAPs are assessed under Article 14A of the Planning and Development (SEA) Regulations 2004, as amended, (S.I. No. 436 of 2004 and S.I. No. 201 of 2011).

Having regard to the rationale for the preferred scenario, it is contended that the text of the SEA ER should be updated to better reflect the Proposed Amendment.

The text will be updated as follows:

Scenario 1 will have a greater positive impact on population and human health as it would likely facilitate the building of a greater number of residential houses than Scenario 2. Scenario 2 prioritises amending zoning for lands that are closest to Maynooth town centres' ~~and that can utilise the~~ existing ~~road~~ infrastructure that may be integrated to provide pedestrian and cyclist permeability between new and existing residential lands around the town (TRO 8).

Strategic Flood Risk Assessment (SFRA)

With regard to SFRA, it is noted that a SFRA of the development lands of appropriate scale

and type is still proposed as although the risk has deemed to be low for fluvial and groundwater flooding an assessment at site specific scale is still required to manage the residual pluvial flood risk.

Chief Executive's Recommendation

Having regard to the rationale for the preferred scenario, it is contended that the text of the SEA Environmental Report will be updated to better reflect the Proposed Amendment. Section 7.1.4 of the Proposed Amendment, states that no through vehicular roads into neighbourhood estates to the west of the proposed MERR are proposed. It is proposed that potential pedestrian and cycle connectivity should be provided at key access points on the western boundary of the site (Railpark Key Development Area).

The text will be updated under section 7.3 of the SEA ER as follows:

Scenario 1 will have a greater positive impact on population and human health as it would likely facilitate the building of a greater number of residential houses than Scenario 2. Scenario 2 prioritises amending zoning for lands that are closest to Maynooth town centres' ~~and that can utilise the~~ existing ~~road~~ infrastructure that may be integrated to provide pedestrian and cyclist permeability between new and existing residential lands around the town (TRO 8).

Submission Numbers: 14, 19, 28, 29, 30, 35, 39, 41, 43, 46, 47, 63, 68, 70, 71, 75, 78, 82, 83, 86, 90, 91, 92, 93, 104, 112, 115, 118, 121, 122, 125, 126, 201-213, 325-636, 914-927.

Theme 7: Zoning Submissions

Issues Raised:

A number of submissions have been received which relate to zoning of lands with some submissions outlining support for the Proposed Amendment. Map 1 below identifies the location of all such zonings submissions where relevant. Given the varying nature of the zoning submissions and for ease of reference those are grouped under the 6 headings.

The Agricultural (I) Zoning and the Location of the proposed zoned lands

- The purpose of the Agricultural (I) zoning and the need to protect them against urban sprawl is noted however it is contended that the proposals for the subject lands are contrary to the statement on page 25 of the Proposed Amendment that notes *'the purpose of this zoning is to ensure the retention of agricultural uses and protect them from urban sprawl'*.
- Questions are raised regarding the location of the proposed lands to be zoned and whether this is the optimum location for such development.
- A number of submissions have also outlined their opposition to the subject lands being zoned for reasons including insufficient infrastructure.
- The scale of development proposed will impact on and detract from the vistas to/from two of the most notable local historical monuments in the area, namely Conolly's Folly and Tyrconnell Tower in Carton. It is suggested that the height of development should be restricted so as to not impact on these local amenities.
- HP6 objective is highlighted and compared to the wording in section 7.1.4 which is considered to be vague. Submissions suggests that the wording on 7.1.4 (page 16) be amended to read: *"The site should provide a variety of housing sizes which are consistent and respect the form of buildings in the neighbouring estates and area."*

Size and Scale:

Concerns are raised regarding the size and scale of the lands proposed to be rezoned for new housing.

Over Zoning:

The submission highlights that in the amendment (section 7.1.1 pg 13) it states 'provides an additional 50% headroom' so it is assumed the area is 150% of the actual targeted number of units required with concerns raised that the extra rezoning therefore is clearly excessive, in contravention of the stated requirements, and so is inappropriate. The number of units required in the future may fall as well as rise.

Rezoning Proposals:

Submission 35: Christopher and Eileen O'Rourke - Lands to the Immediate South of the proposed Key Development Area

A submission relating to lands to the south of the Proposed Amendment located off the Celbridge Road identified as I-Agriculture should be amended to B-Existing Residential & Infill.

Submission 91 Matthew Beckingham - Blacklion

Concerns raised regarding the rezoning of land in Blacklion from H4 Office to C new Residential.

Submission No.68: John Geoghan – Lands at Crew Hill

A submission relating to lands at Crew Hill, Moyglare Road, Maynooth identified as I-Agriculture should be amended to achieve the overall population objectives for Maynooth.

Submission No. 70: McDermott Building Services – Lands within the Proposed Amendment Area

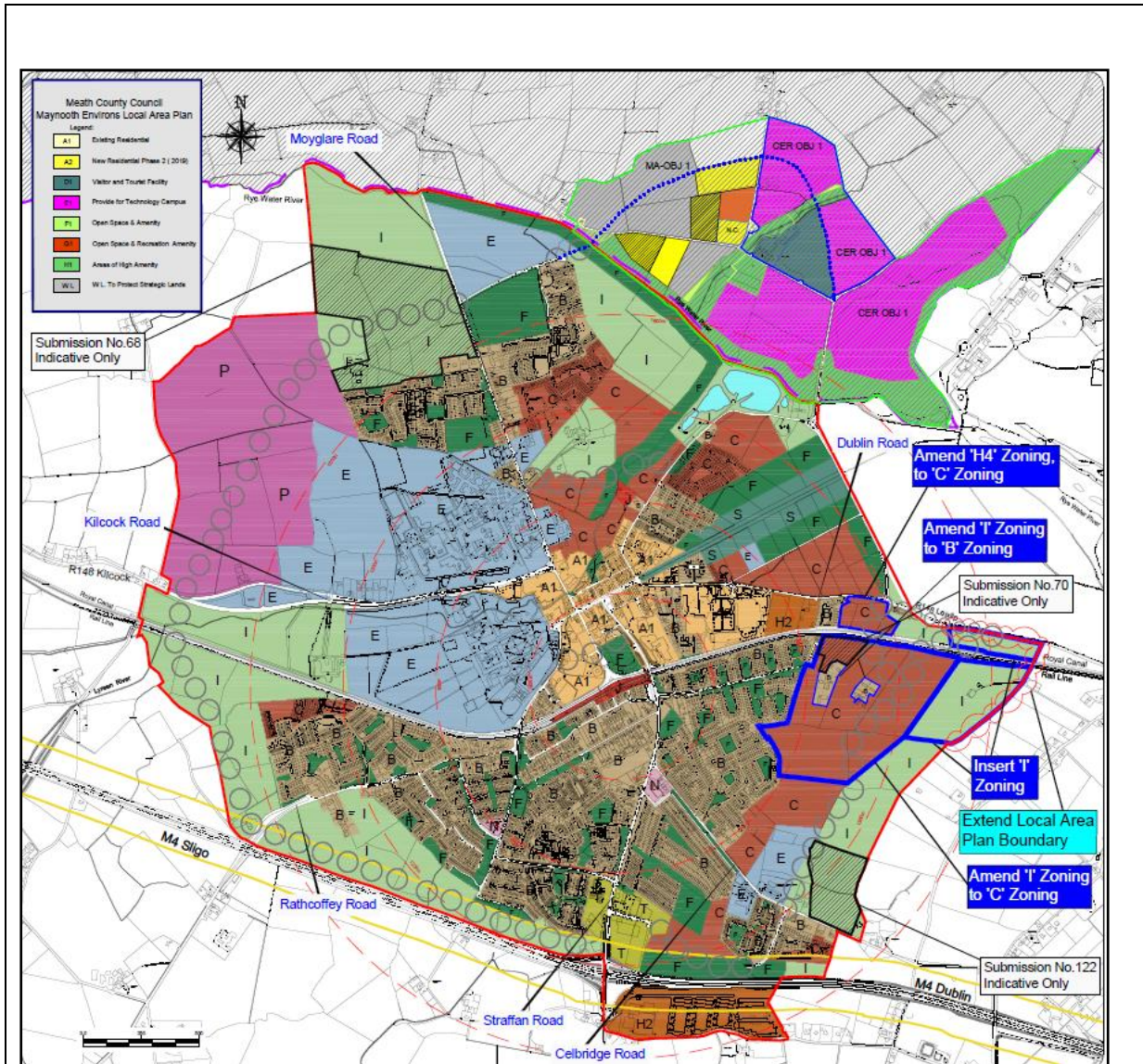
This submission relates to lands south east of Maynooth Town Centre. The subject lands comprise of the lands North West of the proposed amendment lands proposed to be zoned C new Residential. The submission is supportive of the zoning of the subject lands and the overall amendment.

Submission 121: Tom Farrell - Laraghbryan

It is suggested that the lands to the south at Laraghbryan present a better and more viable alternative where housing would be positioned along the western relief road which the Maynooth Traffic Management Plan identified as providing the greatest benefit to addressing the town's current traffic issues.

Submission No.122: Pirowell Limited – Lands immediately to south east of the Key Development Area

- It is submitted to the Council that a c. 7 ha site to the south-east of the town which is within the ownership of Pirowell Limited would be ideally suited to accommodate residential development and should be rezoned for such purposes.
- The subject lands occupy a strategic position within Maynooth, being located c. 1.4km from the town centre to the north-west and c. 1.8 km of the M4 interchange to the south-west, with direct access off the R405. In addition the subject lands are located in the immediate proximity to two schools with the residential development of Griffin Rath Manor and Hall located directly opposite the subject lands.
- Considered that the proposed lands for the key development area will not be available for residential development in the short to medium term, given that they are effectively 'land locked' until such time as the relief road is delivered.



Map 1: ReZoning Proposals Identified where Maps were received

Community Rezoning:

It is considered that the lands identified as Neighbourhood Centre would be very suitable for the location of a new community centre for Maynooth with this submission being supportive of the contents of submission 92.

Open Spaces:

Confirmation is required that none of the green spaces are to be rezoned from open space/amenity.

Chief Executive's Response

The Agricultural (I) Zoning and the Location of the proposed zoned lands

As detailed in the Maynooth Local Area Plan (LAP) 2013-2019 the overriding objective of the plan at the time of adoption was to retain and protect agricultural uses. Since the adoption of the LAP the Kildare County Development Plan (CDP) 2017-2023 has been adopted where the core strategy population allocation has increased for the Maynooth plan area resulting in a need for new residentially zoned lands.

In addition to the above the purpose of the subject amendment is to maximise the benefit accruing from current funding and resource opportunities related to Local Infrastructure

Housing Activation Fund (LIHAF) and to gradually begin to align the plan with the housing unit allocation set out in the Core Strategy. Such funding will achieve the delivery of objective B-E as outlined on Map 1 of the MLAP 2013-2019.

The proposals in this south eastern quadrant of Maynooth provide for a sequential approach to the zoning of lands for new residential development whereby lands contiguous to existing zoned development lands are prioritised. Given the above and to facilitate the growth of the Maynooth plan area it is considered that the proposals put forward for new residential zoning on the subject lands are in accordance with the CDP core Strategy.

With regard to insufficient infrastructure, it is noted that the design of the Maynooth Eastern Relief Road (MERR) will take full cognisance of population growth and the need to minimise traffic congestion. A comprehensive traffic and transport assessment will form part of the design of the MERR project.

Given the proximity of the identified vistas from Conolly's Folly and Tyrconnell Tower in Carton it is not considered that the development of the subject lands will impact on these local amenities.

Size and Scale:

Since the adoption of the LAP, the Kildare County Development Plan 2017-2023 has been adopted where the core strategy population allocation has increased for the Maynooth plan area resulting in a need for new residentially zoned lands.

The Proposed Amendment lands will deliver c. 720 additional new housing units which will be facilitated by the delivery of the Maynooth Eastern Ring Road ('MERR') including a bridge over the Royal Canal and railway. The lands in this south eastern quadrant provide for a sequential approach to the zoning of lands for new residential development in Maynooth whereby lands contiguous to existing zoned development lands are prioritised. It is considered that the size, scale and location of the subject lands are acceptable.

Over Zoning:

Section 7.1 of the Proposed Amendment titled 7.1.1 Housing Location and Density sets out details regarding the location of proposed new housing and the densities proposed for all lands. In this section it is detailed that c. 1,022 units can be accommodated in a quadrant between the Moyglare Road and the Dunboyne Road at Mariavilla along with more lands to the south of the Dunboyne Road and on the Celbridge Road together with the continued consolidation of the town centre.

In addition to these lands, further residential lands have been identified to the south east of the town at Railpark and Blacklion. These lands will deliver c. 720 additional new housing units and will be facilitated by the delivery of the Maynooth Eastern Ring Road ('MERR') including a bridge over the Royal Canal and railway. The lands in this south eastern quadrant provide for a sequential approach to the zoning of lands for new residential development in Maynooth whereby lands contiguous to existing zoned development lands are prioritised.

The LAP provides for a total housing allocation of 1,742 units, which includes lands at Railpark South East Quadrant & Blacklion (lands subject to this Proposed Amendment). While the allocation of housing falls short of the 2023 unit requirement set out in the County Development Plan 2017-2023, the purpose of the subject amendment is to maximise the benefit accruing from current funding and resource opportunities related to the Local Infrastructure Housing Activation Fund (LIHAF) and to align the plan with the housing unit allocation set out in the County Development Plan Core Strategy.

However, as a matter of clarification it is noted that the Kildare County Development Plan 2017-2023 provides for an inbuilt headroom (refer to section 2.9 of the Kildare County Development Plan). The reference to 50% headroom in the draft Proposed Amendment was an error. In order to rectify this erratum it is recommended that the wording in the text and footnotes on pages 9, 10 and 13 of the Proposed Amendment relating to headroom be amended.

It is intended that a full review of the Maynooth Local Area Plan will commence in 2019 following a review of the County Development Plan and alignment with the National Planning Framework (NPF) and the Regional Social and Economic Strategy (RSES) population projections for the County and Maynooth.

Rezoning Proposals:

While it is acknowledged that the allocation of housing falls short of the 2023 unit requirement set out in the County Development Plan 2013-2019 the purpose of the Proposed Amendment is to maximise the benefit accruing from current funding and resource opportunities related to Local Infrastructure Housing Activation Fund (LIHAF) i.e. the delivery of the Maynooth Eastern Relief Road and to align the plan with the housing unit allocation set out in the Core Strategy.

It is intended that a full review of the Maynooth Local Area Plan will commence in 2019 following a review of the County Development Plan and alignment with the National Planning Framework (NPF) and the Regional Social and Economic Strategy (RSES) population projections for the County and Maynooth. Such new zoning proposals will be considered at this time.

Community Rezoning:

The content of the submission relating to the Neighbourhood Centre lands is noted. While the Proposed Amendment does not specifically state that the subject lands are for a Community Centre the zoning matrix of the LAP states that such uses are open for consideration within this zoning. Therefore it is considered that proposals for such community uses can be further investigated with Kildare County Council.

Open Spaces:

The Proposed Amendment does not propose the rezoning of any existing public open space lands within any existing housing developments adjoining the subject lands or within the Maynooth area. Such spaces form part of the public open space areas for these existing residential areas and, in the majority of cases during the taken in charge process, have been dedicated to the use of the residents.

Chief Executive's Recommendation

As a matter of clarification, the Kildare County Development 2017-2023 does provide for an inbuilt headroom (refer to section 2.9 of the Kildare County Development Plan). The inclusion references to a 50% headroom was an error. In order to rectify this erratum it is recommended that the wording in the text and footnotes on pages 9, 10 and 13 of the Proposed Amendment relating to headroom be amended to read as follows:

- Page 9: "*The Core Strategy figures in the CDP incorporate headroom ~~of 50%~~ in order to provide for a 9 year horizon as required by the Development Plan Guidelines.*"
- Page 10: "*This figure incorporates inbuilt headroom ~~of 50%~~ to meet anticipated need and to ensure continuity of supply of zoned lands over a 9 year horizon in accordance with the Development Plan Guidelines, DECLG, 2007.*"

- Page 13, Table 10 'Maynooth Housing Projections' heading: "2023 Population forecast ~~(which include 50% headroom)~~"
- Page 13, Footnote 5: "This figure includes the provision an inbuilt additional 50% headroom, ~~so is 150%~~ of the actual targeted number of units required over the Plan period."

Submission Numbers: 148

Theme 8: Other issues

Issues Raised:

This submission raises an issue outside the scope of the Proposed Amendment relating to the subsidence of a wall adjoining No. 1 Parklands Crescent. The submission contends that the movement of the boundary wall appears to be the result of subsidence most likely due to inadequate foundations, a defective water main and sewerage pipe under the public footpath. In addition, it is submitted that there is further evidence along the avenue of Parklands of gaps between the public pavements and boundary walls, sinking manholes and sunken and misaligned footpaths.

Chief Executive's Response

The submission is noted however the submission details an area of concern not specifically related to the Proposed Amendment and therefore cannot be considered.

Chief Executive's Recommendation

No alterations proposed.

APPENDIX 1: LISTS OF PERSONS/BODIES WHO MADE SUBMISSIONS

Table 1.1 - List of Persons / Bodies that Made Submissions

APPENDIX 2: SUMMARY OF ALL SUBMISSIONS RECEIVED

Table 2.1 - Summary of all Submission Received

1	Department of Housing, Planning and Local Government
2	Department of Culture, Heritage and the Gaeltacht
3	E.P.A.
4	D.A.A.
5	Northern & Western Regional Assembly
6	Transport Infrastructure Ireland
7	Cllr Reada Cronin
8	Cllr Tim Durkan
9	Cllr. John McGinley
10	Frank O'Rourke TD
11	Bernard J Durkan TD
12	Catherine Murphy TD.
13	James Lawless TD
14	Adam Cully
15	Adam Sykes
16	Ailbhe Walsh
17	Aisling Brophy
18	Alexandra Brennan
19	Andrew Cully
20	Ann Moran.
21	Anna Bradley
22	Anna Madigan
23	Antosi
24	Aoibhin Hutchinson
25	Barry Smith.
26	Barry Walsh
27	Brendan Whelan
28	Brian Galvin
29	Brian Gill
30	Brian Masterson
31	Brian O'Dea.
32	Caoimhe Walsh
33	Carol Humphreys
34	Catherine Dooley
35	Christopher & Eileen O'Rourke.
36	Cian Hutchinson
37	Ciaran & Cynthia Gallagher
38	Ciaran Hurley
39	Claire Gill
40	Conor Brennan
41	Conor Glynn.
42	Darragh Burgess
43	David Dempsey
44	David Halpin
45	David Smyth

46	Cloverbrook Ventures Ltd
47	Dermot Harrington
48	Ed Mitchell
49	Edel Brady
50	Edel Hutchinson
51	Eibhlin Scanlon
52	Edel Kelleher
53	Emma Gill.
54	Emmet M. Stagg, Cllr. J McGinley & Angela Feeney
55	Eoghan Walsh
56	Fergal Downes
57	Gavan Shanley
58	Geraldine Greene.
59	Geraldine O'Sullivan.
60	Maynooth Cycling Campaign
61	Grainne Johnston
62	Grainne Kilcullen
63	Jack Dempsey
64	Jacqueline McGrath
65	Jan.
66	Jeanette Cameron
67	Jeannette Redmond
68	John Geoghan
69	John Hutchinson
70	McDermott Building Services
71	Joseph Glynn.
72	Josephine Hurley
73	Joshua Hurley
74	Kate Montgomery
75	Kevin Boyd
76	Kevin Lawlor.
77	Kevin O'Sullivan.
78	Kieron Glynn
79	Liam O'Toole
80	Lucy Hurley
81	Mairead Keaveney
82	Margaret Dempsey
83	Marie McGuinness
84	Mariesa Hardiman
85	Mark Farrell
86	Marta Masterson
87	Martina Cully
88	Martina Walsh
89	Martina Weir
90	Mary Boyd
91	Matthew Beckingham

92	Maynooth Community Centre Partnership
93	Maynooth Community Council
94	Melanie Oliver.
95	Michael Keaveney
96	Michelle Butera
97	Miriam Maher
98	Niamh Cronly
99	Niamh McGoldrick
100	Oisin Geoghegan
101	Patricia Lambert
102	Peter J.M. van der Burgt.
103	Peter Kennedy
104	Rachel Gill
105	Robert Lambert.
106	Ross Brennan
107	Sarah Halpin
108	Sean Gill
109	Senan Scanlon
110	Shane O'Duffy
111	Shane Scanlon
112	Sheila Harrington
113	Sinead Dooley
114	Siobhan Burgess
115	Siobhan Burgess & Gerry Burgess
116	Sonja Croke
117	Thelma Strong
118	Thomas Dempsey
119	Thomas Gilliam
120	Tim O'Connell.
121	Tom Farrell
122	Pirowell Limited
123	Vicki Gilliam
124	Vivian O'Brien
125	Yvonne Glynn
126	Hannah Troy
127	Michael Cormican.
128	Mariesa Cormican
129	Denton Howard.
130	Annmarie Howard
131	Clodagh Howard
132	Finn Cormican
133	Eimear Howard
134	Niall Howard
135	Ailbhe Walsh
136	Barry Walsh
137	Martina Walsh

138	Eoghan Walsh.
139	Caoimhe Walsh.
140	Brendan Ashe
141	Peter Kennedy.
142	Patrick Dixon
143	Eleanor Dixon
144	Rockfield Residents Association
145	Hugh & Fiona Gallagher
146	Maynooth Planning Alliance.
147	Dara Keogh.
148	John & Maria Davey-Borresen
149	Dawn Spearman
150	Margaret Howard
151	James Gilliam
152	Alexandra Brennan
153	Ross Brennan
154	Benjamin Gilliam
155	Tom Gilliam
156	Vicki Gilliam
157	Sonya Croke.
158	Connor Brennan
159	Noilin O'Hora
160	Cath O'Neill
161	M.F. Mallpass
162	Patrick J
163	M. Moane
164	C & Pete Colgan
165	Donal Hopkins
166	Pat O'Rourke
167	M. O'Rourke
168	H. McCormack
169	M. Doyle
170	M & I Hildelerand
171	William j & Ann M Gartland
172	Fintan Ruddy
173	Patrick Kennedy
174	Geraldine Tobin
175	Martin Fahy & Ann Fahy
176	Brendan Keegan
177	Edel Messaoudi & Mohamed Messaoudi
178	Jack & Mary Simon
179	Avril
180	Colm O'Rourke
181	Gerard Hynes
182	Anthony Shiels & Amy Shiels
183	Pat Bell

184	Christina O'Connor
185	Ciara Gallagher & Emma Gallagher
186	Angela Twomey
187	Karen Mullen & Roddy Mullen
188	Michael Ring
189	Patrick & Ashling Kelleher
190	Andrew Lorenzo
191	A Byrne
192	Joseph Keenan
193	Mary Geraghty & Barry Kiensey
194	Michael O'Dwyer
195	Dominic Hollywood & Mary Hollywood
196	Lucy Sherlock & Paul Sherlock
197	Michael Meally
198	Edward Tobin & Aine Hearn Kennedy
199	Josephine
200	Brendan, Pip, Suzanna & Steven O'Toole
201	Carmel Burke
202	Mary Monaghan
203	Rita Rooney
204	Pat Smyth
205	Carmel Barry
206	Sarah Ann Rooney
207	Joseph Burke
208	Leo Rooney
209	Patricia Rooney
210	Vincent Rooney
211	Ann Hirby
212	Patrick B. Walsh
213	Rita Doney
214	Josh Dunne
215	Najah
216	Daniel
217	Lucy Bean
218	Paul Bean
219	Ciara Beirne
220	Oisín Beirne
221	Méabh
222	Jane & Niamh
223	Lucy
224	Katie & Séan
225	Eleana Keogh
226	Maebh Dunne
227	Molly Whelan
228	Sophie Whelan
229	Alex Gowin

230	Jack Morgan
231	Pierce McCarthy
232	Cián
233	Katie-Anne
234	Niamh
235	Norah
236	Aislinn MacManus
237	Megan
238	Sarah Carrigan
239	Alan Carrigan
240	Isabella Maher
241	Sam Maher
242	Luke Maher
243	Daniel Birca
244	Alan
245	Oisín Mag Vigin
246	Cillian Mag Vigin
247	Leon
248	Ronan Geoghegan
249	Annmarie Delaney
250	Tiarnan McCloskey
251	Safia
252	Zayd
253	Ava & Emily
254	Caoimhe O'Sullivan
255	Grace O'Sullivan
256	Bláithín Dooley
257	Ethan
258	Jennifer O'Connor
259	Rachel O'Connor
260	Ventsislav Georgiev
261	Laura
262	Gavin
263	Jane
264	Michael
265	Keelan Cormican
266	Sineád
267	Cora Troy
268	Aoife Ganly
269	Kaitlin Walsh
270	James Halpin
271	Elena
272	Oscar
273	Denis
274	Anna
275	James

276	Sophia Sykes
277	Ethan Sykes
278	Laurence Ffrench
279	Killian Bracken
280	Maeve Ffrench
281	Emily Brannock
282	Eliz Laura Brannock
283	Deirdre Millett
284	Ruth Millett
285	Jacob Halpin
286	Séan Ó Móráin
287	Dara Ó Móráin
288	Robyn Lawlor
289	Cara Lawlor
290	Baco A
291	Donnacha
292	Fiona Coghlan
293	Eoghan Deloughry
294	Oisín Deloughry
295	Clodagh
296	Charlie
297	Tom
298	Anna Kelly
299	M Parker
300	Jack
301	Aoife Hillan
302	Oisín Redmond
303	Luke Flanagan
304	Niamh
305	Kate
306	Jessica Sheridan
307	Alison Cullen
308	Niall Cullen
309	Ava Cullen
310	Amelie
311	Ciara Ní Mhóráin
312	Ruby McAndrew
313	Alastair McAndrew
314	Jack
315	Aaron Murphy & Jordan Murphy
316	Vanessa Murphy
317	Micheál
318	Áine Ní Mhóráin
319	Sarah
320	Dara Geoghegan
321	James Sheridan

322	James Hever
323	Ciara Nic Shiomoin
324	Clodagh Hever
325	Andy Morgan
326	Jennifer Dadd
327	Colette O'Malley
328	Mick Dunne
329	Eamonn Boland
330	Mairéad Ahern
331	Maria Whelan
332	Martin Whelan
333	Kevin Larkin
334	Eamonn & Aileen Leahy
335	Lourde McCormack
336	Oisín McCormack
337	Michael McCormack
338	Caitríona Dunne
339	Mick Dunne
340	Hollie Clifft
341	Mary Morgan
342	Rod McCarthy
343	Olga Florea
344	Benjamin Gilliam
345	Tom Gilliam
346	Luke Gisbey
347	P Gibsey
348	Nina Florea
349	Miriam O'Rourke
350	Laurence Norris
351	Vinnie Hourihan
352	Barbara Dempsey
353	Damien Hourihane
354	Tony Rudden
355	Erika Donnelly
356	Rob Donnelly
357	Niamh Cronly
358	Brian Cronly
359	Carol Kelly
360	Garreth Kelly
361	Guy Parker
362	Grace Duncan
363	Richard Hillan
364	Karen Hillan
365	Michelle Redmond
366	Thomas Redmond
367	David O'Reilly

368	Anne Flanagan
369	Lyn Crouch
370	Anna Reid
371	Claire Travers
372	Siobhán Tighe
373	Paul Tighe
374	Mary Murray
375	Patricia Lambert
376	Robert Lambert
377	Michael J. Murray
378	Angela Norris
379	Christine Sheridan
380	Jim Sheridan
381	Emma Blount
382	Keith Redmond
383	Jeannette Redmond
384	Pearse MacManus
385	Albert Larragy
386	Saoirse Walsh Colfer
387	Michelle Walsh
388	Martina Weir
389	Boris Georgiev
390	Tara Redmond
391	B Dunning
392	Daragh Dunning
393	Finbarr Coghlan
394	Edel Deloughry
395	Sean Deloughry
396	Denis Buckley
397	Patrick McKnight
398	Aoife Coghlan
399	Niamh Coghlan
400	Aoife McKnight
401	Sean McKnight
402	John McAndrew
403	Gary Cullen
404	Laura Cullen
405	Colin Fitzsimons
406	Liz Power
407	Niall Power
408	Kate Daly
409	Sarah Daly
410	Maureen Dempsey
411	Louisa V Healy
412	Leah McCahey
413	Katie McCahey

414	David Remond
415	Caroline Blount
416	Patrick Blount
417	Philip Blount
418	Ailish Coghlan
419	Deirdre McAndrew
420	Anolrei Florea
421	Patrick Larragy
422	Antoinette Larragy
423	Ellen Larragy
424	Paul McCabe
425	Karen Dunne
426	Loraine Morrin
427	James Gilliam
428	Sean Bracken
429	Karen Bracken
430	Lauryn Bracken
431	Thomas Naughton
432	John Hawthorne
433	Janet Mazilu
434	D Gavin
435	Emma Gavin
436	Patrick Moran
437	Catherine Lawlor
438	Kevin Lawlor
439	Bacavanv Cosmin
440	Sinead Buckley
441	Turculet Andreea Larisa
442	AnnMarie McKnight
443	Fiona Coghlan
444	David Ffrench
445	Maeve Ffrench
446	Laurence Ffrench
447	Damien Bracken
448	Mary Frances Bracken
449	Jacqueline Sykes
450	Adam Sykes
451	Alan Millett
452	Maura Millett
453	Joseph Millett
454	Karina Power Brunnock
455	John Brunnock
456	Paul Monagle
457	Sheila Hawthorne
458	Margaret Phillips
459	Zah Monagle

460	Paula Monagle
461	Jake Monagle
462	Shane Hawthorne
463	Ella Ffrench
464	Cora McGorry
465	Janice Wilson
466	Teresa Flannery
467	Tommy Flannery
468	Winnifred O'Rourke
469	Aimee Wilson
470	Noel Wilson
471	Holly Gorman
472	Paula Gorman
473	Conor Gorman
474	Sarah Halpin
475	Mairéad Keaveney
476	Michael Keaveney
477	David Halpin
478	Neil Flannery
479	Nicola Smyth
480	Gavan Shanley
481	Jeanette Cameron
482	Helen O'Carroll
483	Richard Naughton
484	Avril Dooley
485	John Dooley
486	Anita Durkan
487	Niall Murphy
488	Aoife Murphy
489	Ross Murphy
490	Yvonne Murphy
491	Veronica Collins
492	Eamonn Pollard
493	Doreen Pollard
494	Ian Pollard
495	Yvonne Pollard
496	Christina O'Brien
497	Phillip O'Brien
498	Paul O'Brien
499	Antoinette O'Brien
500	Laura Pedley
501	Ventsislav Georgiev
502	Valentina Georgieva
503	Ivan Georgiev
504	Paddy O'Connor
505	Ruth O'Connor

506	Juliette Sweeney
507	Martina Dunning
508	Deirdre Leahy
509	David Leahy
510	Paul Burnell
511	Lisa Cuthbert
512	Jack Cuthbert
513	Anne Murphy
514	Martina Dillane
515	Paddy Dillane
516	Ita Smyth
517	Siobhan Cress
518	Caroline Cullen
519	Rosaline Dillane
520	D Smyth
521	Gavin Pedley
522	James Higgins
523	Marta Higgins O'Brien
524	James Higgins
525	David Collins
526	Rachel Byrden
527	Michael Byrden
528	Rory Leahy
529	Eoin Leahy
530	Damian Morrin
531	Bríge Sweeney
532	Dorothy Fitzsimons
533	Helen Pearce
534	Rowan Hever
535	Michelle Hever
536	Sinéad Hever
537	Geraldine Greene
538	Gemma Hawthorne
539	Ursula Murphy
540	Darragh Murphy
541	Eamonn Murphy
542	Conor Murphy
543	Keith Troy
544	Derek Cormican
545	Harry Montgomery
546	Clare Daly
547	Kate Montgomery
548	Killian O'Carroll
549	David Ganly
550	Alison Hastings
551	Sheila Ganly

552	Mary Greene
553	Sean Stell
554	Helen Hastings
555	Clare O'Connor
556	Tony O'Connor
557	Conor Ganly
558	Tara Ganly
559	Michelle O'Connor
560	Grainne Kilcullen
561	Millie McCarthy
562	Martine Harrison
563	Annmarie Delaney
564	Tiarnan McCloskey
565	Taina Lehtimaki
566	Sarah Wilson
567	Amy O'Connor
568	Tilo Kruger
569	Sean Heverin
570	Thnis Zegelis
571	Ilte Kripaitite
572	Rolands Firgensons
573	Kristina Strake
574	Anna Bradley
575	Derry Bradley
576	Daryl Heverin
577	Mick & Mary Dempsey
578	Richard Lynch
579	Edward Mitchell
580	Kevin Corrigan
581	Carmel Heverin
582	Bernie Cullen
583	Eoghan O'Carroll
584	Colin Carrigan
585	Frances Carrigan
586	Miriam Maher
587	Anna Flanagan
588	Lorraine Gavin
589	Laura Gilligan
590	Ian Flanagan
591	Laura Millett
592	Colin Maher
593	Frenziski Grobusch
594	Geraldine O'Sullivan
595	Kevin O'Sullivan
596	Oisín Geoghegan
597	Christine Kelly

598	Anne Burnell
599	Sorcha MacManus
600	Killian O'Carroll
601	Sally Bowles
602	Brendan Bean
603	Gráinne Beirne
604	Seamus Beirne
605	Séan Flood
606	Kathleen McLoughlin
607	Mary Currie
608	Gary Currie
609	John Monaghan
610	Pauline Monaghan
611	Graeme Scott
612	Aileen Scott
613	Gemma Murphy
614	Conor Cleary
615	Michael Bowe
616	Ann Bowe
617	Martina McLoughlin
618	Roslyn Flood
619	Anthony Latimer
620	Ann Forrestal
621	Pado D'Alessanol
622	Alex Gavin
623	Fiodor Birca & Procor Lilia
624	Fiodor Birca & Procor Lilia
625	Sandy Garrett
626	J Rudden
627	Linda Kruger
628	Anja Kruger
629	R. Gilliam
630	Elizabeth Stoll
631	M. Maguire
632	P. Yogavathen
633	Monica Bracken
634	David Parnell
635	Yvonne Moran
636	Sarah McKay
637	Declan Gillick
638	John Gillick
639	Noeleen Gillick
640	Nessa Horan
641	Myles Hand
642	Siobhan Millar
643	Sian Millar

644	Laoise Millar
645	Braden Millar
646	Uriel Hynes
647	Rachel Hynes
648	Philip Hynes
649	Gerard Hynes
650	Mark, Sonya, Eva & Matthew Lowen
651	Paul Byrne
652	Carmel Byrne
653	Gordon Byrne
654	Stephen Byrne
655	Patrick Carr
656	Blath McGeough
657	Nathan McGeough
658	Miriam O'Keeffe Ahern
659	Francis McGeough
660	Jonathan O'Keeffe Ahern
661	Natalie Stanley McKenna
662	Jenni Gaffney
663	Adrian Gaffney
664	Kathleen Nolan
665	Colm Nolan
666	Paul O'Leary
667	Sean O'Leary
668	Cian O'Leary
669	Jacinta O'Leary
670	Mary Morahan
671	Declan Travers
672	Denise Travers
673	Ashley Monaghan
674	Shane Monaghan
675	Mary McAssey
676	Ann Monaghan
677	Christine Stapleton
678	Robert Stapleton
679	jacqui Mullally
680	Conor Mulally
681	Ian Mulally
682	Donie Mullally
683	Paddy Burnell
684	Cathy Burnell
685	Ciara Wilson
686	Rachel Wilson
687	Martha Wilson
688	Ken Wilson
689	Linda Stanley McKenna

690	Jack O'Dea
691	Brian O'Dea
692	Patricia Gill
693	Michele McKenna
694	David Collins
695	Heather Collins
696	Karen Winstanley
697	Anna Burns
698	Michael Burns
699	Christine Burns
700	Colin Burns
701	Linda Stanley McKenna
702	Jack O'Dea
703	Brian O'Dea
704	Patricia Gill
705	Michele McKenna
706	David Collins
707	Heather Collins
708	Karen Winstanley
709	Anna Burns
710	Michael Burns
711	Christine Burns
712	Colin Burns
713	Josephine Hurley
714	Ciaran Hurley
715	Aran Cully
716	Andrew Cully
717	Martina Cully
718	Jessica Cully
719	Carmel Breslin
720	Linda O'Connor
721	John O'Connor
722	Patrick Power
723	Gina Power
724	Fiadh No Dhonnchadha
725	Roma McDonagh
726	C McDonagh
727	Phyllis Stewart
728	Anthony Barry
729	Ann Graham
730	David Rooney
731	Karen Rowan
732	Brian Cosgrave
733	Sharon Cosgrave
734	Michael Caden
735	Margaret Littleton Caden

736	Fearghal Caden
737	Laura Monaghan
738	Alison Monaghan
739	Emma Dunne
740	Conor Dunne
741	Angela Dunne
742	William Dunne
743	Mary Claire Mathias
744	Yves Mathias
745	Serge Mathias
746	Sebastien Mathias
747	Nicole Fisher
748	Mark Fisher
749	Patrick Monahan
750	Katie Monaghan
751	Teresa Gillespie
752	Paddy Doherty
753	Mark Doherty
754	Joan Doherty
755	Sean Hurley
756	Ryan Deegan
757	Sandra Deegan
758	R B. Murray
759	Peter Murray
760	Olive Bate
761	David Bate
762	Lisa Hennessey
763	Patrick Kenna
764	Darren Kenna
765	Ross Fitzgerald
766	Ben Fitzgerald
767	Charlie Fitzgerald
768	Fiona Conlan Fitzgerald
769	Gary Vavasour
770	Mary Vavasour
771	Ruth Alexander
772	Grainne Roche
773	Gordana Quigley
774	Cormac Maguire
775	Caroline Tyrell
776	Breen McGeough
777	Conor Coyne
778	Anne Coyne
779	Amiee O'Keeffe Ahern
780	Emma Jane O'Keeffe Ahern
781	Michael Ahern

782	Liam Farrell
783	Fiona Dunne
784	Ruth Farrell
785	Brian O'Dwyer
786	Lorraine O'Dwyer
787	Katie O'Dwyer
788	Conor O'Dwyer
789	Christelle Quinn
790	Mark Quinn
791	Joe Jennings
792	Ruth Jennings
793	Aoife Jennings
794	Catherine Buckley
795	Shingo Hayashi
796	Carolynn O'Keeffe
797	Daniel O'Keeffe
798	Sarah O'Keeffe
799	Gerry O'Keeffe
800	Mark O'Connor
801	Patricia O'Connor
802	Anne Hayes
803	William Hayes
804	Leslie & Christina Keenan
805	Michael Lynch
806	Bridie Lynch
807	Conor Duffy
808	Jack Duffy
809	E. Duffy
810	Catherine Buckley
811	Karen, Frank, Zara & Aaron Ryan
812	Emma Monaghan
813	Dermot Leahy
814	Sean Daly
815	Brian Daly
816	Claire Daly
817	Eoin Daly
818	Philomena Kelly
819	Tara Louise Delaney
820	Carol Delaney
821	Ciaran Delaney
822	Mark Carroll
823	Hannah Carroll
824	Jack Carroll
825	Terence O'Rourke
826	Sinead Monaghan
827	Paul Monaghan

828	Marie Monaghan
829	Barbara Wright
830	John Wright
831	Matthieu Dolan
832	Deirdre hand
833	Peter Barry
834	Sarah O'Callaghan
835	Eoghan O'Callaghan
836	Pat O'Callaghan
837	Jean Dunne
838	Pat Dunne
839	Mary Gallen
840	John Gallen
841	Conor Wright
842	Rachel Wright
843	Alison Murphy
844	Amanda McAuley
845	Josephone Stack
846	Fergal Stack
847	Hannah Stack
848	Ellen Stack
849	James Stack
850	Rachel Kelly
851	Kevin Langan
852	M. jennings
853	Susan McGrath
854	Michael McGrath
855	Emily Corcoran
856	Desmond & Patricia Kelleher
857	Nicola Murphy
858	Philip Murphy
859	Jeffrey Manalaysay
860	Qi Liang Zheng
861	Vivian O'Brien
862	Kevin O'Brien
863	Kathleen O'Brien
864	patrick Mitchell
865	Ines Mitchell
866	Michael Normoyle
867	Alice Normoyle
868	Cillian Melia
869	Catherine Cotter Melia
870	Michael Melia
871	Carmen Ruiz
872	John Dalton
873	Carol Anne Barton

874	Sarah McGurrin
875	Stephen Nolan
876	Karina Manalaysay
877	Conor Nolan
878	Aoife Maguire
879	Caroline Mulligan
880	Antoinette Roche
881	Mark Mansfield
882	Martin Maguire
883	Ciara Gallagher
884	Cynthia Gallagher
885	Jack Gallagher
886	Ciaran Gallagher
887	Fiona Gallagher
888	Ciaran Gallagher
889	Hugh Gallagher
890	Philomena Davey
891	David Tierney
892	Sean O'connor
893	Kevin Carroll
894	Mary Ellen Carroll
895	Muriel Hoffman
896	Patrick Dolan
897	Michelle Hayes McDonald
898	Kevin & Ann Wong
899	Catherine Corcoran
900	John O'Connor
901	Jacqueline Sheridan
902	Francesca Sheridan
903	Mary Sheahan
904	Declan Sheridan
905	Nicholas Sheridan
906	Karen Alexander
907	Michelle Maguire
908	Lesley Byrne
909	The Linnane Family
910	Noel McKenna
911	Enda Corcoran
912	Claire Corcoran
913	Maree Carr
914	
-927	Illegible

Appendix 2 – Summary of all submissions received.

The issues raised in the 933 submissions received are set out in Table 2.1 below.

Table 2.1: Submission received and the summary of issues raised.

Sub. No.	Name	Summary of Submission
1	Department of Housing, Planning and Local Government	<ul style="list-style-type: none"> Submission sets out observations on behalf of the Minister. The reasons for the proposed amendment are noted and it is stated that the development for housing is in accordance with the core strategy of the adopted Kildare County Development Plan 2017-23 and also national policy objectives to provide new housing development in our towns and urban areas. It is submitted that the development of east Maynooth is being supported for new residential and other development through a Local Infrastructure Housing Activation Fund (LIHAF) grant allocation by government. It is noted that the funding will specifically deliver the relief road and that this important infrastructure will enable the development of these East Maynooth new residential lands and support the strategic transport movements of all modes through the area. Highlighted that the Department will continue to work closely with the Council and the other stakeholders involved in delivering this important infrastructure which supports housing growth in the town. Submission reminds the planning authority to have regard to any observations made by the Office of Public Works, Department of Culture, Heritage and the Gaeltacht, the National Parks & Wildlife Service, the Environmental Protection Agency and Irish Water. In this regard, Kildare County Council must satisfy itself that it has met the relevant requirements as appropriate, and that the Proposed Amendment No.1 to the Maynooth Local Area Plan 2013-19 is fully compliant with its obligations under planning legislation.
2	Department of Culture, Heritage, and the Gaeltacht	<p>Natural Heritage</p> <ul style="list-style-type: none"> Noted that the Royal Canal proposed Natural Heritage Area lies directly to the north of the subject land of the proposed amendment. Highlights objective NH8 of the CDP and notes that increased usage of the Royal Canal by both people and dogs associated with nearby development of >1000 housing units, in combination with increased usage of the Royal Canal Greenway (Dublin to Galway) which may have impact on protected species and habitats within the pNHA. Royal Canal Greenway may be a national high capacity flagship route. This should be clarified as such a designation will inform any potential impacts of the route. Potential impacts include recreational disturbance, dumping of dog faeces and other waste including garden waste and spread of invasive species. It is requested that these issues should be included in the SEA Screening document which also include and plans and strategies associated with the development of the Royal Canal Greenway as well as any plans to provide pedestrian access to the Royal Canal pNHA.
3	Environment Protection Agency	<ul style="list-style-type: none"> This submission refers to Strategic Environmental Assessment and the completion of a SEA Statement. The submission makes reference to the scoping submission submitted on Proposed Amendment No 1 to the Maynooth Local Area Plan 2013-2019, dated 23rd February 2018, and advises that this should also be taken into

Sub. No.	Name	Summary of Submission
		<p>account also.</p> <ul style="list-style-type: none"> • Any future amendments to the plan should be screened for likely significant effects in accordance with the criteria set out in <i>Schedule 2A</i> of the SEA Regulations (SI 436 of 2004) and should be subject to the same method of assessment applied in the “environmental assessment” of the Plan. • Following the adoption of the plan, a Statement is required and should summarise the following: <ul style="list-style-type: none"> ○ How environmental considerations have been integrated into the Amendment; ○ How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Amendment; ○ The reasons for choosing the Amendment adopted in the light of other reasonable alternatives dealt with; and, ○ The measures decided upon to monitor the significant environmental effects of implementation of the Amendment. ○ A copy of the SEA Statement with the above information should be sent to any environmental authority consulted during the SEA process. • Guidance for the integration of environmental considerations accompanies this submission.
4	DAA plc	<ul style="list-style-type: none"> • No comment or observations made on the proposed amendment.
5	Northern & Western Regional Assembly	<ul style="list-style-type: none"> • Northern & Western Regional Assembly has no observations to make.
6	Transport Infrastructure Ireland	<ul style="list-style-type: none"> • Submission makes observations in relation to strategic context and Proposed Amendment No. 1. • Submission indicates that the M4 is a national primary route part of the TEN-T comprehensive network therefore this has repercussions and actions for the policies and objectives to be included in the proposed amendment. • M4 is a strategic national route linking important regional centres. • Submission defines the TEN-T regulations objectives which are to increase benefits for road users by ensuring safe, secure and high quality standards for road users and freight transport. • They target gradual development of the transport network with the core network a priority by 2030. • Submission highlights that the National Planning Framework Objective No. 2 is to maintain the strategic capacity and safety of the national roads network. In addition it is a National Development Plan Priority to ensure that the extensive transport networks which have been enhanced over the last two decades are maintained to a high level of service, accessibility and connectivity for road users. • Submission indicates that the M4 Maynooth to Leixlip Scheme included in the National Development Plan is identified as a scheme to be brought through pre-appraisal and early planning. • TII has no objection in principle to the amendment of Objective TR2 to provide options for a road link between Celbridge Road and Leixlip Road. • Reference is made to a previous submission to the Maynooth Local Area Plan (LAP) 2013-2019 where key

Sub. No.	Name	Summary of Submission
		<p>objectives were identified that required careful consideration to ensure the ongoing strategic function of the M4 is not undermined. Particular reference is made to the provision of an Outer Orbital Route in sections 7.23., 7.5 and 7.5.2 and objective TRO 2 of the LAP.</p> <ul style="list-style-type: none"> • It is noted that the proposed route joins the Straffan Road in proximity to J7 on the N4. It notes that that the authority recommended that the council undertake necessary traffic and transport analysis to ensure the strategic function of the M4 and associated junction can be safeguarded and any future improvements required to the national road network to facilitate the proposed objective are outlined and phased. The authority requests consultation on developing proposals. • The submission notes that the position as outlined for the Draft LAP remains the position of TII having reviewed the proposed amendment. • Submission advises that while any improvements relating to national roads identified at a local level should be done in consultation with and subject to the agreement of TII, the council will be aware that TII may be responsible for the funding of any such schemes or improvements.
7	Cllr. Reada Cronin	<ul style="list-style-type: none"> • The submission raises concerns regarding the indicative permeability links between the lands proposed to be zoned and existing residential areas at Rockfield and Parklands. Reference is made to section 15.8.1 of the County Development Plan where it is stated that permeability through housing estates shall be subject to local public consultation. • It is considered that the cycleway along the canal should be open to future developments to facilitate quick pedestrian/cycle accessibility to Maynooth Town Centre. • It is considered that permeability in any future developments to facilitate footpath, cycleways or roadways should be clearly marked out on plans and not concealed. • The proposed amendment increases the need to have a safe cycle lane to the Gaelscoil and Educate Together schools on the Celbridge Road. • Development levies from future developments should be ring fenced for both the continuation of the Maynooth Relief road and also a much needed community centre for Maynooth that is accessible to all Maynooth Residents.
8	Cllr. Tim Durkan	<p>This submission sets out a number of amendments to the proposed variation of the Maynooth Local Area Plan. The submission also includes a number of submissions from local residents which have been summarised and addressed under submission no's 123, 155, 157 and 714.</p> <p>The main points raised in this submission are:</p> <ul style="list-style-type: none"> • It is considered that there are opportunities for an appropriate degree of permeability within the plan area without the need for new access points. Focus on permeability and use of the Royal Canal Greenway should be maximised to access the town centre. • It is contended that the proposals for new access/permeability links will impact on the natural surveillance and safety currently enjoyed by residents in adjoining estates. It is considered that the proposals for new permeability links

Sub. No.	Name	Summary of Submission
		<p>conflict with policy EA8 'To ensure that open spaces are addressed and overlooked thereby promoting passive surveillance and improving the quality of the public realm' and the provisions set out on page 55 relating to residential amenity set out in the Maynooth Local Area Plan 2013-2019.</p> <ul style="list-style-type: none"> The submission concludes by stating that Cllr Durkan is vehemently opposed to any attempt to create any vehicular, cycle or pedestrian access into Parklands, Railpark or the Rockfield estate.
9	Cllr. John mcGinley	<ul style="list-style-type: none"> Submission objects to any vehicular linkages between the proposed key development area and the Parklands and Rockfield Estates. It is considered that the wording of the proposed amendment is ambiguous and should specifically state that there shall be no vehicular access. The indicative design map implies a vehicular access to the North West into Parklands Estate and it is considered this will have serious traffic and safety concerns for the existing residents. Through traffic at this location would be a serious traffic hazard and cause further congestion. Concerns raised in relation to the pedestrian/cyclist linkages and how many over the year have been closed up as they lead to anti social behaviour, security issues and reduction in residential amenity therefore there should be no pedestrian or cyclist links. It is proposed to include a pedestrian/cyclist route from the key development area to the Canal Greenway. Submission suggests that the layout of the neighbourhood park within the key development area begin further south of Railpark Lane as the proposal is breaking an established right of way, not interfere with the amenities of Railpark Lane and give pedestrian and cycle access to the lane. Submission puts forwards specific amendments to the text to include the following: <ul style="list-style-type: none"> Page 15, change second paragraph which indicates no vehicular access and relates to encourage modal shift and connectivity to read: <i>"There shall be no vehicular routes into the estates of Parklands and Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectivity shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark."</i> Page 17, it is requested to remove (a) <i>"Pedestrian/Cycle access points at Parklands Lodge, Parklawns, and Rockfield Park"</i> and (b) <i>"The potential access point to the Celbridge Road between the Rockfield Exit"</i>. Page 17, to put in place the following indicative cul de sacs: <i>"(a) As Internal Vehicular Route approaches boundary with Parklands Lodge; (B) As Internal Vehicular Route approaches boundary with Parklands Lawns; and (c) As Internal Vehicular Route approaches boundary with Rockfield Park"</i>. Page 19, to delete entirely the change to Transport Road Objective 8 which relates to user permeability. Page 17, to amend the Indicative Design by ensuring that the Neighbourhood Park does not commence North of Railpark Lane and instead commences south of the Lane. Page 16, to remove wording after first sentence relating to landmark buildings being supported in appropriate locations and insert the following wording: <i>"Where development adjoins established housing in Parklands and Rockfield Estate, and Rail Park Lane, the building height shall not be higher that the adjoining buildings. In addition, rear garden boundary walls and side boundary walls adjoining open spaces throughout the</i>

Sub. No.	Name	Summary of Submission
		<p>development shall be concrete block walls which shall be a minimum of 2 metres in height and shall be suitably capped and rendered on both sides. Other than where development adjoins the existing residential areas of Parklands Estate, Rockfield Estate and Railpark Lane, the maximum building height of units shall be 2 storeys throughout the development”.</p> <ul style="list-style-type: none"> ○ Insert the following wording: “That there shall be a phasing requirement in relation to Crèches. When 100 houses are built a crèche must be opened and operating, prior to occupancy of next 100.”
10	Frank O'Rourke TD	<p>Access Links</p> <ul style="list-style-type: none"> • Submission highlights the support for the resident's position for which they do not oppose the link road or do not oppose future development. • Highlights the residents are opposing the connectivity between their estates and the key development area. • Submission supports the residents' case of opposition to permeability due to the fact that when they purchased their dwellings there were no such plans to connect their estate. • Submitted that the permeability/connectivity being retrospectively fitted and put in place does lead to concerns and impacts to residential amenity, antisocial behaviour and safety for the existing residents.
11	Bernard J Durkan TD	<p>This submission sets out a number of amendments to the proposed variation of the Maynooth Local Area Plan as it is believed that the proposed amendment in its current form has the potential to greatly damage the quality of life for existing residents of the Parklands, Rockfield and Railpark Housing Estates. The submission also includes a number of submissions from local residents which have been summarised and addressed under individual submission no's 123, 155, 157 and 714.</p> <p>The main contents of this submission relate to:</p> <ul style="list-style-type: none"> • The proposal put forward should not impact on the quality of life for existing residents. • The proposal while creating an exemplar of urban housing expansion and integrating itself into the surrounding context should adhere to the views of the local residents. • It is contended that the proposals for new access/permeability links will impact on the natural surveillance and safety currently enjoyed by residents in adjoining estates. It is considered that the proposals for new permeability links conflict with the policies set out in the Maynooth Local Area Plan relating to residential amenity and safety. • It is contended that the provision of new permeability links conflicts with policy AR7 of the MLAP which makes reference to the protection of existing open spaces and recreational uses from encroachment. • The proposed permeability links will impact on the built form of the adjoining areas in conflict with the provisions of the MLAP. • It is contended that the use of the Royal Canal Greenway is a more suitable option for the pedestrian and cycle access to the town centre with no recognisable benefit to the proposed linkages for existing residents. • It is considered that the proposals put forward will discourage people from using the Royal Canal Greenway. • The submission concludes by stating that Bernard Durkan TD is vehemently opposed to any attempt to create any vehicular, cycle or pedestrian access into Parklands, Railpark or the Rockfield estate.

Sub. No.	Name	Summary of Submission
12	Catherine Murphy TD	<p>Population</p> <ul style="list-style-type: none"> Submission summarises the reasons given for the proposed amendment and details the hierarchy of plans and notes that the National Spatial Strategy has now been superseded by the National Planning Framework (NPF) which is linked to the National Development Plan (NDP) and work will be required to re-align County Development Plans with the new NPF. It is considered that the primary reason for Amendment 1 is to draw down funding for the Eastern Ring Road. The submission notes that given that the core strategy contained in the County Development Plan may change following the adoption of the NPF and the consequent re-alignment of County Plans to take account of this, there is a danger because of the linkage between the NPF and NDP, that planning for additional population growth could mean funding will not be available for parallel facilities and services. It is noted that the total number of existing houses or apartments is 4,674 and the plan sets out a dwelling target of 3,542 new housing units. The submission assumes the dwelling target has included new houses currently under construction or those where planning permission has recently been granted. Submission indicates that the occupancy rate is 2.99 resulting in an increase of 10,590 if all units were delivered. However it is noted that the proposed amendment assumes headroom of 50%; implying only half of the land that is zoned residential will be developed by 2023. Submission highlights that it is proposed to zone 32.5 hectares in the Railpark South East Quadrant & Blacklion with a density of 35 Units and when the allowance is made for 10% open space, possible number of new houses and new residents reduces and it seems safe to assume that up to 1,000 new homes could be accommodated with an occupancy rate of 2.99 which is the profile in Maynooth. A new population of 3000 in this location is likely within the lifetime of the plan. <p>Facilities and Services</p> <ul style="list-style-type: none"> It is assumed that when a large increase to population is proposed, that services and facilities will be provided for also. In terms of Schools, assurances are required from Department of Educations that school places will be delivered to cater for this increase. Public transport needs to be designed in parallel with large scale housing to allow for additional capacity and frequency etc. Submission notes that Maynooth, Leixlip and Celbridge have land zoned or proposed for zoning land to accommodate in excess of 30,000. Concerns are raised when there is an increase due to the proposed amendment there is a lack of community facilities. It is noted that the plan should be adjusted to reflect this or indeed there needs to be a planning superstructure where shared facilities and necessary linkages are considered. By amending the LAP rather than making a whole new plan there is a failure to fully capture those needs and plan for them both physically and financially. It is noted that public services such as HSE and Gardai currently lag behind national average. The amended plan needs to recognise and address the deficiencies in facilities and services. <p>Links Road and Traffic Impacts</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Submission summarises the intention of the Eastern ring road and notes that the funding will be allocated by LIAHF provided lands are opened up for housing. • Submission notes that the proposed road cuts through the land it is proposed to zone residential. • Vulnerable road users will have to be provided for in the road design. • It is considered that a number of key locations and junctions require specific consideration especially those located near schools. In addition, an updated traffic impact management plan is required for Maynooth. • Submission identifies a problem area at the junction with the Straffan Road. There is no space to widen and no scope to provide an adequate turning lane. • The junction with the Leixlip Road needs to be designed with bus movements in mind and needs to include both a cycle and pedestrian facility and location of schools needs specific attention. <p>Access Links</p> <ul style="list-style-type: none"> • The estates of Parklands Rail Park and Rockfield were built as cul de sacs and there will be opposition to opening them up as pedestrian/cycle links. • It is considered that linkages ignore promote negative aspects that can occur should as anti social behaviour, litter, loss of security, loss of privacy. The plan should therefore exclude the proposed pedestrian and cycle linkages. <p>Proposed Housing Development</p> <ul style="list-style-type: none"> • Submission indicates that a mix of housing type is welcome however cognisance needs to be given to orientation of buildings; building heights and distance to achieve the greatest possible harmony between the new and existing buildings of the adjacent residential development. <p>Landscape and Spaces</p> <ul style="list-style-type: none"> • Concerns are raised with regard to the size of the neighbourhood park at 3 hectares. Passive security is required and the management of the park needs to be taken into consideration. It needs to be set out clearly what the intentions are for this park. • Amending an existing plan rather than making a new plan is not ideal. • Submission details five points in which Ms Murphy would like the council to address: <ol style="list-style-type: none"> 1. Is it intended to review the Maynooth LAP in 2019 if so when will that commence and what steps will be employed? 2. The steps KCC will take to align the County Plan with the new NPF. 3. What time-frame and steps will be used in terms of public consultation? 4. If the process to re-align the County Plan and by extension the Local Area Plan will the council postpone the review of any/all LAP's or amendments to such plans? 5. The alignment between the NPF and the NDP means funding for infrastructure, facilities or services is dependent on being consistent with the NPF, what assurances will be sought for critical services that require to be funded publicly in the event of possible over-provision of residential land?
13	James Lawless	This submission welcomes the provision of new infrastructure to serve the Maynooth and wider area however it is

Sub. No.	Name	Summary of Submission
	TD	considered that the views of local residents including the Parklands residents should be taken into consideration.
14	Adam Cully	<p>Eastern Relief Ring Road</p> <ul style="list-style-type: none"> • Submission indicates that no development should be commenced until funding is in place and the Maynooth Eastern Relief Road (MERR) is complete. • Concerns that if development commences prior to the construction of the road it will cause an unsustainable volume of traffic. • Considered that if the development goes ahead before the MERR is complete it will cause an unsustainable volume of traffic on what is already congested stretch of infrastructure. <p>Access Links</p> <ul style="list-style-type: none"> • It is considered that the proposed housing development is both poorly designed and in the wrong location as there should be no need to form a connection through neighbouring housing developments. <p>Zoning</p> <ul style="list-style-type: none"> • Highlights the definition of Agriculture Zoning and specifically the need to protect from urban sprawl. However indicates that the proposed housing development is in contrary to this statement and represents the definition of 'creating urban sprawl'. • Noted that text indicates that 50% headroom is accounted for and it is considered that it is 150% over the targeted number of units required over the plan period and therefore it is excessive, unnecessary, unsustainable and inappropriate.
15	Adam Skyes	<ul style="list-style-type: none"> • Concerns raised in regard to the safety and security of the residents of the Parklands and Rockfield estates alongside the impact such proposals would have on property values. • The submission objects to the proposed development of the subject lands particularly the proposed access points where it opens up as a through road or for pedestrians and cyclists. • It is further contended that the time of the proposed amendment and consultation has been inappropriate. Considered that the communication approach was 'light touch', no direct contact with residents, relied on local press and was held at a time of year where people were on holidays. In addition, it is considered that the timescale for lodging objections was short. • Concerns were raised that the issues were glossed over by consultant reports. • Concerns were raised in regard to the impact of the proposed development on schools and amenities. • The level of analysis in regard to traffic impact is not considered to be sufficiently considered given the scale of new housing proposed. • The use of the term 'The Council does not envisage' opening up a road through the existing parklands development is concerning given the existing issues with access onto the Straffan road. It is considered that a through road at Parklands would seriously impact on the safety of the residents and change the nature of the profile of the estates from cul-de-sacs to through roads. It is contended that this wording should be amended to more strongly statement that there is no through vehicular access road proposed from the subject lands. • It is considered that the above points should be also taken into consideration when addressing pedestrian/cycle routes also as a significant volume of cyclists will pose a significant safety risk to children within the estates.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> It is proposed that alternative routes along the Celbridge Road and Royal Canal should be prioritised and opened up to serve the existing residents and new development. Concerns regarding the traffic impact in relation to the Gaelscoil and Educate Together junior schools on the Celbridge road.
16	Ailbhe Walsh	<p>Access Links</p> <ul style="list-style-type: none"> Submission is opposed to the proposal for a through walkway at Parkland Lawns due to surveillance and safety concerns. Concerns raised for the safety of younger children and elderly residents.
17	Aisling Brophy	<p>Access Links</p> <ul style="list-style-type: none"> Submission indicates that children play outside their houses and the traffic from 1,000 new houses will endanger their safety. It is noted that cyclists and pedestrians can access the town through the canal greenway and motorists can access the town through the new ring road.
18	Alexandra Brennan	<p>The submission raises the following concerns with the proposed amendment and the impacts on the Parklands Estate:</p> <ul style="list-style-type: none"> The proposed development results in a change of use to the existing cul de sac nature of the estate. The infrastructure is not adequate within the estate to cater for the volume of pedestrian/cycle movements. The proposal will result in a loss of privacy, security and anti-social behaviour. The proposed amendment will increase demands on an already abysmal traffic situation in the area. The proposal will result in increased noise and disruption in the area. The proposal will result in negative impact on property valuations within the estate. There is a lack of infrastructure within the plan area to cater for this level of development. <p>The submission concludes by submitting the following counter proposals for the subject lands which are requested to be taken into consideration:</p> <ul style="list-style-type: none"> The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as well as the town Centre. Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches. The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path to the Straffan Road cycle path running along the main Avenue of Parklands.
19	Andrew Cully	<p>Zoning</p> <ul style="list-style-type: none"> Submission highlights that in the amendment (section 7.1.1 pg 13) its sates 'provides an additional 50% headroom'

Sub. No.	Name	Summary of Submission
		so is 150% of the actual targeted number of units required and raises concerns that the extra rezoning therefore is clearly excessive, in contravention of the stated requirements, and so is inappropriate. The number of units required in the future may fall as well as rise.
20	Ann Moran	Traffic Impact <ul style="list-style-type: none"> • Submission raises concerns regarding the traffic impact to the Moneycooley Local Road from the Straffan Road and into Celbridge. • There are a number of dwellings on the Moneycooley Road and the volume of traffic has made the road hazardous when exiting and entering dwellings.
21	Anna Bradley	Access Links <ul style="list-style-type: none"> • Submission objects to any access via parklands, rockfield or railpark.
22	Anna Madigan	Access Links <ul style="list-style-type: none"> • Submission is in support of friends who are residents of Parklands. • Submission raises concerns regarding the connectivity of the estates to the new development as they will be losing a valuable asset of a green space where children play. • Considered that this area would be subject to anti social behaviour due to the nature of the high walls, sheltered areas and screens. • It is requested to reconsider the proposal and avoid spending money on an unwanted project.
23	Antosi	<ul style="list-style-type: none"> • Submission requests for no main road through their estate and indicates that children can play safely on the greens with the only traffic on the road being their parents and neighbours.
24	Aoibhin Hutchinson	Access Links <ul style="list-style-type: none"> • Submission notes that they have been a resident of the estate for 22 years and concerned by the proposals of an opened walkway through the estate. • Notes it has always been a safe place with only residents on the road. • Requests to consider an alternative access point to the new development via the Celbridge Road or by building a new bridge across the railway line and the canal where there is a proposal to build a link road.
25	Barry Smith & Dawn Spearman	Traffic Impact <ul style="list-style-type: none"> • Submission objects to the proposed amendment and residential development given the current inadequacy of the road network and existing traffic issues in the town, the lack of schools both primary and secondary and the lack of adequate policing for a growing population. • Concerns raises regarding the dramatic increase in the town's population prior to addressing these issues. • Considered that primary schools should be in place and a full time Garda station should be established prior to the commencement of any housing development. • Submission objects to proposals that would change the nature and use of the main road through their estate. It is considered it will be used as a link road to the new estate or to the western link road and would impact on the residents of the estate and children who play in the area. • There are current egress issues for residents onto the Straffan Road and an increase in traffic will exacerbate the issues at this junction and congestion on the Straffan Road.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Noted that currently the 'slip' area only allows for two cars when entering the estate from the Straffan Road. Speeding issues currently exist regarding the main road through the estate and therefore opening the road to "through" traffic seeking to access the western link road or the new development, would increase the propensity for fast moving vehicles in this residential area. <p>Impact to Residential Amenity</p> <ul style="list-style-type: none"> Negative impact to the safety of residents, children, noise and environmental pollution. All vehicular access to and from any new development should be via the proposed entrance/exit on the Celbridge Road. <p>Access Links</p> <ul style="list-style-type: none"> Submission objects to the pedestrian/cycle links to and from Parklands. It is considered it will impact on property values, pose a risk to residents and lead to anti-social behaviour. It is highlighted that the canal greenway will allow for swift, safe and easy access for cyclists and pedestrians to and from the town centre and train station etc. Considered it would ensure that such pedestrian and cycle traffic is diverted from residential and road areas thus eliminating the potential for contact with motor vehicles.
26	Barry Walsh	<ul style="list-style-type: none"> Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. Submission objects on two particular reasons: <ol style="list-style-type: none"> The Pedestrian/Cycle access point at Parklands Lawns offers no plausible permeability benefits over the proposed Parklands Lodge/ Celbridge Road or other potential access points as outlined in my counter proposal. The Parklands Lawns access points will greatly diminish the quality of life and security of mind which informed the house purchases of the Parklands Lawns residents. <p>Access Links</p> <ul style="list-style-type: none"> Purchased house from plans and had to move location due to the laying of a pipe however was assured that the green space would only be used for laying of the pipe and no other uses ever. House purchased on this assurance and safe and suitable cul de sac. Notes that the roads and green areas have been well maintained and cared for through the combined time, hard work and money invested by all of our neighbours. Considered that the proposal to create a Pedestrian/Cycle access point involves removing established greenery and disrupting the wildlife and biodiversity at this location. Submission notes the understanding of the rationale for the Pedestrian/Cycle access point is Permeability yet struggles to see how this will deliver the "quality of service" needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority. Submission outlines comments under each of the headings from the NTA document that deal with the quality of service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort. Safety: Access at Parkland Lawns would open up onto an unlit green area which could give rise to anti social behaviour and litter pollution similar to an area called the 'Y'; it is not overlooked by house and it's not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the

Sub. No.	Name	Summary of Submission
		<p>environment for their children; loss of privacy & security for house adjacent to the walkway; and opportunity for increased activity.</p> <ul style="list-style-type: none"> • Coherence: Offer no public transport benefits; and due to design Parkland Lawns would be less friendly route to cyclists than other access points. • Directness: no public transport benefits; and Parklands Lawns proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. • Attractiveness: offers poor visibility of the exit route into the Lawns; footpath and road is not wide enough to accommodate cyclists; Bin lorries have difficulty in accessing the road; will be unattractive; become a focus of anti social behaviour; and another access point is more attractive solution. • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; it would not be a comfortable environment for the existing residents; and another access route is the more attractive and comfortable solution. <p>Other Areas of Concern</p> <ul style="list-style-type: none"> • Concerns raised that the expansion of the town is not been carefully planned and appropriate infrastructure needed. • Notes that facilities such as childminding/crèches is to capacity with children being brought to Celbridge. • Schools are to capacity and when the two new schools are finally built, at this point the date is now pushed out to 2020, they will already be almost full to capacity. The Primary Schools are full to capacity, but there is no provision for new schools in the plan. Where will the children from these additional homes attend school? • Submitted that the statement contained in the Note on Connectivity and Movement in relation to Key Development Area Railpark is ambiguous. • Requested that the Plan should state categorically that there shall be no vehicular connection. • Notes the internal vehicle route within the key development area implies a vehicular connection and submitted that this cannot be allowed to happen given the very serious traffic and safety concerns for the existing residents. • Concerned that allowing through traffic would create a serious blockage and traffic hazard at the junction with the Straffan Road, an area which at present is grid locked at peak times and effectively cut the estate in half. • Following counter proposals are requested to be taken under consideration: <ul style="list-style-type: none"> ○ The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as well as the town Centre. ○ Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches. ○ The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. ○ Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path

Sub. No.	Name	Summary of Submission
		to the Straffan Road cycle path running along the main Avenue of Parklands.
27	Brendan Whelan	<p>The submission strongly objects to the proposed amendment in particular the proposal for a pedestrian/cycle linkage and vehicular access to the Parklands Estate. The objection is put forward for the following reasons:</p> <ul style="list-style-type: none"> • Inadequate infrastructure for large increase in pedestrian and cycling traffic. Considered the estate will become a rat route and will impact on the safety of the residents. • Antisocial behaviour – Concerns raised that if there were serious issues there is only one Garda substation in Maynooth. • Increased noise and disruption due to footfall and antisocial behaviour. • Impact on property values. It is contended that the provision of such routes would result in a change of use from the Cul de Sac nature of the existing estate. • Confirmation is also sought that none of the green spaces within the estate will be rezoned from their current uses while it is queried why Kildare County Council is proposed two new openings when others are being closed off.
28	Brian Galvin	<p>The contents of the submission are quite detailed and set out under the headings of objections, changes, concerns, queries, modifications while also setting out details relating to existing issues in the area and proposals for improvement. The submission highlights the timing of the publication of the amendment and the short time frame provided for consultation and lack of advertisement as a concern. It is also suggested that an overview of overarching policies should have been set out in the consultation process.</p> <p>Objections</p> <p>Connectivity to existing estates: The submission strongly objects to the proposed connections regarding connectivity in particular the usability of pedestrian/cycle routes while strongly objecting to any vehicular access to the subject lands. Notes that if the pedestrian and cycle access go ahead, provisions must be put in place to prevent antisocial behaviour.</p> <p>It is commented that while the zoning matrix now allows for ‘childcare/crèche’, which is welcomed, there is no land zoned F-Open Space & Amenity in the proposed amendment.</p> <p>The submission further objects to the wording set out in the SEA scenarios where reference is made to utilising existing road infrastructure.</p> <p>It is questioned whether the subject lands are the best location for further housing. Greater consideration of other areas is required.</p> <p>Impact on current residents/road users: Concerns are raised that the proposed development of the subject lands will result in traffic safety issues, a reduction in the quality of life, the impact of through traffic on the Griffin Rath Manor estate, devaluation of property due to increased traffic impact, impacts on existing traffic in the immediate area, impact to bus services, impact on the availability of lands for future school expansion, concerns regarding the impact of 700 dwellings and funding for the full completion of the link road/cycle linkages to Straffan, impacts on residential amenity</p>

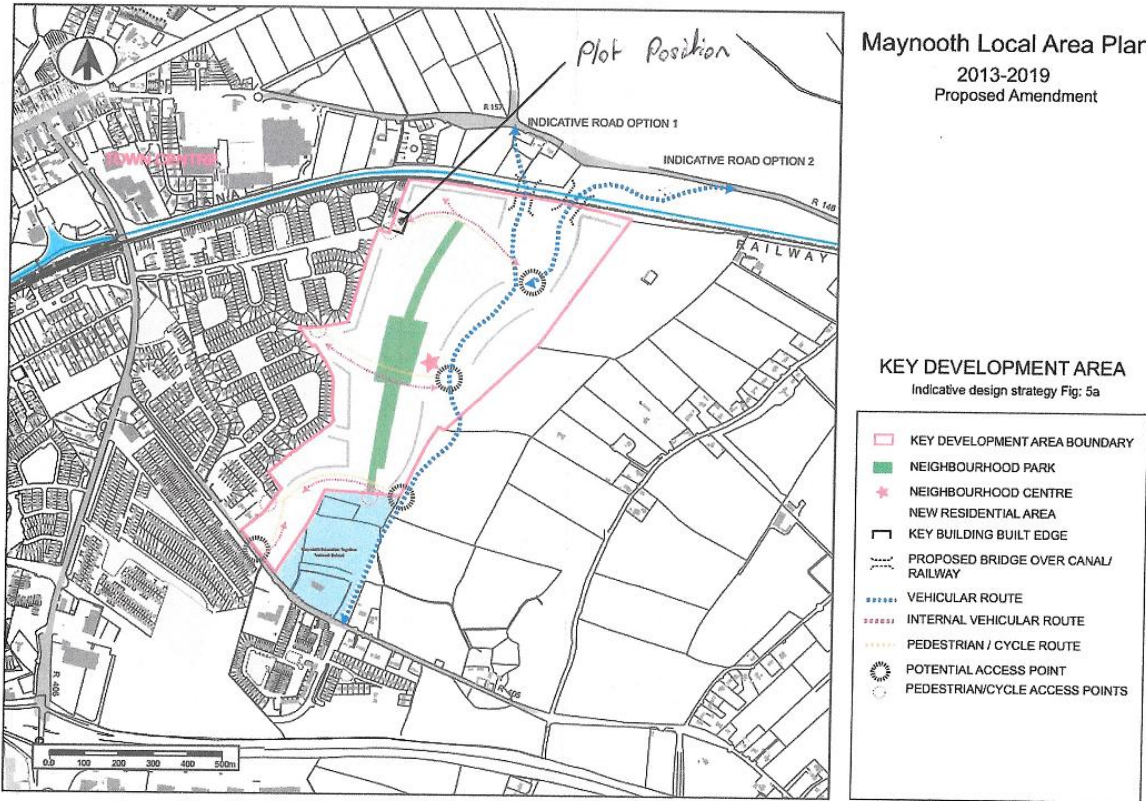
Sub. No.	Name	Summary of Submission
		<p>(particularly vulnerable residents and road users) and considered that new development layout should include the rear of the dwelling facing on to green spaces and roads to the outside rather than through the development.</p> <p>Changes: The proposed new road must be designed to accommodate existing passing traffic through the Straffan Road and proposed units, the road should be delivered prior to any housing being constructed, the road should be constructed independent of any housing, the wording should specifically state no vehicular access to existing estate will be permitted, design of new development to mirror existing cul de sac design of adjoining estates and the identification of Parklands Avenue should be reflective of its status as a local access road only.</p> <p>Concerns: Disclosure of vested interests in the proposed rezoning should be clearly set out, the current zoning of the subject lands should remain in place i.e agricultural as it enhances quality of life for existing residents, the size and capacity of the proposed orbital road is questioned in particular with regard to public transport/emergency services access, how will potential connections be policed/managed safely given the increase in population. Has the SEA considered the construction period and its potential impacts, concerns regarding utility connections such as waste water, water and road infrastructure concerns also raised in regard to the consideration and assessment of alternatives particularly sections 7.2 and 7.3 and queries regarding the strategic flood risk assessment.</p> <p>Queries: regarding utility connections, assessment of alternatives proving the subject lands are the most suitable, the environmental impact on existing estates, the impact on wildlife, the type of residential development permissible, will the road be completed prior to the construction of any housing, regarding the zoning east of the proposed road zoned I and its potential future use, the significance of the set back zone along the M4, the layout of the proposed route, Chief Executives response to public consultation and submissions, explanation of the wording in section 1.6, why the sequential approach to lands zoning is used, whether or not a new LAP will be prepared in 2019 to supersede this amendment, where the elected members informed about the proposed amendment prior to work commencing on the proposal, the proposal does not meet the housing objectives/allocations for new housing set out in the Core Strategy – it is queried how this is compliant.</p> <p>Modifications: The submission sets out a number of suggested modifications including – connecting new housing to the Canal, the provision of adequate green spaces and specific requirements regarding green infrastructure, part of the new residential lands should include open space and amenity lands, neighbourhood centre and community/educational lands, Tesco lands should be rezoned residential with the shopping centre moved relocated to the outskirts of the town in order to improve traffic flow, there is a new to rezone part of the town centre to facilitate new development, a through road via Griffin Rath Manor should be avoided, a focus for apartment living close to the town centre should be encouraged, provisions for a swimming pool, Leisure centre and other recreational infrastructure should be included, a percentage of the subject lands should be designated for the development of elderly residential housing, provision for electric cars, energy efficiency, water conservation, allotments should be considered.</p> <p>The submission details a number of other areas of concern not specifically related to the proposed amendment such as</p>

Sub. No.	Name	Summary of Submission
		town centre expansion, infrastructure, child care, Educational provision. Such issues are more appropriately addressed through the review process for the Maynooth LAP 2019
29	Brian Gill	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it is noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have a negative impact.

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30	Brian Masterson	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it is noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have negative impact.
31	Brian O'Dea	<p>Access Links</p> <ul style="list-style-type: none"> • Submission notes that Rockfield Park is too narrow for pedestrian/cycle access route and indicates that currently there is not enough room for emergency services.

Sub. No.	Name	Summary of Submission
32	Caoimhe Walsh	<ul style="list-style-type: none"> This submission mirrors submission 26 above.
33	Carol Humphreys	<p>Access Links & Traffic Impact</p> <ul style="list-style-type: none"> Submission indicates that children play outside their houses and the traffic from 1,000 new houses will endanger their safety. It is noted that cyclists and pedestrians can access the town through the canal greenway and motorists can access the town through the new ring road.
34	Catherine Dooley	<p>Access Links & Traffic Impact</p> <ul style="list-style-type: none"> Submission indicates that their relations play outside their houses and the traffic from 1,000 new houses will endanger their safety. It is noted that cyclists and pedestrians can access the town through the canal greenway and motorists can access the town through the new ring road.
35	Christopher and Eileen O'Rourke	<p>Relief Road</p> <ul style="list-style-type: none"> Submission notes that no consultation has specifically been had with him regarding the proposed new road, pedestrian/cycle access and vehicular infrastructure required its connectivity to Celbridge Road and any upgrading / widening of the existing Celbridge Road. Given that he is an adjacent landowner it was therefore expected that he would be advised of the impact the new road, its junction and any works required to the existing Celbridge Road will have upon his property. <p>Zoning</p> <ul style="list-style-type: none"> Submission notes that the subject lands are zoned residential and have been for over 30 years. Submitted that in the interest of proper planning it is put forward to amend the zoning of the subject lands. Understood that the zoning objective of Category B (Existing residential and infill) is to protect and improve existing residential amenity and to preserve residential amenity, however, as an existing resident this objective does not seem to have been afford or extended to him and his property. <p>Wall / boundary treatment</p> <ul style="list-style-type: none"> Further information is requested in relation to the proposed boundary treatment and the impact of the road upon his property. Highlighted that precedent has been established by the 2.5m boundary wall built at Griffen Rath and the same provision would be expected. <p>Residential Amenity</p> <ul style="list-style-type: none"> Noted that the new road will have an impact on his residential amenity and the new road will adversely affect access to the property, devalue the property and have issues of health and safety. Noted that no consultation have been received in this regard. Submission supports the proposed amendment in general terms however is concerned regarding the large amount of land zoned with no current access to it. Concerns raised regarding the road layout, its size and technical details have not been approved and consultation to provide access to the lands has not commenced with the residents that live adjacent to the proposed roads or the existing road users and members of the public.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Concerned that consultation has been limited to date despite numerous attempts to arrange meetings with the council. Requests that a meeting is scheduled to discuss the road and technical details affecting their home.
36	Cian Hutchinson	<p>Access Links</p> <ul style="list-style-type: none"> Submission requests that no access point is opened up in Parkland Lawns. Considered a safe place as the only people who pass through are the residents. Requests that an access point be located on the Celbridge Road with a proper cycle path and walking path and consider opening on across the railway and canal.
37	Ciaran and Cynthia Gallagher	<p>Access Links</p> <ul style="list-style-type: none"> Submission indicates there is a 0.2hectares of land in Railpark on which they have tried to obtain planning permission. See Figure 1. Highlighted that the proposed pedestrian/cycle assess point is running through this plot of land and objections are raised on this basis. Noted that there is an access point to the right of this plot to access lands behind approx 20m in width left by their neighbour. It is proposed that the pedestrian/cycle access point is positioned here. <p>Figure 1.</p>

Sub. No.	Name	Summary of Submission
		 <p>The map illustrates the 'Key Development Area' for the Maynooth Local Area Plan 2013-2019 Proposed Amendment. It shows a central area bounded by a pink line, containing a green 'Neighbourhood Park', a pink star 'Neighbourhood Centre', and a 'New Residential Area'. Two 'Indicative Road Options' (1 and 2) are shown as blue lines. A 'Plot Position' is marked with a black arrow. The map also shows existing roads (R 157, R 149), a 'RAILWAY', and a 'CANAL'. A legend on the right defines symbols for boundaries, parks, centres, residential areas, built edges, bridges, routes (vehicular, internal, pedestrian/cycle), and access points. A scale bar at the bottom left indicates distances up to 500m.</p>
38	Ciaran Hurley	<ul style="list-style-type: none"> • Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. • Submission objects on two particular reasons: <ol style="list-style-type: none"> 1. The Pedestrian/Cycle access point at Rockfield Park which offers no plausible permeability benefits over the proposed Celbridge Road access point but will greatly diminish the quality of life & tranquillity which informed the house purchases of Rockfield Park residents. 2. The distinct lack of detail of how redirected and increased Maynooth traffic will be managed on the Celbridge Road, particularly the Rockfield estate junction and at the junction with the Straffan Road. Worryingly the proposed amendment only utilises the word 'traffic' twice, this includes only one reference to 'traffic congestion' within its 10,000+ words and 34 pages.

Sub. No.	Name	Summary of Submission
		<p>Access Links</p> <ul style="list-style-type: none"> • Rockfield was originally present as a cul de sac estate, a safe and suitable environment. • Considered that the proposal to create a Pedestrian/Cycle Access Point involves removing established greenery and knocking through a wall that was originally granted planning permission by the Council to protect the cul-de-sac status. • It is contended that this process will be invasive, destroy a safe environment and impact on health and welfare of the residents. • Submission notes the understanding of the rationale for the Pedestrian/Cycle Access Point is Permeability yet struggles to see how this will deliver the “quality of service” needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority (NTA). • Submission outlines comments under each of the headings from the NTA document that deal with the quality of service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort. • Safety: Access at Rockfield Park would open up onto an unlit green area which could give rise to anti social behaviour; green is only overlooked by 3 houses and it’s not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the environment for their children; and therefore the access point onto the Celbridge road is arguably safer. • Coherence: Offer no public transport benefits; will become a shortcut for parents to drive and congest the cul de sac while dropping kids off to school; encourage all day parking; due to narrowness and design Rockfield Park would be less friendly route to cyclists. • Directness: no public transport benefits; Celbridge road access offers a safe and direct route to all local services; and Rockfield Park proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. • Attractiveness: offers narrow foot path with poor visibility of the exit; will be unattractive; green will be become a focus of anti social behaviour; and Celbridge road is the more attractive solution. • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; traffic congestions from school drop offs; encourage all day parking; it would not be a comfortable environment for the existing residents; and therefore Celbridge road is the more attractive and comfortable solution. <p>Traffic Impact</p> <ul style="list-style-type: none"> • Concerns raised that the Celbridge Road is already congested during the school drop off and collections time making it extremely difficult to safely exit Rockfield. • Straffan/Celbridge Road is already congested at peak times making it difficult to turn left towards the M4. • Prime examples of traffic congestion are the influx of vehicular traffic over many weekends with the recent opening of the new Range Store at Carton Retail Park and the very frequent high traffic volumes on GAA match days <p>Considered that little or no insight into how the increased traffic flow from approx. 800-1000 new dwellings and up to 2000 additional vehicles potentially exiting onto the Celbridge Road will be accommodated and safely managed.</p>
39	Claire Gill	Access Links

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
40	Conor Brennan	<p>The submission objects to the proposal of opening up access to the Parklands Estate for the following reasons:</p> <ul style="list-style-type: none"> • The proposals will result in a change of use of the cul de sac nature of the estate • The existing infrastructure within the estate is not adequate to cater for a large increase in vehicular, pedestrian or

Sub. No.	Name	Summary of Submission
		<p>cycle traffic</p> <ul style="list-style-type: none"> • The proposed will result in anti-social behaviour and create security issues for residents • Safety issues for children/teens in existing play spaces • Increased traffic congestion and illegal parking • Increased noise and disruption • Impact on property values <p>Further issues are raised in regard to the overall expansion of Maynooth where the need for appropriate infrastructure aligned with new development is required.</p> <p>The submission details the following counter proposals;</p> <ul style="list-style-type: none"> • Upgrade of footpaths along the Celbridge Road linked to the existing footpaths/cycle lane on the Straffan Road • The building of a footpath/cycle path over the railway line/canal to connect to the greenway. • Creating an access point beyond Parklands Lodge for the development of a cycle path and continuous footpath through the main avenue of Parklands to meet up with the existing cycle path on the Straffan Road.
41	Conor Glynn	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and

Sub. No.	Name	Summary of Submission
		<p>their children look after regularly.</p> <ul style="list-style-type: none"> • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
42	Darragh Burgess	<ul style="list-style-type: none"> • Submission requests for no main road through their estate and indicates that children can play safely on the greens with the only traffic on the road being their parents and neighbours.
43	David Dempsey	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable.

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		<ul style="list-style-type: none"> The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
44	David Halpin	<p>Access Links</p> <ul style="list-style-type: none"> Submission puts forwards specific amendments to the text to include the following: <ul style="list-style-type: none"> Page 15, change second paragraph which indicates no vehicular access and relates to encourage modal shift and connectivity to read: <i>"There shall be no vehicular routes into the estates of Parklands and Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectively shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark."</i> Page 17, it is requested to remove <i>"Pedestrian/Cycle access points at Parklands Lodge, Parklawns, and Rockfield Park"</i>. Page 17, to put in place the following indicative cul de sacs: <i>"(a) As Internal Vehicular Route approaches boundary with Parklands Lodge; (B) As Internal Vehicular Route approaches boundary with Parklands Lawns; and (c) As Internal Vehicular Route approaches boundary with Rockfield Park"</i>. Page 19, to delete entirely the change to Transport Road Objective 8 which relates to user permeability.
45	David Smyth	<p>This submission raises a number of concerns with the proposed amendment under the headings of permeability, health and safety and solutions.</p> <p>Permeability</p> <ul style="list-style-type: none"> Such issues include concerns over the central indicative connections to Parklands Lawns and its use. Considered that this is an inappropriate amount of traffic for such a small access point and contended it will lead to an unsustainable volume of footfall. Noted that anti social behaviour currently occurs at an area known as the 'Y' located between Rockfield, Rail Park and Parklands Square and considered that it will occur at the access link as they are similar environments. Considered that the proposed access point is inappropriate to cater for the proposed footfall. <p>Health and Safety</p>

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		<ul style="list-style-type: none"> • Noted that safety is not mentioned in the proposed amendment. • Considered that the proposed access link will become a significant health and safety hazard as there is an absence of passive surveillance and the link will be unsafe when it is dark despite lighting. In addition it will lead to litter pollution. • Contended that the increase in footfall will also impact on health and safety of children who play in the estate. <p>Solutions</p> <ul style="list-style-type: none"> • The submission concludes by setting out an alternative solutions including increased connection to and usage of the Greenway along the Royal Canal, Re-locating the train station from its current location to north of the subject lands and the completion of the cycle/foot path along the Celbridge road.
46	Cloverbrook Ventures Ltd	<p>This submission is supportive of the proposed development of the subject lands as the subject lands will help alleviate housing demand, the proposal forms a consolidation of the plan area and the lands are located in close proximity to existing amenities, infrastructure, the town centre and transport links. While this should be noted the following concerns/observations are set out:</p> <ul style="list-style-type: none"> - The final design of the MERR should be carried out in a manner which respects the existing topography and features, hedgerows, boundaries and dwellings in the area. - Concerns regarding the delivery of the subject road and whether a revised design process is necessary given a detailed design was carried out as part of planning reference no. 07/1419. The implications for time delays and funding should be considered in this regard. - The layout and connections off the MERR should recognise and ensure the retention of existing roads, buildings and other features - It is contended that while the proposal for a public amenity park is welcomed that the location/scale of development may impact on the viability of lands forming part of the amendment. In this regard the statement that residential lands will be required to meet the minimum standards for open space provision in the County Development Plan should be relaxed where the park lands encroach onto individual lands.
47	Dermot Harrington	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road.

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		<ul style="list-style-type: none"> • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
48	Ed Mitchell	<ul style="list-style-type: none"> • Submission requests for no access via Parkland, Rockfield and Railpark.
49	Edel Brady	<ul style="list-style-type: none"> • Submission objects to the proposals for a development at the end of the Parklands Estate. • Concerns raised regarding the devaluation of property and that the estate will no longer be a safe place for children as a new access link will impact on a green space. • Understands the need for housing however cannot accept it due the impact it will cause. • Requests that the access points/routes between Parklands and the new estate will be reconsidered.
50	Edel Hutchinson	<p>Access Links</p> <ul style="list-style-type: none"> • Submission objects to the proposed pedestrian/cycle access at Parklands Lawns. • Considered it will increase footfall and cyclists through what is a quiet cul de sac which has been managed by the residents for in excess of 22 years. • Considered that it will encourage anti social behaviour and safety of children will be compromised. • Submission proposes two new routes for access to the town and train station from the new development areas:

Sub. No.	Name	Summary of Submission
		<ol style="list-style-type: none"> 1. A full and proper pedestrian/cycle path be constructed from the new development down to the Celbridge road to joining up with the new cycle path on the Straffan Road. 2. A second access/egress be constructed to the north of the proposed development, across the railway line and canal, joining the new up with the new greenway which is currently being developed.
51	Eibhlin Scanlon	<ul style="list-style-type: none"> • Submission requests the consideration of an alternative access to the proposed housing development adjacent to Parklands.
52	Elah Kelleher	<p>Access Links</p> <ul style="list-style-type: none"> • Concerns raised regarding access links which could result in unlimited pedestrian/cycle traffic through Rockfield Park. • Rockfield is small with 24 houses and a minimum of 50 cars with a road width of 18 feet. • Submission indicates that currently visitor cars can cause obstructions and therefore causing a safety hazard when reversing for small children. • Noted that the waste trucks find it difficult to negotiate the narrow roads and parked cars. • New development will bring a number of pedestrian and cyclists through this location hurrying to and from shops. • Considered that it is irrational and dangerous to open such a narrow road to unlimited pedestrian/cycle traffic. • Considered that it would be creating conditions for accidents. • Submission questions who will take the responsibility for accidents should this plan be implemented.
53	Emma Gill	<ul style="list-style-type: none"> • Submission requests for no main road through their estate and indicates that children can play safely on the greens with the only traffic on the road being their parents and neighbours.
54	Emmet Stagg & Others (Cllr. John McGinlet & Angela Feeney)	<ul style="list-style-type: none"> • Submission objects to any vehicular linkages between the proposed key development area and the Parklands and Rockfeild Estates. • It is considered that the wording of the proposed amendment is ambiguous and should specifically state that there shall be no vehicular access. • The indicative design map implies a vehicular access to the North West into Parklands Estate and it is considered this will have serious traffic and safely concerns for the existing residents. Through traffic at this location would be a serious traffic hazard and cause further congestion. • Concerns raised in relation to the pedestrian/cyclist linkages and how many over the year have been closed up as they lead to anti social behaviour, security issues and reduction in residential amenity therefore there should be no pedestrian or cyclist links. • It is noted that it is proposed to include a pedestrian/cyclist route from the key development area to the Canal Greenway however it is considered that this reference is too vague. • Submission suggests that the layout of the neighbourhood park within the key development area begin further south of Railpark Lane as the proposal is breaking an established right of way, not interfere with the amenities of Railpark Lane and give pedestrian and cycle access to the lane. • Submission puts forwards specific amendments to the text to include the following: <ul style="list-style-type: none"> ○ Page 15, change second paragraph which indicates no vehicular access and relates to encourage modal shift and connectivity to read: <i>“There shall be no vehicular routes into the estates of Parklands and Rockfield to the</i>

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		<p><i>West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectively shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark.</i></p> <ul style="list-style-type: none"> ○ Page 17, it is requested to remove “Pedestrian/Cycle access points at Parklands Lodge, Parklawns, and Rockfield Park”. ○ Page 17, to put in place the following indicative cul de sacs: “(a) As Internal Vehicular Route approaches boundary with Parklands Lodge; (B) As Internal Vehicular Route approaches boundary with Parklands Lawns; and (c) As Internal Vehicular Route approaches boundary with Rockfield Park”. ○ Page 19, to delete entirely the change to Transport Road Objective 8 which relates to user permeability. ○ Page 17, to amend the Indicative Design by ensuring that the Neighbourhood Park does not commence North of Railpark Lane and instead commences south of the Lane.
55	Eoghan Walsh	This submission corresponds directly with the contents of submission 26.
56	Fergal Downes	<ul style="list-style-type: none"> • Submission notes that the Rockfield residents are not opposed in principle to overall proposal to rezone land and building of the orbital ring road. • Submission objects to A) Proposed cycle and pedestrian way through Rockfield Park and the estate as a whole; and B) The proposed new vehicular access in the Celbridge Road, Closest to Rockfield Estate. • Residents of Rockfield purchased their home on the basis of safety and security of a cul de sac. • Submitted that Rockfield was not designed for pedestrian footfall and bicycle traffic which this new development will generate. • Road design is older with health and safety implications for the residents as it does not conform to modern standards. • The roads in Rockfield were designed to be narrow as a traffic calming measure where as the main avenue into the estate is much larger. Roads are too narrow to accommodate more pedestrians and cyclists. • Walkway through the estate will encourage all day parking and make it difficult for emergency services and bin trucks to access the residents of Rock field. • Concerns raised by the elderly residents of the estate that there is a possibility of cyclists using the pavements when roads are congested with parked cars. • Notes that there will be sense of loss of the community should the an opening be constructed and impact to residential amenity and potential for anti social behaviour. • Considered that opening up link access will lead to security issues for the residents and may provide an easy access/escape route for those with intent to burgle. • Considered that the access link will just be used as shortcut to local shops, schools and adjacent housing and could potentially lead to anti social behaviours and loss of safe enclosure for young children who play on the green. • Contended that the access link will place a financial burden on the residents of Rockfield to maintain. • Submitted that there is no established need for the new link with no desire lines or usage pattern linking the walkway to the train station or town centre.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • A secondary vehicular access to Rockfield will significantly increase the volume of traffic in what is a busy road. • It is highlighted that there are issues with the access and egress to and from Rockfield at peak times and a second access will pose a health and safety risk. It is put forward that this access point would be more beneficial as an alternative pedestrian/cycle way to the proposed Rockfield Park access way. • Submitted that neighbouring properties to Rockfield should be designed to ensure privacy levels remain. • Considered that no open spaces should be designed beside Rockfield and high security measures should be put in place to deter anti-social behaviour. • Road design will cater for all future population projections without congestion.
57	Gavan Shanley	<p>Proposed Housing Development</p> <ul style="list-style-type: none"> • Concerns raised regarding the number of housing proposed without necessary planning and infrastructure to support the growth and the impacts to the residential amenity of the exiting residents. • It is noted that lands behind Pakrlands and Rockfield are home to a diverse range of wildlife. These changes will disturb that. <p>Facilities and Services</p> <ul style="list-style-type: none"> • Submission highlights that GPs, crèches, schools and the health centre are full to capacity. • Garda Station is currently part time and will be not sufficient to cater for a population increase. • Submission raises concerns regarding the impact to parking which is already a large issue in the town. Particular reference is made to the adhoc parking that takes places in housing estates etc. as commuters often park on double yellow lines or grass verges/foot paths. <p>Traffic Impact</p> <ul style="list-style-type: none"> • Motorists use near-by estates and cycle paths/foot paths on the Straffan road to drop passengers off catch the bus/train, often making dangerous manoeuvres. • It is noted that traffic on the main street and other main roads around Maynooth and on the N4 can be very heavy in the morning, lunchtime and evenings. • It is considered that the roads are not designed to take the large increase in traffic that new developments will create. It is noted that the town is unable to cope with the current traffic volumes as it is. <p>Impact to Residential Amenity</p> <ul style="list-style-type: none"> • The quality of life of residents will be negatively impacted during the construction works with noise, dirt, and construction traffic that comes along with such large scale developments. • Security risks as the link will allow easy access and escape for burglars between Parklands and the adjoining new development. • Increased noise and disruption from a large volume of people passing through what is now a peaceful and safe road. • Anti-social behaviour, loitering and increased noise levels arising from the creation of the link if, as it inevitably will, become an area for youths to hang out in with no supervision. Residents living near other such links have found these to be areas where drinking, drug taking and other unsavoury activities take place.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Potential to negatively affect house values. • The link will lead to an increase in littering and spoiling of green areas and loss of enjoyment of the green spaces. <p>Access Links</p> <ul style="list-style-type: none"> • Submission requests that the wording of the proposed amendment should be replaced with a clear statement that there will be no vehicular routes into the Parklands or Rockfield estates and that cul de sacs should be indicated on the design map as internal vehicle routes approach the existing housing developments. • It is considered that there is not sufficient or adequate infrastructure for an increase in vehicles and parking will become increasingly more difficult and therefore will impact the residents. • Concerns that the community will be divided if a through road is located at Parklands. • Vulnerable road users will be at risk and there will be impact to the quality of life. • The link will mean that young children will not be able to play safely and freely anymore. <p>Alternatives</p> <ol style="list-style-type: none"> 1. Submission suggests the use of an unutilised towpath to the north of proposed site to provide for a more adequate foot/cycle access to Maynooth. Highlighted that plans should be a balance of the views of both the existing and new residence and it is considered that the existing residents have not been taken into account. 2. In terms of the environment, no vehicular access to Parklands should be allowed however a cycle path could be included on the main spine road through parklands and connected to the cycle path in the proposed new estate. The spine road is the only road that could possibly accommodate a cycle path. 3. In terms of health and safety, there will be an unnecessary affect on the residents of the estate. It is proposed that the council should design a solution that incorporates adequate traffic management on new roads that are built to cater for increased traffic levels.
58	Geraldine Greene	<ul style="list-style-type: none"> • Submission outlines strong objections to the proposed amendment as it is considered that it will seriously increase the traffic volumes through the estate. • It is considered that their health will be impacted as they suffer from Asthma and increased traffic will impact on this. • Highlighted that there are no objections to improving the infrastructure for alternative transport through the area.
59	Geraldine O'Sullivan	<p>Access Links</p> <ul style="list-style-type: none"> • Submission puts forwards specific amendments to the text to include the following: <ul style="list-style-type: none"> • Page 15, change second paragraph which indicates no vehicular access and relates to encourage modal shift and connectivity to read: <i>“There shall be no vehicular routes into the estates of Parklands and Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectively shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark.”</i> • Page 17, it is requested to remove <i>“Pedestrian/Cycle access points at Parklands Lodge, Parklawns, and Rockfield Park”</i>. • Page 17, to put in place the following indicative cul de sacs: <i>“(a) As Internal Vehicular Route approaches</i>

Sub. No.	Name	Summary of Submission
		<p><i>boundary with Parklands Lodge; (B) As Internal Vehicular Route approaches boundary with Parklands Lawns; and (c) As Internal Vehicular Route approaches boundary with Rockfield Park”.</i></p> <ul style="list-style-type: none"> • Page 19, to delete entirely the change to Transport Road Objective 8 which relates to user permeability.
60	Maynooth Cycling Campaign	<p>While this submission welcomes the proposed amendment and the vision for the Railpark area in which sustainable modes of transport are prioritised the following items are highlighted:</p> <ul style="list-style-type: none"> • The proposed amendment fails to include objectives for greater pedestrian/cycle movements along the Straffan Road and should promote filtered permeability. • The Maynooth Cycling campaign are strongly supportive of the proposed permeable walking and cycling links and not making existing residential estates permeable for motorised traffic. • The proposed walking and cycling routes should be segregated through the proposal. • It is considered that priority should be given to the development of a high quality cycle facility on the Celbridge road linking the proposed road, the two primary schools and the Straffan Road. • It is considered that a shape of the proposed park should be rectangular or square shaped to encourage circuitous movements.
61	Grainne Johnston	<p>The submission is specific to the impacts the proposed development will have on the Rail Park estate where traffic management issues already exist. The following issues are highlighted:</p> <ul style="list-style-type: none"> • Traffic Hazard – It is contended that further increased traffic through the estate in the form of ‘rat runs’ will significantly worsen the existing problem of traffic and endanger public safety and increase danger for children living in the estate. • Environmental Impact – The environmental impact of the proposed increased traffic will degrade the local environment and decrease the quality of life of Rail Park residents.
62	Grainne Kilcullen	<ul style="list-style-type: none"> • Submission objects to the opening up Parklands for cycle and pedestrian traffic and considers it would be detrimental to the estate. • Considered it would result in lot of pedestrians passing through and would impact on the safety of children and security of the area. • Submission requests confirmation there will be no vehicular access through Parklands to the new development. • Concerns as to the safety of children of the estate that currently play safely and will be impacted upon. • Indicates there is no objection to the rezoning of land as proposed and development residential area as long as the access to the new development is via the new ring road.
63	Jack Dempsey	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and

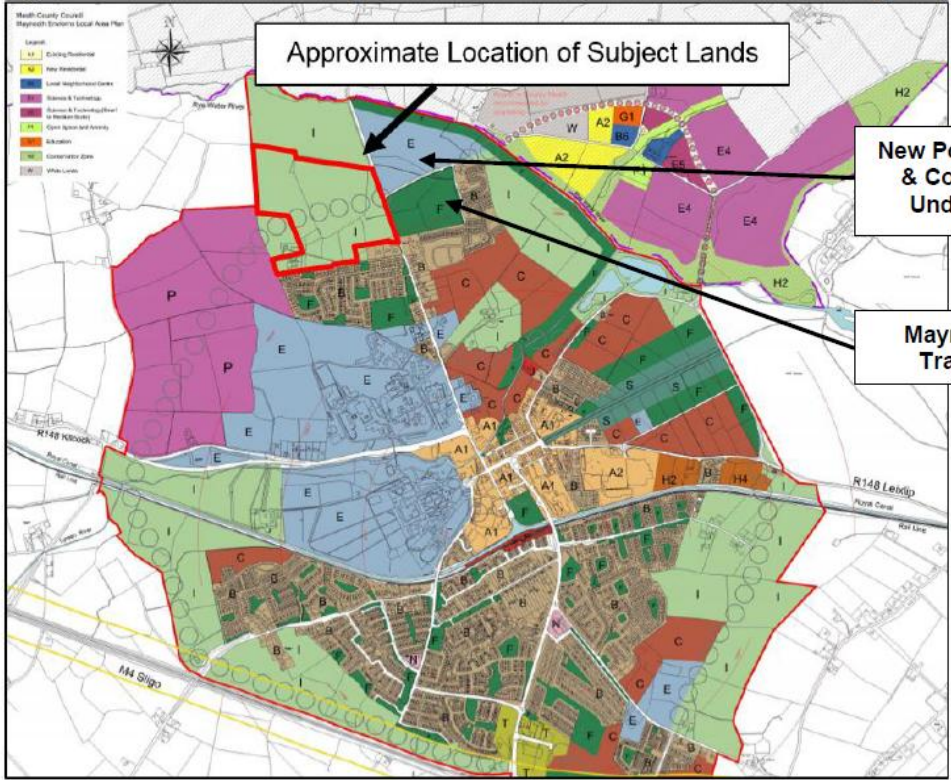
Sub. No.	Name	Summary of Submission
		<p>therefore response times to incidents are delayed.</p> <ul style="list-style-type: none"> • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it is noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
64	Jacqueline McGrath	<p>The submission sets out a number of concerns in regard to the proposed amendment. Such issues relate to the following:</p> <ul style="list-style-type: none"> • The 'light touch' attempt at public consultation carried out. • The serious implications to safety and security of existing residents within the Parklands and Rockfield estates. • The impact of the proposed development on property values in the area. • The proposal amendment fails to include a full infrastructure assessment including the impacts on existing local

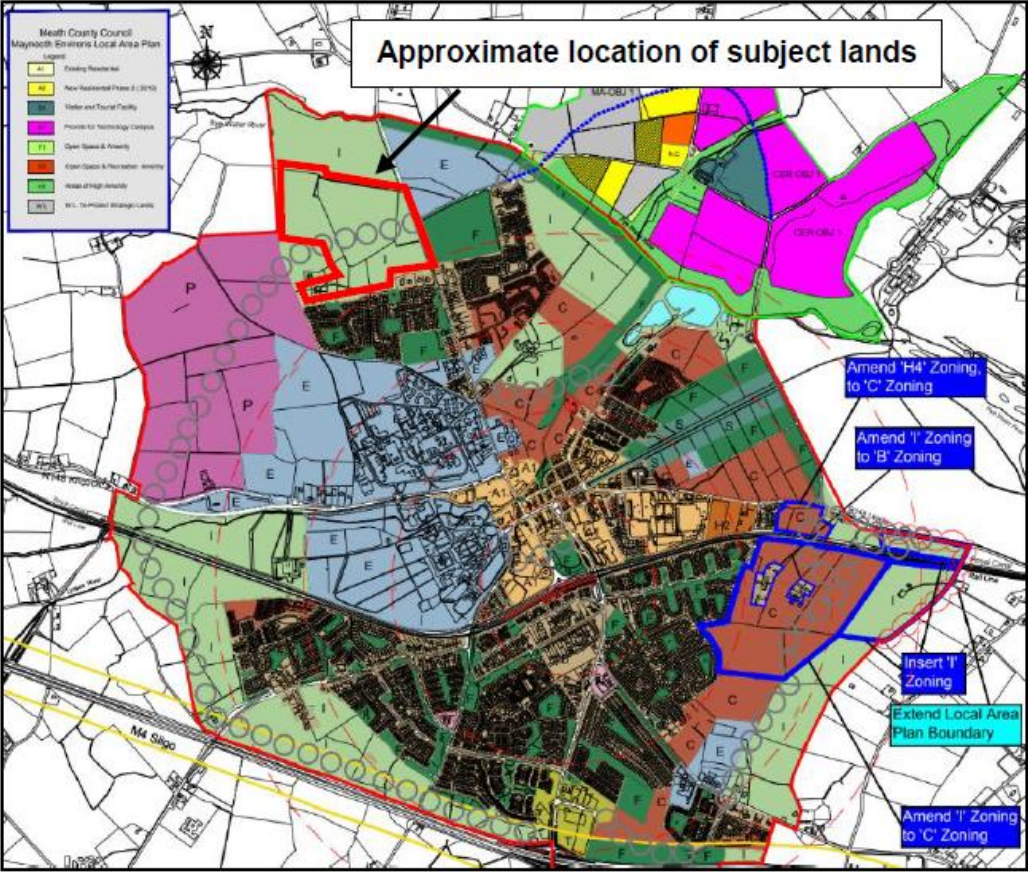
Sub. No.	Name	Summary of Submission
		<p>schools and social and community amenities.</p> <ul style="list-style-type: none"> The proposed amendment fails to assess the overall impact of traffic arising from the proposed development. The wording used in the proposed amendment 'it is not envisaged' is misleading and open ended. Such measures would also create serious traffic safety concerns. Such wording should be removed from the wording of the proposed amendment. It is also contended that the safety implications of through cycle access should be reconsidered. It is not considered that the proposed amendment has considered the impact of the proposed development on the existing schools along the Celbridge Road.
65	Jan	<ul style="list-style-type: none"> Submission requests for no main road through their estate and indicates that children can play safely on the greens with the only traffic on the road being their parents and neighbours.
66	Jeanette Cameron	<p>Proposed Housing Development</p> <ul style="list-style-type: none"> Concerns raised regarding the number of housing proposed without necessary planning and infrastructure to support the growth and the impacts to the residential amenity of the existing residents. It is noted that lands behind Pakrlands and Rockfield are home to a diverse range of wildlife. These changes will disturb that. <p>Facilities and Services</p> <ul style="list-style-type: none"> Submission highlights that GPs, crèches, schools and the health centre are full to capacity. Garda Station is currently part time and will be not sufficient to cater for a population increase. Submission raises concerns regarding the impact to parking which is already a large issue in the town. Particular reference is made to the adhoc parking that takes places in housing estates etc. as commuters often park on double yellow lines or grass verges/foot paths. <p>Traffic Impact</p> <ul style="list-style-type: none"> Motorists use near-by estates and cycle paths/foot paths on the Straffan Road to drop passengers off catch the bus/train, often making dangerous manoeuvres. It is noted that traffic on the main street and other main roads around Maynooth and on the N4 can be very heavy in the morning, lunchtime and evenings. It is considered that the roads are not designed to take the large increase in traffic that new developments will create. It is noted that the town is unable to cope with the current traffic volumes as it is. <p>Impact to Residential Amenity</p> <ul style="list-style-type: none"> The quality of life of residents will be negatively impacted during the construction works with noise, dirt, and construction traffic that comes along with such large scale developments Security risks as the link will allow easy access and escape for burglars between Parklands and the adjoining new development. Increased noise and disruption from a large volume of people passing through what is now a peaceful and safe road. Anti-social behaviour, loitering and increased noise levels arising from the creation of the link if, as it inevitably will, become an area for youths to hang out in with no supervision. Residents living near other such links have found


Sub. No.	Name	Summary of Submission
		<p>these to be areas where drinking, drug taking and other unsavoury activities take place.</p> <ul style="list-style-type: none"> • Potential to negatively affect house values. <p>The link will lead to an increase in littering and spoiling of green areas and loss of enjoyment of the green spaces which the existing local residents pay for grass cutting and the maintenance of trees and the local area. The planned link will lead to an increase in littering and spoiling of the green areas.</p> <p>Access Links</p> <ul style="list-style-type: none"> • Submission requests that the wording of the proposed amendment should be replaced with a clear statement that there will be no vehicular routes into the Parklands or Rockfield estates and that cul de sacs should be indicated on the design map as internal vehicle routes approach the existing housing developments. • It is considered that there is not sufficient or adequate infrastructure for an increase in vehicles and parking will become increasingly more difficult and therefore will impact the residents. • Concerns that the community will be divided if a through road is located at Parklands. • Vulnerable road users will be at risk and there will be impact to the quality of life. • The link will mean that young children will not be able to play safely and freely anymore.
67	Jeannette Redmond	<ul style="list-style-type: none"> • Submission objects to proposed amendment as it will impinge on the estate. • Notes that the dwelling was purchased due to the safe nature of the cul de sac and large green areas and this will now be impacted by opening it up to traffic and will promote anti social and criminal behaviour with a two way access in and out of the estate. • Notes there will be impact from noise, disorderly contact and increased litter. • Concerns that additional traffic will cause further congestion especially at peak time when it is currently already difficult to access and exit the estate.
68	John Geoghan	<p>Proposed New Zoning</p> <ul style="list-style-type: none"> • It noted that their client is the owner of lands at Crew Hill, Moyglare Road, Maynooth, which are identified within the Maynooth Local Area Plan 2013-2019 as zoned for 'I-Agriculture' with an objective 'to retain and protect agricultural uses.' • Submission notes the reasons for the proposed amendment with regard to the core strategy and notes that the proposed amendment represents only a partial step towards achieving the target of 3,542 residential units by 2023. • It is submitted that an urgent review of the Maynooth LAP is required in order to achieve housing targets. • Submission highlights that under Section 19 (2B) of the Planning and Development Act 2000 (as amended) requires a review of a local area plan where a plan is no longer consistent with a development plan within one year following the making of the development plan. • It is considered that the proposed amendment falls short of providing adequate residential zoned lands in Maynooth and still leaves a significant shortfall versus the housing unit target. There is a need to further amend the Local Area Plan at this time to allow for lead in, planning process and construction timescales if the housing unit numbers are to be delivered by 2023. • The subject lands have an area of approximately 28 ha and subject to zoning and the planning process, have the potential to deliver circa 980 new residential units for Maynooth Town (based on a density of 35 units / ha).

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • It is submitted that the subject lands will facilitate delivery of the northern section of the key road objective as well as unlocking the potential for lands to the south west which are currently zoned Research and Technology. • Highlighted that their client is willing to work with adjacent landowners to facilitate the development of this road. • Subjects lands are currently zoned agriculture with the land to the immediate south west zoned Research and Technology but are in agriculture use. • Subject lands have a strategic location directly opposite the new school complex and Maynooth GAA, existing adjacent to existing residential and fronting on to the Moyglare Road. • Submission highlights in detail the aims and objectives of the proposed amendment. • It is noted that the key focus of the amendment is the extension of the town boundary to the south east. However it is considered that the rationale for this proposed zoning amendment applies to the subject lands at Crew Hill. • Propose of the submission is to seek changes to the proposed amendment to seek revisions to include the subject lands as 'C-New Residential' zoning. • Notes the purpose of the amendment and highlights the aims of the CDP and that Maynooth is identified as a 'Large Growth Town II'. • Notes that the CDP allocates growth of 10.9% for Maynooth with a housing target of 3,542. • It is highlighted that Table 11 of the Proposed Amendment No. 1 indicates that approximately 1,742 units could be provided. This represents a shortfall of 1,800 residential units against the 2023 target of 3,542 units. • Submitted that if the subject lands at Crew Hill are zoned new residential it will provided for 980 units (based 35 p/h) and would significantly reduce the shortfall versus the 2023 target. • Contended that the council allocates sufficient zoned land (in a sequential manner as per Government Guidelines) to enable Maynooth to fulfil its role and designation in the settlement hierarchy and accommodate the housing growth numbers identified in the CDP. • Zoning of additional residential land is required to meet the population projections as identified in the CDP. • Proposed Amendment falls short of providing the adequate residential zoned land. • Attention is drawn to the Department of Housing Planning and Local Government's Local Area Plan Guidance Manual for Local Authorities refers to the Department's 'Development <i>Plan Guidelines</i>' (2007) and it is highlighted that it s states '<i>....areas to be zoned shall be contiguous to existing zoned development lands</i>'. <i>The subject lands are in accordance with the Kildare County Development Plan in that they are located sequentially and contiguous to the existing zoned development lands.</i> • <i>Highlighted that in the government guidance on development plans it is required to provide additional zoning of between 33% and 50% is acceptable to ensure that housing targets are met.</i> • The two tier approach to land use zoning as contained in the NPF is highlighted and detailed and it is considered that the that the proposed lands would fall under the classification as '<i>Tier 1</i>' lands as a serviced site, adjoining existing zoned lands and on which, subject to a change in zoning, a planning application could be considered. • Development Plan Guidelines (2007) list matters typical relevant to proper planning and sustainable development of area to include: Need; Policy Context; Capacity of Water, Drainage and Roads Infrastructure; Supporting Infrastructure and Facilities; Physical Suitability; Sequential Approach; Environmental and Heritage Policy,

Sub. No.	Name	Summary of Submission
		<p>including conservation of habitats and other sensitive areas. The submission details how the subject lands address each of the criteria.</p> <ul style="list-style-type: none"> • Submitted that the lands are strategically located in terms of infrastructure and meet all of the assessment criteria for zoning of lands according to proper planning and sustainable development as outlined in the Local Area Plan Guidelines. • Strategically located in terms of access to road infrastructure and public transport, well serviced by local facilities, 1km to the town centre and schools and the university within 600m. • Noted that the subject lands do not contain any protected structures as per the Maynooth Local Area Plan 2013-2019 and are not identified as being of an environmental significant in terms of protected views or prospects. According to OPW, the lands are not susceptible to flooding. In conjunction with this, it is further highlighted that the lands directly abut existing residential areas zoned as 'Existing Residential & Infill' in the Maynooth Local Area Plan. • It is considered that the zoning change of the subject lands in their client's ownership from Agriculture to New Residential will directly contribute to the housing allocation and population targets.

Sub. No.	Name	Summary of Submission
		<p>Figure 1 - Extract from Maynooth LAP 2013-2019 Land Use Zoning Objectives Map</p>  <p>The map displays various land use zones and codes. Key features include:</p> <ul style="list-style-type: none"> Approximate Location of Subject Lands: A red-outlined area in the upper-left quadrant. New Post Primary School & Community School Under Construction: A blue-outlined area in the upper-right quadrant. Maynooth GAA Club Training Grounds: A green-outlined area in the lower-right quadrant. <p>Other visible zoning codes include E4, A2, B5, C, F, G1, H2, I, P, W, A1, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.</p>

Sub. No.	Name	Summary of Submission
		<p data-bbox="556 266 1829 302">Figure 2 - Extract from Maynooth LAP 2013-2019 Proposed Amendment No. 1</p> 
69	John Hutchinson	<p data-bbox="541 1247 716 1271">Access Links</p> <ul data-bbox="541 1279 1934 1424" style="list-style-type: none"> <li data-bbox="541 1279 1934 1424">• Submission requests for a review of the proposed amendment taking into consideration the following amendment: Access to the town and train station should be via the Celbridge Road, with the provision of a full and well defined pedestrian path and cycle path. Alternatively, access to the town and train station should be via a newly constructed bridge over the railway line and the canal, providing a proper pathway and cycle path and joining up with the greenway.

Sub. No.	Name	Summary of Submission
70	McDermott Building Services	<ul style="list-style-type: none"> • This submission relates to lands south east of Maynooth Town Centre. The subject lands comprise of the lands North West of the proposed amendment lands proposed to be zoned C new Residential. The submission is supportive of the zoning of the subject lands and the overall amendment. • Submission considers the zoning of these lands appropriate and in accordance with the core strategy of Kildare County Development Plan 2017-2023 and National Planning Framework (NPF) and justified by the allocation of the Local Infrastructure Housing Activation Fund (LIAF) funding. • Noted that following formal adoption, new residential development will be progressed on the subject lands in accordance with the vision for new residential communities at this location, as set out in the proposed LAP Amendment No. 1. 
71	Joseph Glynn	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands

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		<p>Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed.</p> <ul style="list-style-type: none"> • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
72	Josephine Hurley	<ul style="list-style-type: none"> • Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. • Submission objects on two particular reasons: <ol style="list-style-type: none"> 1. The Pedestrian/Cycle Access Point at Rockfield Park which offers no plausible permeability benefits over the proposed Celbridge Road access point but will greatly diminish the quality of life & tranquillity which informed the house purchases of Rockfield Park residents. 2. The distinct lack of detail of how redirected and increased Maynooth traffic will be managed on the Celbridge

Sub. No.	Name	Summary of Submission
		<p>Road, particularly the Rockfield estate junction and at the junction with the Straffan Road. Worryingly the proposed amendment only utilises the word 'traffic' twice, this includes only one reference to 'traffic congestion' within its 10,000+ words and 34 pages.</p> <p>Access Links</p> <ul style="list-style-type: none"> • Rockfield was originally present as a cul de sac estate, a safe and suitable environment. • Considered that the proposal to create a Pedestrian/Cycle Access Point involves removing established greenery and knocking through a wall that was originally granted planning permission by the Council to protect the cul-de-sac status. • It is contended that this process will be invasive, destroy a safe environment and impact on health and welfare of the residents. • Submission notes the understanding of the rationale for the Pedestrian/Cycle Access Point is Permeability yet struggles to see how this will deliver the "quality of service" needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority (NTA). • Submission outlines comments under each of the headings from the NTA document that deal with the quality of service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort. • Safety: Access at Rockfield Park would open up onto an unlit green area which could give rise to anti social behaviour; green is only overlooked by 3 house and it's not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the environment for their children; and therefore the access point onto the Celbridge road is arguably safer. • Coherence: Offer no public transport benefits; will become a shortcut for parents to drive and congest the cul de sac while dropping kids off to school; encourage all day parking; due to narrowness and design Rockfield Park would be less friendly route to cyclists. • Directness: no public transport benefits; Celbridge road access offers a safe and direct route to all local services; and Rockfield Park proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. • Attractiveness: offers narrow foot path with poor visibility of the exit; will be unattractive; green will be become a focus of anti social behaviour; and Celbridge road is the more attractive solution. • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; traffic congestions from school drop offs; encourage all day parking; it would not be a comfortable environment for the existing residents; and therefore Celbridge road is the more attractive and comfortable solution. <p>Traffic Impact</p> <ul style="list-style-type: none"> • Concerns raised that the Celbridge Road is already congested during the school drop off and collections time making it extremely difficult to safely exit Rockfield. • Straffan/Celbridge Road is already congested at peak times making it difficult to turn left towards the M4. • Prime examples of traffic congestion are the influx of vehicular traffic over many weekends with the recent opening of the new Range Store at Carton Retail Park and the very frequent high traffic volumes on GAA match events.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Considered that little or no insight into how the increased traffic flow from approx. 800-1000 new dwellings and up to 2000 additional vehicles potentially exiting onto the Celbridge Road will be accommodated and safely managed.
73	Joshua Hurley	<ul style="list-style-type: none"> Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. Submission objects on two particular reasons: <ol style="list-style-type: none"> The Pedestrian/Cycle Access Point at Rockfield Park which offers no plausible permeability benefits over the proposed Celbridge Road access point but will greatly diminish the quality of life & tranquillity which informed the house purchases of Rockfield Park residents. The distinct lack of detail of how redirected and increased Maynooth traffic will be managed on the Celbridge Road, particularly the Rockfield estate junction and at the junction with the Straffan Road. Worryingly the proposed amendment only utilises the word 'traffic' twice, this includes only one reference to 'traffic congestion' within its 10,000+ words and 34 pages. <p>Access Links</p> <ul style="list-style-type: none"> Rockfield was originally present as a cul de sac estate, a safe and suitable environment. Considered that the proposal to create a Pedestrian/Cycle Access Point involves removing established greenery and knocking through a wall that was originally granted planning permission by the Council to protect the cul-de-sac status. It is contended that this process will be invasive, destroy a safe environment and impact on health and welfare of the residents. Submission notes the understanding of the rationale for the Pedestrian/Cycle Access Point is Permeability yet struggles to see how this will deliver the "quality of service" needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority (NTA). Submission outlines comments under each of the headings from the NTA document that deal with the quality of service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort. Safety: Access at Rockfield Park would open up onto an unlit green area which could give rise to anti social behaviour; green is only overlooked by 3 house and it's not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the environment for their children; and therefore the access point onto the Celbridge road is arguably safe. Coherence: Offer no public transport benefits; will become a shortcut for parents to drive and congest the cul de sac while dropping kids off to school; encourage all day parking; due to narrowness and design Rockfield Park would be less friendly route to cyclists. Directness: no public transport benefits; Celbridge road access offers a safe and direct route to all local services; and Rockfield Park proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. Attractiveness: offers narrow foot path with poor visibility of the exit; will be unattractive; green will be become a focus of anti social behaviour; and Celbridge road is the more attractive solution.

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		<ul style="list-style-type: none"> • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; traffic congestions from school drop offs; encourage all day parking; it would not be a comfortable environment for the existing residents; and therefore Celbridge road is the more attractive and comfortable solution. <p>Traffic Impact</p> <ul style="list-style-type: none"> • Concerns raised that the Celbridge Road is already congested during the school drop off and collections time making it extremely difficult to safely exit Rockfield. • Straffan/Celbridge Road is already congested at peak times making it difficult to turn left towards the M4. • Prime examples of traffic congestion are the influx of vehicular traffic over many weekends with the recent opening of the new Range Store at Carton Retail Park and the very frequent high traffic volumes on GAA match events. • Considered that little or no insight into how the increased traffic flow from approx. 800-1000 new dwellings and up to 2000 additional vehicles potentially exiting onto the Celbridge Road will be accommodated and safely managed.
74	Kate Montgomery	<p>Access Links</p> <ul style="list-style-type: none"> • Submission objects to proposed link road for vehicular access at Parklands and proposed pedestrian / cycle access. • Highlighted that long standing resident of Parklands and remembers it as a safe place to grow up. • Concerns regarding the safety of residents due to the high volumes of traffic envisaged. • Noted that the existing traffic at the top of Parklands is bad and has recently been worsened due to the insertion of traffic lights and narrowing of the road. • Indicates that there are issues whereby commuters park their car along the entrance of the estates making it dangerous for residents to get out of their homes. • Considered there will be an increase in antisocial behaviour as the nature of a cul de sac will be removed and this has already been experienced at the through path from Parklands Square to Railpark • Highlighted that Parkland is a safe and quiet development with green spaces for children. It is considered it will lose this appeal.
75	Kevin Boyd	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses

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		<p>were purchased at that location because of the nature of a cul de sac.</p> <ul style="list-style-type: none"> • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
76	Kevin Lawlor	<p>This submission outlines the following concerns in regard to the proposed amendment particularly focusing on the impacts of the proposal on the Parklands Estate:</p> <ul style="list-style-type: none"> • Submission notes the relative quietness of the area, the safety that the green spaces provide and the other benefits that come with living a mature estate. • The proposed development of the subject lands will lead to anti-social behaviour with concerns outlined in regard to the policing service in Maynooth. • No consideration has been given to the increased demand the construction of new housing will have on existing infrastructure including school capacity. • The existing congestion in the town centre is noted and it is considered that it will be difficult to alleviate. • The proposed will lead to increased traffic congestion with strong opposition outlined to any proposed through traffic route. • Considered that multiple access points will create security concerns and lead to antisocial behaviour. • The plan should promote the canal greenway as the main access to the train station and town centre. • Considered that bicycle traffic would be better served by cycle lanes that join up with the new cycle paths along the

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		<p>Straffan Road.</p> <ul style="list-style-type: none"> The proposed connections will create safety issues for children within the Parklands Estate. The proposals put forward will further exacerbate difficulties with exiting the existing parklands estate. <p>Proposed Amendments</p> <ul style="list-style-type: none"> It is proposed that the wording 'it is not envisaged' be amended to no through vehicular access will be facilitated. It is also proposed that the references to the proposed walkways and cycleways through the parklands development be removed.
77	Kevin O'Sullivan	<p>Access Links</p> <ul style="list-style-type: none"> Submission puts forwards specific amendments to the text to include the following: <ul style="list-style-type: none"> Page 15, change second paragraph which indicates no vehicular access and relates to encourage modal shift and connectivity to read: <i>"There shall be no vehicular routes into the estates of Parklands and Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectively shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark."</i> Page 17, it is requested to remove <i>"Pedestrian/Cycle access points at Parklands Lodge, Parklawns, and Rockfield Park"</i>. Page 17, to put in place the following indicative cul de sacs: <i>"(a) As Internal Vehicular Route approaches boundary with Parklands Lodge; (B) As Internal Vehicular Route approaches boundary with Parklands Lawns; and (c) As Internal Vehicular Route approaches boundary with Rockfield Park"</i>. Page 19, to delete entirely the change to Transport Road Objective 8 which relates to user permeability.
78	Kieron Glynn	<p>Access Links</p> <ul style="list-style-type: none"> Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. New link will mean that children can no longer play safely out on the large greens in Parklands. If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing

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		<p>links due to anti-social behaviour.</p> <ul style="list-style-type: none"> • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
79	Liam O'Toole	<p>New Residential Development</p> <ul style="list-style-type: none"> • Submission notes the Strategic Flood Risk Assessment and notes that the lands for new development will be subject to a site specific flood risk assessment. • Considered that a ridged approach to the spatial distribution of public open space has been applied in that it disproportionately effects the provision of development on lands immediately adjoining the neighbourhood park. • Submitted that this rigid application may impede the delivery of a new development area with a mix of uses as the open space provision measures between 20-25% of the net residential area. • Considered a more flexible interpretation of open space is required in the areas immediately adjoining the neighbourhood park may be considered so as to support and encourage innovative housing design. • Notes that the key development design shows a vehicular route, potential access points, internal routes and neighbourhood park and centre however it is submitted that the interpretation of this strategy may need to be accommodating of deign proposals that support and encourage the overall vision for new residential neighbourhood.
80	Lucy Hurley	<ul style="list-style-type: none"> • Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. • Submission objects on two particular reasons: <ol style="list-style-type: none"> 1. The Pedestrian/Cycle Access Point at Rockfield Park which offers no plausible permeability benefits over the

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		<p>proposed Celbridge Road access point but will greatly diminish the quality of life & tranquillity which informed the house purchases of Rockfield Park residents.</p> <p>2. The distinct lack of detail of how redirected and increased Maynooth traffic will be managed on the Celbridge Road, particularly the Rockfield estate junction and at the junction with the Straffan Road. Worryingly the proposed amendment only utilises the word 'traffic' twice, this includes only one reference to 'traffic congestion' within its 10,000+ words and 34 pages.</p> <p>Access Links</p> <ul style="list-style-type: none"> • Rockfield was originally present as a cul de sac estate, a safe and suitable environment. • Considered that the proposal to create a Pedestrian/Cycle Access Point involves removing established greenery and knocking through a wall that was originally granted planning permission by the Council to protect the cul-de-sac status. • It is contended that this process will be invasive, destroy a safe environment and impact on health and welfare of the residents. • Submission notes the understanding of the rationale for the Pedestrian/Cycle Access Point is Permeability yet struggles to see how this will deliver the "quality of service" needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority. • Submission outlines comments under each of the headings from the NTA document that deal with the quality of service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort. • Safety: Access at Rockfield Park would open up onto an unlit green area which could give rise to anti social behaviour; green is only overlooked by 3 house and it's not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the environment for their children; and therefore the access point onto the Celbridge road is arguably safe. • Coherence: Offer no public transport benefits; will become a shortcut for parents to drive and congest the cul de sac while dropping kids off to school; encourage all day parking; due to narrowness and design Rockfield Park would be less friendly route to cyclists. • Directness: no public transport benefits; Celbridge road access offers a safe and direct route to all local services; and Rockfield Park proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. • Attractiveness: offers narrow foot path with poor visibility of the exit; will be unattractive; green will be become a focus of anti social behaviour; and Celbridge road is the more attractive solution. • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; traffic congestions from school drop offs; encourage all day parking; it would not be a comfortable environment for the existing residents; and therefore Celbridge road is the more attractive and comfortable solution. <p>Traffic Impact</p> <ul style="list-style-type: none"> • Concerns raised that the Celbridge Road is already congested during the school drop off and collections time making it extremely difficult to safely exit Rockfield.

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		<ul style="list-style-type: none"> • Straffan/Celbridge Road is already congested at peak times making it difficult to turn left towards the M4. • Prime examples of traffic congestion are the influx of vehicular traffic over many weekends with the recent opening of the new Range Store at Carton Retail Park and the very frequent high traffic volumes on GAA match days. • Considered that little or no insight into how the increased traffic flow from approx. 800-1000 new dwellings and up to 2000 additional vehicles potentially exiting onto the Celbridge Road will be accommodated and safely managed.
81	Mairead Keaveney	<p>Communication</p> <ul style="list-style-type: none"> • Submission raises concerns regarding the communication and notes that no notification was received despite being an adjacent resident in Parklands. • Questions time of year where many residents are on holiday, and why the timescale to submit objections is so short? • Considered that the amendment raises some serious implications to safety & security as well as financial implications such as property valuation and quality of life concerns. <p>Education</p> <ul style="list-style-type: none"> • Concerns raised regarding the capacity of schools and the impacts of the new development. • Considered there is little mention of schools and amenities that would be required for the scale of population expansion that is envisioned by both this amendment and the proposed expansion on the Moyglare/Celbridge side of Maynooth. <p>Traffic Impact</p> <ul style="list-style-type: none"> • Submitted that the alleviation of that volume would be significantly offset by the additional volume generated by an addition of this substantial volume of residential units and the associated vehicles such as overall impact from that vehicular increase, parking facilities at the station or around the town, volume impacts on people using the trains, doing school drop offs and pick-ups etc. and the additional associated safety risks to commuters and our children. <p>Access Links</p> <ul style="list-style-type: none"> • Considered that the Council's wording that it currently 'does not envisage' opening up the road through Parklands as a through road is confusing and somewhat offensive. • Concerns as to the impacts if Parklands is a through road. Impacts included drivers using it as a run way; abuse of the speed limit; safety of children; changing the nature of a cul de sac; reduction in property value; and security risk. • Requests to reconsider the 'do not envisage' statement in respect of opening Parklands as a through road to a more definitive, 'Parklands will not be opened up as a through road' position. • Encourages the council to ensure the other alternative proposed routes e.g. along the Celbridge Road and the Royal Canal Greenway are prioritised/opened up properly and safely to make optimum use of those excellent new facilities and maintain Parklands, Rockfield and Castlebridge in line with the aspect under which they were originally purchased. • Submits that there should be a plan around complete re-development of the Celbridge Road and Greenway road/cycle paths. • Noted that in the Amendment Plan that the Council has many objectives in the Plan to liaise with other authorities

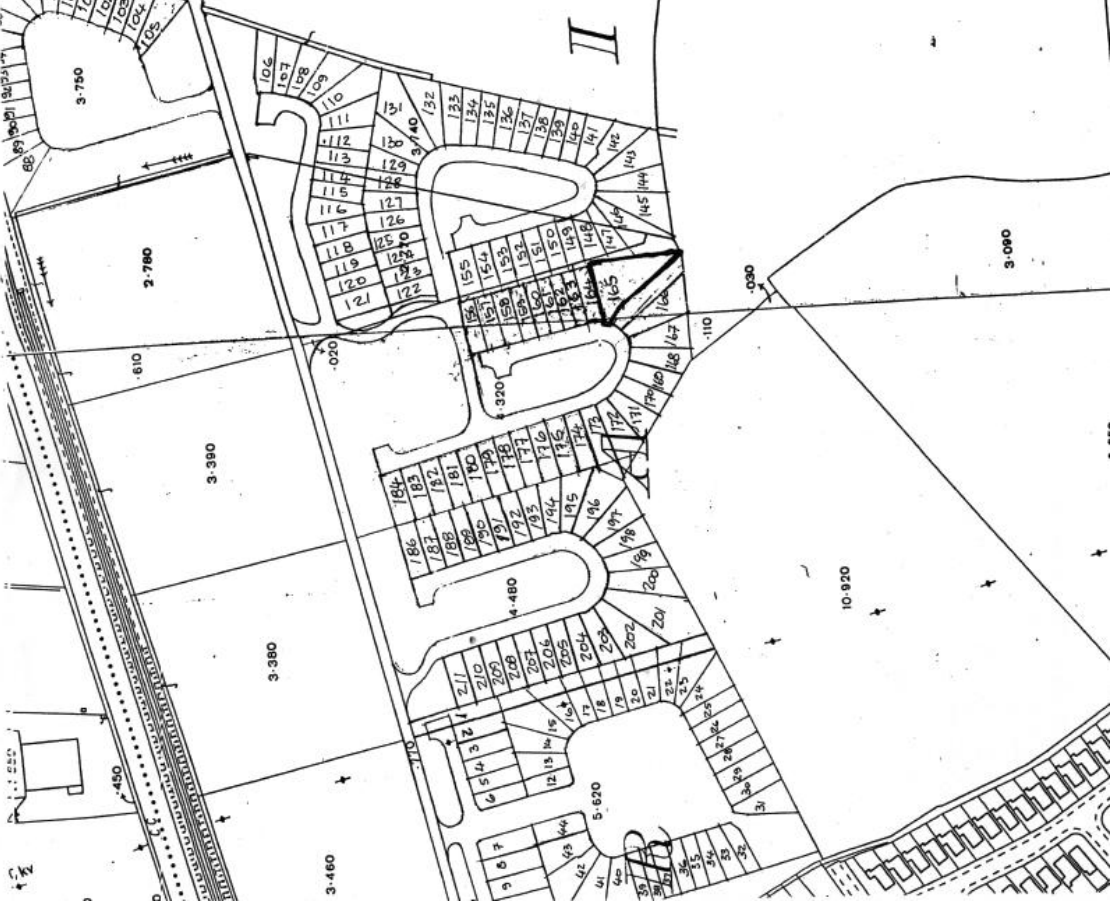
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		<p>to address some of my concerns stated above but no actual commitments.</p> <ul style="list-style-type: none"> • Considered that the issues are imperative to be fully addressed before any re-zoning Plan of this nature can be approved.
82	Margaret Dempsey	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the

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		community.
83	Marie Mc Guinness	<ul style="list-style-type: none"> • Submission requests the retention of mature native boundary hedges and trees. • Submission raises concerns regarding the privacy of their rear garden and requests that no overlooking is maintained. • It is indicated that their south facing garden receives light into the kitchen in winter and requests that this maintained. • Concerns raised regarding the size and scale of the development in the adjoining land. • Concerns raised regarding the 3 hectare park and it is questioned if this will cater for gathering spots for concerts/football/loud speakers.
84	Mariesa Hardiman	<p>Access Links</p> <ul style="list-style-type: none"> • Submission objects to pedestrian/cyclists and vehicular access through the estate. • Notes that the dwelling was purchased due to the nature of a cul de sac. • Considered the access links will pose significant road safety and social risks. • Requests to consider using another access joining the new development with the canal walkway.
85	Mark Farrell	<p>New Housing Development</p> <ul style="list-style-type: none"> • Submission requests that any developments commenced after the road is constructed should not be of a type or size that would unduly affect the existing residents in Rockfield and Parklands. • Considered that they should be at a distance from existing boundaries that observes current planning guidelines.
86	Marta Masterson	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there.

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		<ul style="list-style-type: none"> The proposed amendments will negatively impact the value of existing houses. Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. <p>It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.</p>
87	Martina Cully	<ul style="list-style-type: none"> Submission raises concerns regarding the opening up of the full cul de sac into the new estate due to the impact of health and safety with such a narrow road and additional traffic. Dwelling purchased due the nature of a cul de sac. Considered that these walkways promote anti social behaviour.
88	Martina Walsh	<ul style="list-style-type: none"> Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. Submission objects on two particular reasons: <ol style="list-style-type: none"> The Pedestrian/Cycle Access Point at Parklands Lawns offers no plausible permeability benefits over the proposed Parklands Lodge/ Celbridge Road or other potential access points as outlined in my counter proposal. The Parklands Lawns access points will greatly diminish the quality of life and security of mind which informed the house purchases of the Parklands Lawns residents. <p>Access Links</p> <ul style="list-style-type: none"> Purchased house from plans and had to move location due to the laying of a pipe however was assured that the green space would only be used for laying of the pipe and no other uses ever. See Figures Below. House purchased on this assurance and safe and suitable cul de sac. Notes that the roads and green areas have been well maintained and cared for through the combined time, hard work and money invested by all of our neighbours. Considered that the proposal to create a Pedestrian/Cycle Access Point involves removing established greenery and disrupting the wildlife and biodiversity at this location. Submission notes the understanding of the rationale for the Pedestrian/Cycle Access Point is Permeability yet

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		<p>struggles to see how this will deliver the “quality of service” needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority.</p> <ul style="list-style-type: none"> • Submission outlines comments under each of the headings from the NTA document that deal with the quality of service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort. • Safety: Access at Parkland Lawns would open up onto an unlit green area which could give rise to anti social behaviour and litter pollution similar to an area called the ‘Y’; it is not overlooked by house and it’s not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the environment for their children; loss of privacy & security for house adjacent to the walkway; and opportunity for increased activity. • Coherence: Offer no public transport benefits; and due to design Parkland Lawns would be less friendly route to cyclists than other access points. • Directness: no public transport benefits; and Parklands Lawns proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. • Attractiveness: offers poor visibility of the exit route into the Lawns; footpath and road is not wide enough to accommodate cyclists; Bin lorries have difficulty in accessing the road; will be unattractive; become a focus of anti social behaviour; and another access point is more attractive solution. • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; it would not be a comfortable environment for the existing residents; and another access route is the more attractive and comfortable solution. <p>Other Areas of Concern</p> <ul style="list-style-type: none"> • Concerns raised that the expansion of the town is not been carefully planned and appropriate infrastructure needed. • Notes that facilities such as childminding/crèches is to capacity with children being brought to Celbridge. • Schools are to capacity and when the two new schools are finally built, at this point the date is now pushed out to 2020, they will already be almost full to capacity. The Primary Schools are full to capacity, but there is no provision for new schools in the plan. Where will the children from these additional homes attend school? • Submitted that the statement contained in the Note on Connectivity and Movement in relation to Key Development Area Railpark is ambiguous. • Requested that the Plan should state categorically that there shall be no vehicular connection. • Notes the internal vehicle route within the key development area implies a vehicular connection and submitted that this cannot be allowed to happen given the very serious traffic and safety concerns for the existing residents. • Concerned that allowing through traffic would create a serious blockage and traffic hazard at the junction with the Straffan Road, an area which at present is grid locked at peak times and effectively cut the estate in half. • Following counter proposals are requested to be taken under consideration: <ul style="list-style-type: none"> ○ The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the

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		<p>proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as well as the town Centre.</p> <ul style="list-style-type: none"> ○ Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches. ○ The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. ○ Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path to the Straffan Road cycle path running along the main Avenue of Parklands.

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89	Martina Weir	<p>Access Links</p> <ul style="list-style-type: none"> Submission objects to any access of the key development area through parklands estate either for pedestrians, cyclists or vehicles. Parklands is a housing estate, not a main road and should not be treated as one.
90	Mary Boyd	<p>Access Links</p> <ul style="list-style-type: none"> Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for

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		<p>vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns.</p> <ul style="list-style-type: none"> • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
91	Matthew Beckingham	<ul style="list-style-type: none"> • Submission supports the relief road as it is considered it will reduce the large amount of traffic that currently travels through the town. • Submission notes interest in the position of the bridge over the railway and canal. • Considers the E(II) amendment is an improvement as it should reduce traffic on the Dunboyne

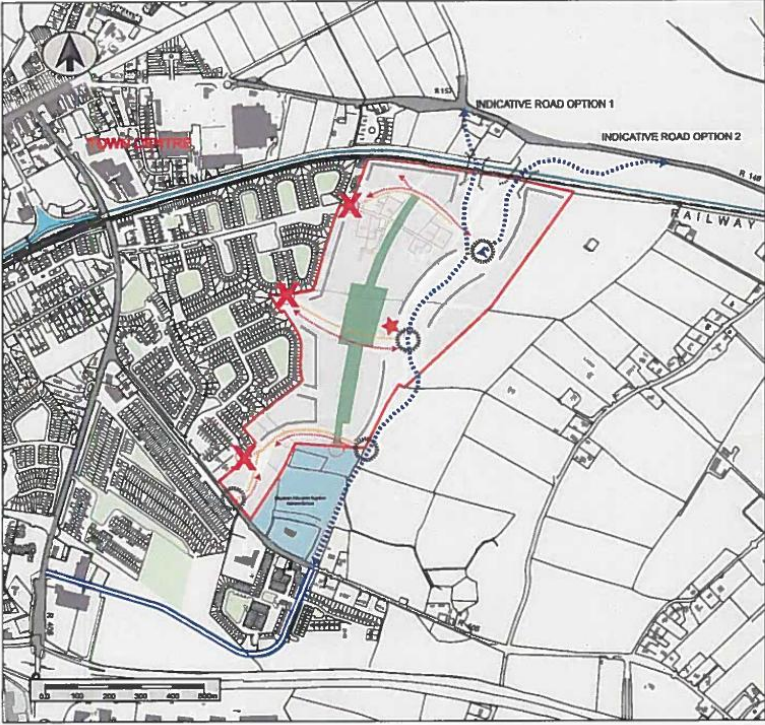
Sub. No.	Name	Summary of Submission
		<p>Road Junction.</p> <ul style="list-style-type: none"> Requested that if the amendment is approved, it should be ensured that there is still pedestrian and bike access to the Royal Canal Way as near to the Dunboyne Road junction as possible. Considered that access at this point will be hugely beneficial to Maynooth both for leisure and pedestrian/bike access to the canal and relief road. Noted this is currently not possible and reduced the numbers using such a great resource. If the only new access to the canal is up to a kilometre along the R148, there will be little benefit to the people of Maynooth. Concerns raised regarding the rezoning of land in Blacklion from H4 Office to C new Residential.
92	Maynooth Community Centre Partnership	<ul style="list-style-type: none"> The submission welcomes the provision of lands for further housing which will facilitate the development of the new ring road. The submission places a particular focus on lands identified as 'Neighbourhood Centre' which would be an ideal location for our proposed Community Centre. This would provide for a necessary community facilities to support an ever expanding population. <p>One page from the submission was not submitted.</p>
93	Maynooth Community Council	<p>Maynooth Community Council welcomes the proposed amendment no. 1. The submission is particularly pleased with the rezoning of lands to facilitate the development of the eastern section of the Maynooth ring road as well as providing much needed housing.</p> <ul style="list-style-type: none"> The submission supports the details submitted by the Rockfield Residents Association and the residents of the Parklands estate which raise concerns about permeability through their respective estates. It is further contended that the proposed second access onto the Celbridge road will exacerbate existing difficulties with traffic congestion and safety. This access would be better as a pedestrian/cyclist route only, not a vehicular access. It is considered that the lands identified as Neighbourhood Centre would be very suitable for the location of a new Community Centre for Maynooth with this submission being supportive of the contents of submission 92. The Community Council outlined a preference for route option no. 1 which aligns with the likely route for the next section of the ring road around the grounds of Carton House.
94	Melanie Oliver	<p>Access Links</p> <ul style="list-style-type: none"> Submission objects to the pedestrian and cycle access proposed from Parklands. Submits that an access route along the greenway of the canal with a new bridge should be developed. Access routes will lead to anti social behaviour. Supports the green open space however concerns raised regarding the lack of community facilities. Highlighted that the town is currently over populated and suffering from lack of community facilities. Submission objects to vehicle access as the estate is already congested and it would put the existing pedestrians and cyclists at risk.
95	Michael Keaveney	<p>Communication</p> <ul style="list-style-type: none"> Submission raises concerns regarding the communication and notes that no notification was received despite being an adjacent resident in Parklands.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Questions time of year where many residents are on holiday, and why the timescale to submit objections is so short? • Considered that the amendment raises some serious implications to safety & security as well as financial implications such as property valuation and quality of life concerns. <p>Education</p> <ul style="list-style-type: none"> • Concerns raised regarding the capacity of schools and the impacts of the new development. • Considered there is little mention of schools and amenities that would be required for the scale of population expansion that is envisioned by both this amendment and the proposed expansion on the Moyglare/Celbridge side of Maynooth. • There are also insufficient pre-school and junior school places in Maynooth. • It should be incumbent on the Council to ensure sufficient analysis is carried out in relation to the educational requirements of existing and future residents. <p>Traffic Impact</p> <ul style="list-style-type: none"> • Submitted that the alleviation of the volume of traffic would be significantly offset by the additional volume generated by an addition of this substantial volume of residential units and the associated vehicles such as overall impact from that vehicular increase, parking facilities at the station or around the town, volume impacts on people using the trains, doing school drop offs and pick-ups etc. and the additional associated safety risks to commuters and our children. <p>Access Links</p> <ul style="list-style-type: none"> • Considered that the Council's wording that it currently 'does not envisage' opening up the road through Parklands as a through road is confusing and somewhat offensive. • Concerns as to the impacts if Parklands is a through road. Impacts included drivers using it as a run way; abuse of the speed limit; safety of children; changing the nature of a cul de sac; reduction in property value; and security risk. • Requests to reconsider the 'do not envisage' statement in respect of opening Parklands as a through road to a more definitive, 'Parklands will not be opened up as a through road' position. • Encourages the council to ensure the other alternative proposed routes e.g. along the Celbridge Road and the Royal Canal Greenway are prioritised/opened up properly and safely to make optimum use of those excellent new facilities and maintain Parklands, Rockfield and Castlebridge in line with the aspect under which they were originally purchased. • Submits that there should be a plan around complete re-development of the Celbridge Road and Greenway road/cycle paths. • Noted that in the Amendment Plan that the Council has many objectives in the Plan to liaise with other authorities to address some of my concerns stated above but no actual commitments. • Considered that the issues are imperative to be fully addressed before any re-zoning Plan of this nature can be approved.
96	Michelle Butera	Access Links

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> Submission notes the importance of providing more housing in Maynooth, however it is requested to take account of the safety of the children. Children will no longer be able to play outside with traffic from 1,000 houses as it will be dangerous and unsafe. It is noted that cyclists and pedestrians can access the town through the canal.
97	Miriam Maher	<p>Access Links & Traffic Impact</p> <ul style="list-style-type: none"> Submission suggests that the road infrastructure and other services be put in place first prior to any development being commenced. Request a concrete commitment to limiting the expected traffic through Parklands to pedestrian and bikes only. Submitted that vehicle traffic is prohibited completely and the current wording of 'not envisaged' is removed to state there will be no vehicular traffic facilities through Parklands to the new housing development. New housing is supported however it is crucial not to impact upon the existing residents. Concerns raised that the estate will become a through access/ 'rat run', spilt the estate in two and impact on current enclosed nature of the estate.
98	Niamh Cronly	<p>Access Links</p> <ul style="list-style-type: none"> Submission objects to access routes, in particular an access road from the new development through Parklands. Highlighted that the Straffan Road junction at the estate entrance will not be able to cope with additional traffic. Submission also objects to pedestrian and cyclist access routes through the estate as these would compromise the safety of children. It is submitted that an alternative would be access routes from the new development over the canal to the Intel Road for bikes and pedestrians to the greenway. Main access should be maintained at the Celbridge Road.
99	Niamh Mc Goldrick	<p>Maynooth Eastern Relief Road</p> <ul style="list-style-type: none"> Submission highlights the need for cycle and walking paths on the new proposed link road. Pedestrian access from the greenway onto the proposed link road bridge over the canal bridge is required. Suggests the use of Park and Ride facilities to the outside of the new link road to cater for bus users.
100	Oisin Geoghegan	<ul style="list-style-type: none"> Submission supports the principle of additional appropriate housing and rezoning of land for the same however objects to the opening up the estate to facilitate pedestrian and vehicle traffic. Concerns of impact to residents from the access link include; divide in the estate; road safety; safety of children and community ethos. Considered the access links will lead to anti-social behaviour and targets for burglaries due to an additional escape route. Considered there are other options without disrupting the residents.
101	Patricia Lambert	<p>Access Links</p> <ul style="list-style-type: none"> Submission indicates an extremely concerned resident who moved to the Parklands Estate with their young family as they wanted a quite family friendly estate. Noted that the cul de sac style of the estate appealed to them and since the move cannot over emphasis how important this has been. Submission notes they have a young family who play on the green and spend their days outside in the safe estate

Sub. No.	Name	Summary of Submission
		<p>in the knowledge that generally only people with connections to Parklands Grove come into and out of the estate.</p> <ul style="list-style-type: none"> • Aware of the need of a ring road for Maynooth however objects to the access links for pedestrian and cyclists from the new proposed development. • Submission raises concerns of anti-social behaviour following experience of living beside such a link in the past. • Noted that Maynooth still does not have a 24 hour Garda Station. • Highlighted that the pedestrian/cycle link could bring in excess of 3000 people on foot through the estate every day. Notwithstanding the fact that the infrastructure of the estate cannot cope with such a large increase in footfall or traffic, how will one be able to leave small children out to play in what will essentially become a small estate off a very busy thoroughfare cut off from all other areas in Parklands. • Concerned that by opening Parklands up for pedestrians and cycle access leaves residents vulnerable. Vulnerable to anti-social behaviour, thefts, burglaries and worse, where there are unknown people who legitimately have a reason to be hanging around where our children are playing. • It is submitted that there are other alternatives to make Maynooth Town Centre and the train station accessible, i.e. by using the canal walkway as an access point. There are also cycle paths and good footpaths available on the Celbridge Road and on the Straffan Road. • It is considered that this is not a feasible option for our estate and ultimately for our children's future.
102	Peter J.M. van der Burgt	<p>Access Links/ Traffic Impact/School Provision</p> <ul style="list-style-type: none"> • Submission raises concerns regarding the linking of the existing residential estates to the proposed new development. • Submission objects to new residential development in Maynooth without adequate infrastructure and provision of schools. • It notes there is a contradiction between the text on page 15 of the proposed amendment and the map on page 17 on three aspects: <ol style="list-style-type: none"> 1. Internal routes linking to the estates <ul style="list-style-type: none"> • Submission objects to the map which highlights an internal vehicular route linking Parklands and Rockfield. • Considered that these routes will become access points for the motorway and town centre • Considered that the increase in traffic will be a safety hazard for children, increase noise and cause issues at the junction of the Straffan Road and Parklands Estate. • Noted that pedestrian/cycle routes in theory shouldn't be a problem however the estates have already experienced antisocial behaviour. • Given there is no permanent Garda presence, the pedestrian/cycle links should be removed. • Amendment map put forward showing the removal of the internal routes and the addition of the eastern section of the Maynooth Outer Orbital Route. See Figure 1. 2. Vehicular Access to the Motorway <ul style="list-style-type: none"> • Submission highlights that no access to motorway has been shown and raises concerns that vehicles from the new development will access the motorway via the town centre and Celbridge and Straffan

Sub. No.	Name	Summary of Submission
		<p>Roads.</p> <ul style="list-style-type: none"> • Submission indicates that traffic is slow moving in the morning currently in July and therefore the current roads cannot cope with additional traffic from this development. • The submission highlights the fact that the proposed amendment makes reference to the existing traffic congestion on page 18 of the document. • Notes that both roads objective map in the adopted LAP and road amendment map show the Maynooth Orbital Road as only indicative in a very provisory manner. Both maps indicate that the precise trajectory of this road has not yet been established. • It is noted that the council has done nothing towards the establishment of the precise location of the road from the time of the adopted LAP to now. Concerns that new housing and zoning has gone ahead without the proper infrastructure. • It is considered that the council is not giving the roads objectives in the proposed amendment the priority needed to plan for proper development. <p>3. The Provision of Schools</p> <ul style="list-style-type: none"> • Submission indicates that the Maynooth Post Primary School and Maynooth Community College are housed in a building that is designed for half the amount of pupils. New schools under construction will be full to capacity when finished. • Proposed amendment does not address how many school places will be needed for the development proposed. • Council should carrying out an assessment on availability of school places once construction of schools is complete; school places needed current housing construction is complete; and how school placed are required when the proposed new housing is complete. • It is considered that the Council should implement a school bus service that serves the main estates in Maynooth to reduce the use of cars for school runs.

Sub. No.	Name	Summary of Submission
		 <p data-bbox="1325 272 1598 342">Maynooth Local Area Plan 2013-2019 Proposed Amendment</p> <p data-bbox="1325 375 1619 418">X no vehicular, pedestrian or cycle access</p> <p data-bbox="1325 440 1598 500">— completion of Eastern ring road / Straffan Road access</p> <p data-bbox="1325 570 1577 610">KEY DEVELOPMENT AREA Indicative design strategy Fig: 5a</p> <ul data-bbox="1325 634 1598 911" style="list-style-type: none"> KEY DEVELOPMENT AREA BOUNDARY NEIGHBOURHOOD PARK NEIGHBOURHOOD CENTRE NEW RESIDENTIAL AREA KEY BUILDING BUILT EDGE PROPOSED BRIDGE OVER CANAL/ RAILWAY VEHICULAR ROUTE INTERNAL VEHICULAR ROUTE PEDESTRIAN / CYCLE ROUTE POTENTIAL ACCESS POINT EXISTING ACCESS POINT <p data-bbox="1346 862 1577 911">Dublin City Council Planning Department</p> <p data-bbox="1409 911 1514 951">17 JUL 2018</p> <p data-bbox="1367 967 1535 1000">RECEIVED</p>
103	Peter Kennedy	<p data-bbox="541 1036 674 1060">Footpaths</p> <ul data-bbox="541 1068 1955 1312" style="list-style-type: none"> Submission notes that this proposal was shown on drawings at commencement of Rockfield and indicates that only one footpath was proposed and built from Rockfield toward Celbridge. A second footpath has since been provided with the help of local councillors. Second footpath will take the footfall from this proposal with no need for a pedestrian/cycle route. Concerns regarding future anti-social behaviour. Suggests the council to complete a public footpath from Maynooth to Celbridge, specifically from Educate Together Primary School Maynooth to approximately the Salesian College Celbridge. The omission of the footpath is a serious flaw on this busy road and a danger to pedestrian and cyclists.
104	Rachel Gill	<p data-bbox="541 1323 716 1347">Access Links</p> <ul data-bbox="541 1356 1913 1409" style="list-style-type: none"> Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns.

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		<ul style="list-style-type: none"> • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop-off/collection point whereby dangerous u-turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the existing paths and greens. • Raises concerns regarding the quality of life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new schools are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community
105	Robert Lambert	<p>Access Links</p> <ul style="list-style-type: none"> • Submission opposes any plans to make Parklands Estate a cycle and way form any new housing development built on rezoned land to the rear of Parklands. • Indicated that this will affect the enjoyment the estate and make the estate unsafe for children. • Notes the roads and footpaths in Parklands are not sufficient to cope with this level of traffic on a daily basis.
106	Ross Brennan	The submission raises the following concerns with the proposed amendment and the impacts on the Parklands Estate:

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		<ul style="list-style-type: none"> • The proposed development results in a change of use to the existing cul de sac nature of the Estate. • The infrastructure is not adequate within the estate to cater for the volume of pedestrian/cycle movements. • The proposal will result in a loss of privacy, security and anti-social behaviour. • The proposed amendment will increase demands on an already abysmal traffic situation in the area. • The proposal will result in increased noise and disruption in the area. • The proposal will result in negative impact on property valuations within the estate. • There is a lack of infrastructure within the plan area to cater for this level of development. <p>The submission concludes by submitting the following counter proposals for the subject lands which are requested to be taken into consideration:</p> <ul style="list-style-type: none"> • The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as well as the town Centre. • Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches. • The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. • Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path to the Straffan Road cycle path running along the main Avenue of Parklands.
107	Sarah Halpin	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns regarding the negative impact the amendment will have on their family and estate. • Submission puts forwards specific amendments to the text to include the following: <ul style="list-style-type: none"> ○ Page 15, change second paragraph which indicates no vehicular access and relates to encourage modal shift and connectivity to read: <i>“There shall be no vehicular routes into the estates of Parklands and Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectively shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark.”</i> ○ Page 17, it is requested to remove <i>“Pedestrian/Cycle access points at Parklands Lodge, Parklawns, and Rockfield Park”</i>. ○ Page 17, to put in place the following indicative cul de sacs: <i>“(a) As Internal Vehicular Route approaches boundary with Parklands Lodge; (B) As Internal Vehicular Route approaches boundary with Parklands Lawns; and (c) As Internal Vehicular Route approaches boundary with Rockfield Park”</i>. ○ Page 19, to delete entirely the change to Transport Road Objective 8 which relates to user permeability.

Sub. No.	Name	Summary of Submission
108	Sean Gill	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous u-turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the existing paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it is noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
109	Senan Scanlon	<p>Access Links</p> <ul style="list-style-type: none"> • Submission requests to consider an alternative access to the proposed housing development adjacent to

Sub. No.	Name	Summary of Submission
		Parklands.
110	Shane O'Duffy	<p>Traffic Impact Submission details five issues related to the traffic impact on the town as per figure 1 below.</p> <p>Map Area 1</p> <ul style="list-style-type: none"> • It notes the importance of the construction of the link road at the new primary school at the Meath border. • The link road will also serve the NUIM university coaches. <p>Map Area 2</p> <ul style="list-style-type: none"> • One bridge over the railway and canal should be sufficient for the new eastern ring road. A second bridge should be provided instead at the western edge of the town. • New junctions should be comprised of roundabouts as there are currently 11 sets of traffic lights from the M4 to NUIM in a distance of 2.5km. <p>Map Area 3</p> <ul style="list-style-type: none"> • Second access from M4/Maynooth should be considered at the Rathcoffey Road to reduce pressure from junction 7 of the M4 as proposed in Figure 2 below. • Development should be restricted at the Rathcoffey Road and to protect lands for future roads and junctions. • The new housing will create further bottlenecks on the traffic flow from the town to the M4. • The expansion of NUIM will also put pressure on junction 7. • Submission indicates the proposed amendment document is incorrect with regard to the number of students at NUIM and asks has the amendment taken account of students driving by car and questions if a traffic impact assessment has been carried out for this and the proposed new school on the Moyglare Road. • It is considered the town could double in size with the planned ring road and therefore requests the consideration of a second access at the M4 and junction renamed to Maynooth East and Maynooth West. • It is considered the electrification of the railway and higher frequency of service will lead to additional congestion in the town from people parking to get the train and indicates this could be relieved by new junction at the M4. • New access at the M4 from Rathcoffey Road and Western Ring Road will hugely alleviate traffic caused by M4 motorists who park and ride to events in Dublin, and traffic caused by school and commuting traffic. • The submission suggests extending the Maynooth LAP boundary around the fields of the Rathcoffey bridge so to enable a future potential upgrade to design roads linking it to the M4 as suggested. <p>Map Area 4</p> <ul style="list-style-type: none"> • The section of the new link road between Straffan Road and Rathcoffey Road should only be constructed by developers as part of housing developments. This road would create further congestion and a line of traffic similar to the issues from the Meadowbrook link road onto the Straffan Road. <p>Map Area 5</p> <ul style="list-style-type: none"> • Submission proposes that the costs saved by omitting the second bridge proposed as part of the amendment at the new eastern link road can go towards constructing a second bridge at the Kilcock Road. It is considered a link between the Rathcoffey Road and Kilcock Road will alleviate traffic in the town as the NUIM traffic would avail of this road.

Sub. No.	Name	Summary of Submission
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- The use of traffic lights should be limited and roundabouts would be preferable.

Figure 1.

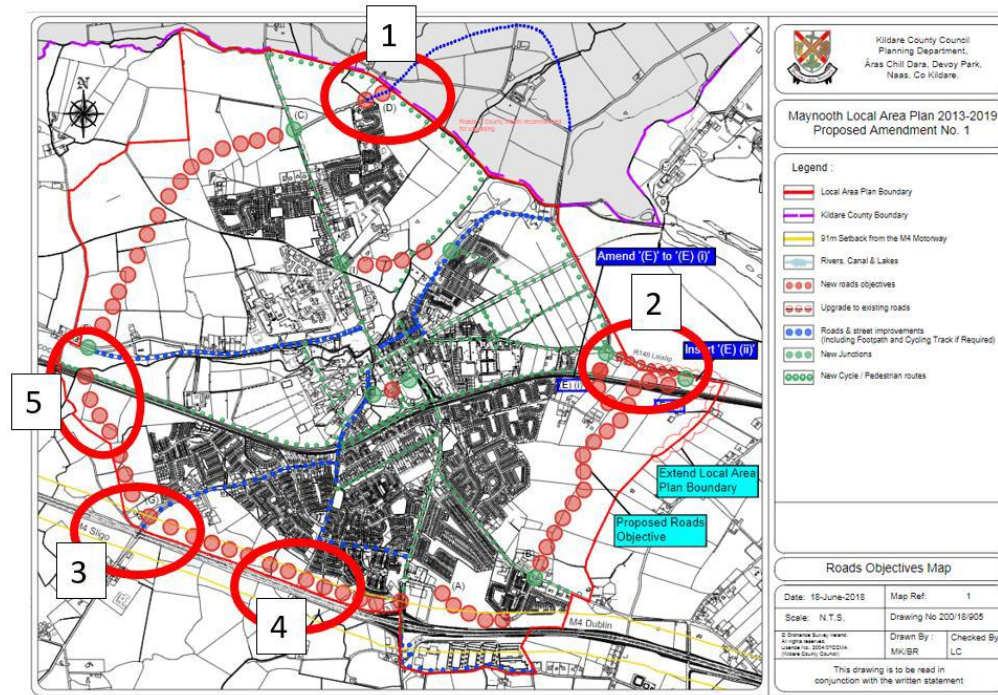
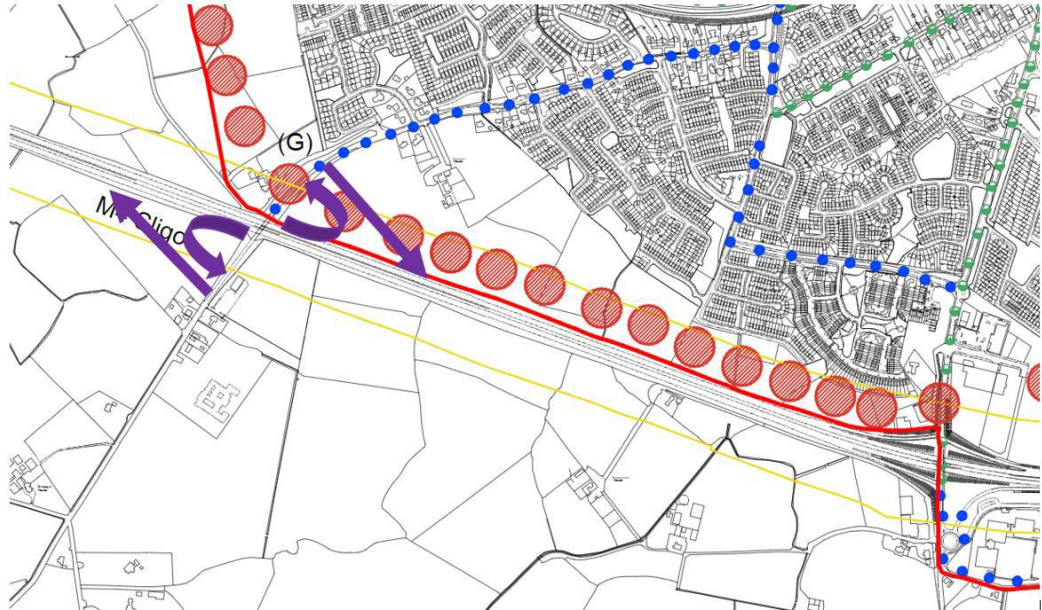


Figure 2.

Sub. No.	Name	Summary of Submission
		 <p data-bbox="541 862 1879 894"><i>(No.3 the new Rathcoffey road connection suggested to the M4 creating a new junction i.e. Maynooth West junction 7 a)</i></p>
111	Shane Scanlon	<p data-bbox="541 927 716 954">Access Links</p> <ul data-bbox="541 959 1833 1015" style="list-style-type: none"> • Submission requests to consider an alternative access to the proposed housing development adjacent to Parklands.
112	Sheila Harrington	<p data-bbox="541 1024 716 1052">Access Links</p> <ul data-bbox="541 1057 1955 1422" style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses

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		<p>were purchased at that location because of the nature of a cul de sac.</p> <ul style="list-style-type: none"> • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
113	Sinead Dooley	<p>Access Links & Traffic Impact</p> <ul style="list-style-type: none"> • Submission indicates that their relations play outside their houses and the traffic from 1,000 new houses will endanger their safety. • It is noted that cyclists and pedestrians can access the town through the canal greenway and motorists can access the town through the new ring road.
114	Siobhan & Gerry Burgess	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk.

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		<ul style="list-style-type: none"> • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
115	Siobhan Burgess	<p>Access Links</p> <ul style="list-style-type: none"> • Submission requests for no main road through their estate and indicates that children can play safely on the greens with the only traffic on the road being their parents and neighbours.
116	Sonya Croke	<p>Access Links</p> <ul style="list-style-type: none"> • Submission objects to use of the space in Parklands as an access link as it would cause impacts for health and safety, antisocial behaviour, risks to children, lack of security and loss of privacy for all residents. • Highlights that the communities of Parklands, Rockfield, and Railpark are united and not opposed housing being developed but oppose changes affecting their tight knit community.
117	Thelma Strong	<p>Traffic Impact</p> <ul style="list-style-type: none"> • Submission raised concerns about the impact of additional housing on traffic on the Celbridge West/Leixlip West

Sub. No.	Name	Summary of Submission
		<p>Interchange on the M4.</p> <ul style="list-style-type: none"> • Suggests widening of the M4 to 3 lanes and completion of the road objective A (at Straffan Road) will greatly alleviate these concerns. • Highlights that housing development is happening on the Maynooth Road in Celbridge; the Celbridge interchange is already congested at peak times and should not also be taking traffic from Maynooth. • Would like to see the above suggestions as pre-requisites of any proposed development.
118	Thomas Dempsey	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity.

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		<ul style="list-style-type: none"> Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
119	Thomas Gilliam	<ul style="list-style-type: none"> Submission registers their objection to the proposed amendment with specific reference to connectivity and movement (page 15). Considered that the language of the proposed amendment opens up the possibility of through vehicular traffic in the Parklands (and Rockfield) estate and consider it poses a health and safety risk given the issues at the Straffan Road the entrance to the estate. Considered the weak language of not “envisaged” on page 15 of the proposed amendment is unacceptable. Requested that any proposed amendment must clearly state that “under no circumstances will through traffic be allowed into the Parklands or Rockfield estates.” It is noted that access links are proposed across the western edge of the site boundary connecting to the Parklands Lawns cul de sac/green and right across a living memorial which has been in place for 7 years. It is submitted that access through an existing small green/cul-de-sac is not feasible and should never be considered a “key access point” for large volumes of pedestrian and cycle traffic from 800 homes, more than triple the number of homes in the whole existing Parklands estate. Considered there would be considerable adverse impact from large volumes of pedestrians travelling through Parklands Lawns. Highlighted that bin trucks reverse down this road 4 days a week and, in health and safety terms, it is not appropriate for permeability with new development . Submitted that southern Parklands Lawns green/cul-de-sac was never designed as a throughway of any sort and must not be altered in the proposed way. Highlighted that anti social behaviour occurs at an area known as the ‘Y’ between Parklands Square, Rockfield Walk and Rail Park estate. Noted that their son was attacked in an unmonitored connection point and therefore there is a strong objection to such a connection point 15m from their home.
120	Tim O’Connell	<ul style="list-style-type: none"> Commends Kildare County Council for proposing an alternative MERR and notes that the proposed route is the preferred route from the alternatives considered in the SEA report. Comments that the preferred route would divert traffic away from Maynooth town before it reaches residential developments and is favourable to having the point of diversion directly opposite Carton Wood estate and future estates. The preferred option is also better in terms of landscape/visual impact and light pollution.
121	Tom Farrell	<ul style="list-style-type: none"> Submission objects to the rezoning of lands to the south-east of the town from agricultural to new residential. <p>Insufficient Traffic Infrastructure</p> <ul style="list-style-type: none"> Submission notes that traffic-flow issues in Maynooth have increased over recent years and the road infrastructure layout is insufficient to deal with the current volumes of vehicular traffic attempting to pass through the town on a

Sub. No.	Name	Summary of Submission
		<p>daily basis with backlogs everyday from the town centre to the M4 junction and Dublin Road (R148).</p> <ul style="list-style-type: none"> • Noted that the results of the Maynooth Traffic Management Plan prepared by the council confirmed the extent of the traffic issues and the need for key relief roads to be created and that there was excess of 16,000 vehicles counted at peak times passing through the town. • It is considered that the new development will allow for an additional 2000 vehicles into an already overloaded traffic system. • Considered the new link road will not provide any significant improvement given the fact the roads are already linked via Ballygoran View and the new housing at this location will further exacerbate the traffic issues. • Contended that the new housing development should not be allowed to proceed without the prior completion of connected relief roads such as the Celbridge relief road or the full Eastern Relief Road. • Considered that the need for this amendment is not satisfactory and housing targets should not dictate the development of a heritage town that is currently suffering with traffic issues. Therefore, the required infrastructure should be in place prior to any development commencing. • Proposed that no new areas in Railpark/Blacklion are rezoned for residential purposes in the amended development plan until such time as the full Eastern Relief Road or similar traffic relief measures have been completed. <p>Suitability of lands for residential purposes</p> <ul style="list-style-type: none"> • Highlighted that the lands zoned in the proposed amendment were not zoned for residential in the 2013-2019 LAP as the council's own assessment indicated they were too far removed from the town centre to support access to core amenities/services in the town and therefore would result in additional in disconnection and vehicular traffic. • An evaluation of a new residential quarter at Railpark within the 2013 LAP stated that it would lead to the uncoordinated use of land with disconnected neighbourhoods and isolated areas of employment; Not easily accessible to the motorway; C. 1 km from the railway station equating to a 10-12 minute walk which is not ideal in most cases especially for commuting purposes; and Distance from the secondary school. • It is noted that additional lands are also incorporated that are even further detached from town services. • Unclear as to how the council do not consider that this type of development will exacerbate the traffic issues. • Objective 7 of the adopted LAP is highlighted and it is noted that the scale of the development proposed and the developments currently ongoing in Celbridge and Leixlip, there is a risk of eroding the green belt that currently separates each of these towns. • It is suggested that the lands to the south at Laraghbryn present a better and more viable alternative where housing would be positioned along the western relief road which the Maynooth Traffic Management Plan identified as providing the greatest benefit to addressing the town's current traffic issues. <p>Protection of historic amenities</p> <ul style="list-style-type: none"> • Considered the scale of development proposed will impact on and detract from the vistas to/from two of the most notable local historical monuments in the area, namely Connolly's Folly and Tyrconnell Tower in Carton. • It is suggested that the height of development should be restricted as to not impact on these local amenities. • HP6 objective is highlighted and compared to the wording in section 7.1.4 which is considered to be vague.

Sub. No.	Name	Summary of Submission
		<p>Submissions suggests that the wording on 7.1.4 (page 16) be amended to read: “<i>The site should provide a variety of housing sizes which are consistent and respect the form of buildings in the neighbouring estates and area.</i>”</p> <ul style="list-style-type: none"> • Notes that the original settlement of Maynooth was based around the castle and has developed into a University town with the fastest rate of population growth. • Notes that the council and members have a duty of care to protect the quality of life of existing residents.
122	Pirowell Limited	<p>Proposed New Zoning</p> <ul style="list-style-type: none"> • Submission details the rationale and specific proposals of the proposed amendment. • It is submitted to the council that a c. 7 ha site to the south-east of the town which is within the ownership of Pirowell Limited would be ideally suited to accommodate residential development and should be rezoned for such purposes. • Pirowell Limited owns a site of c. 7 ha to the south-east of the existing development boundary of Maynooth, to the immediate north of the R405 (Celbridge Road). • The subject lands occupy a strategic position within Maynooth, being located c. 1.4km from the town centre to the north-west and c. 1.8 km of the M4 interchange to the south-west, with direct access off the R405. In addition the subject lands are located in the immediate proximity to two schools with the residential development of Griffin Rath Manor/Hall located directly opposite the subject lands. • It is noted that the area travelling north west along the R405 is characterised by established residential developments. • Submission notes that the proposed amendment is favourably supported by Pirowell Limited. • Considered that the proposed lands for the key development area will not be available for residential development in the short to medium term, given that they are effectively ‘land locked’ until such time as the Relief Road is delivered. • Highlighted that the road infrastructure will be subject to an independent consent process, which is not yet commenced therefore it appears that the proposed lands will not be capable of being developed for some time. • Put forward that the Pirowell Limited lands are ideally suited to accommodate residential development in the short term. • It is requested to rezone the subject lands from ‘I –Agriculture’ to ‘C-New Residential’ given its location adjacent to the existing developed and / or zoned residential lands immediately to the west and south. • It is submitted that the subject lands are located 5 minute walking distance from 2 no. Schools and as such, would represent a sustainable approach for a new residential zoning in close proximity to existing community infrastructure. • It is submitted that the rezoning of these lands would represent a sequential approach to land use zoning as advocated under the <i>Development Plans Guidelines for Planning Authorities, 2007</i>. • Noted that the subject lands benefits from unobstructed road frontage onto the R405 which extends along its southern boundary. • The subject lands is also serviced by existing foul and surface water drainage connections and therefore can be categorised as “<i>Tier 1: Serviced Zoned Land</i>” as defined under the National Planning Framework therefore

Sub. No.	Name	Summary of Submission
		<p>considered that these lands score more favourably in terms of their suitability to accommodate residential development in the short term compared with the Tier 2: Serviceable Zoned Lands within the Railpark Key Development Area.</p> <ul style="list-style-type: none"><li data-bbox="548 354 1934 412">• It is submitted that this rezoning would represent a sequential and sustainable approach to the zoning of land and we request that due consideration be given to the merits of this proposal by the Council.

Sub. No.	Name	Summary of Submission
		 <p data-bbox="554 1243 1031 1273">Figure 1: Subject lands (outlined in red)</p> <p data-bbox="1346 1243 1871 1273">Source: Google Maps (edited by TPA, 2018)</p>

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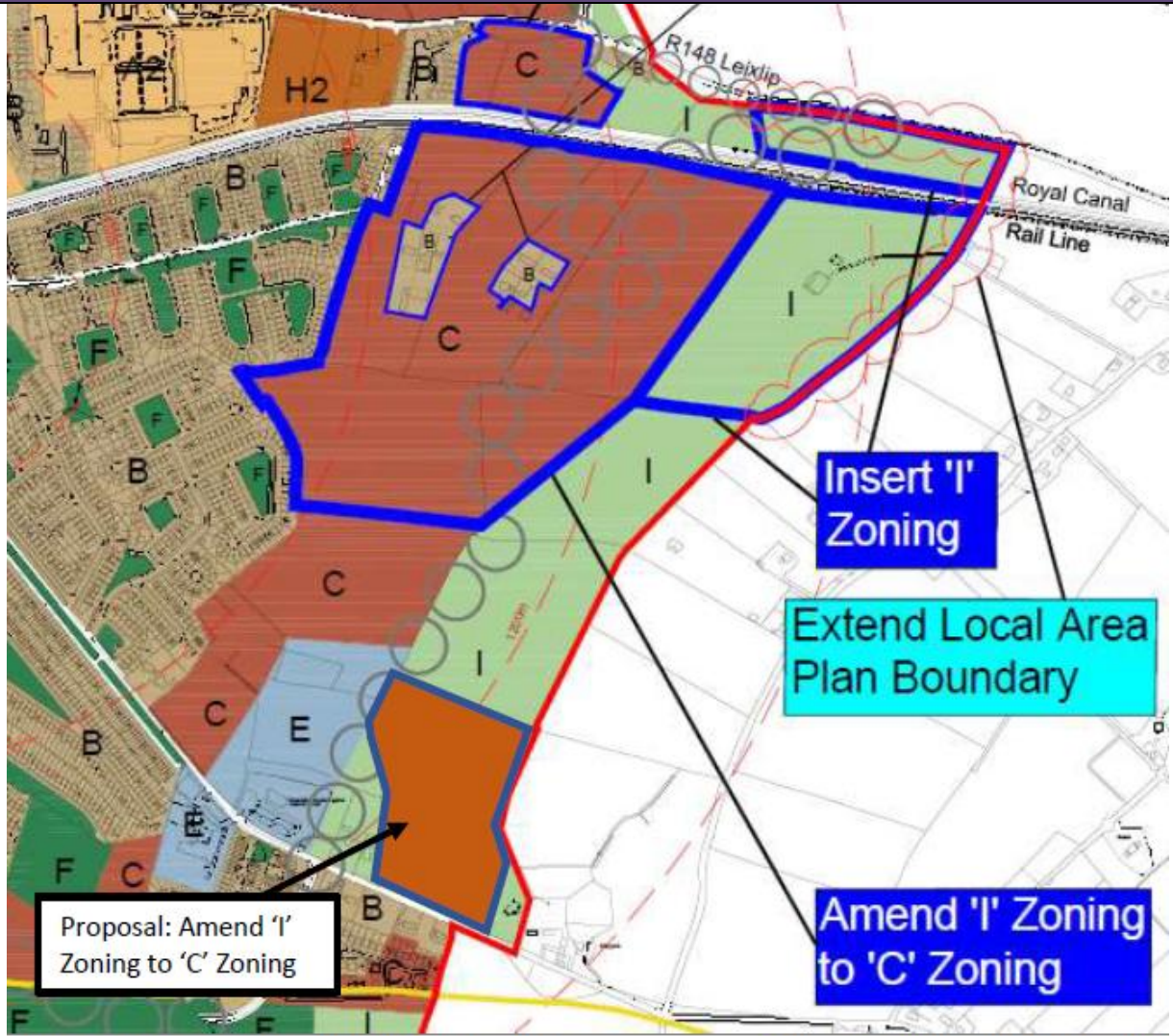
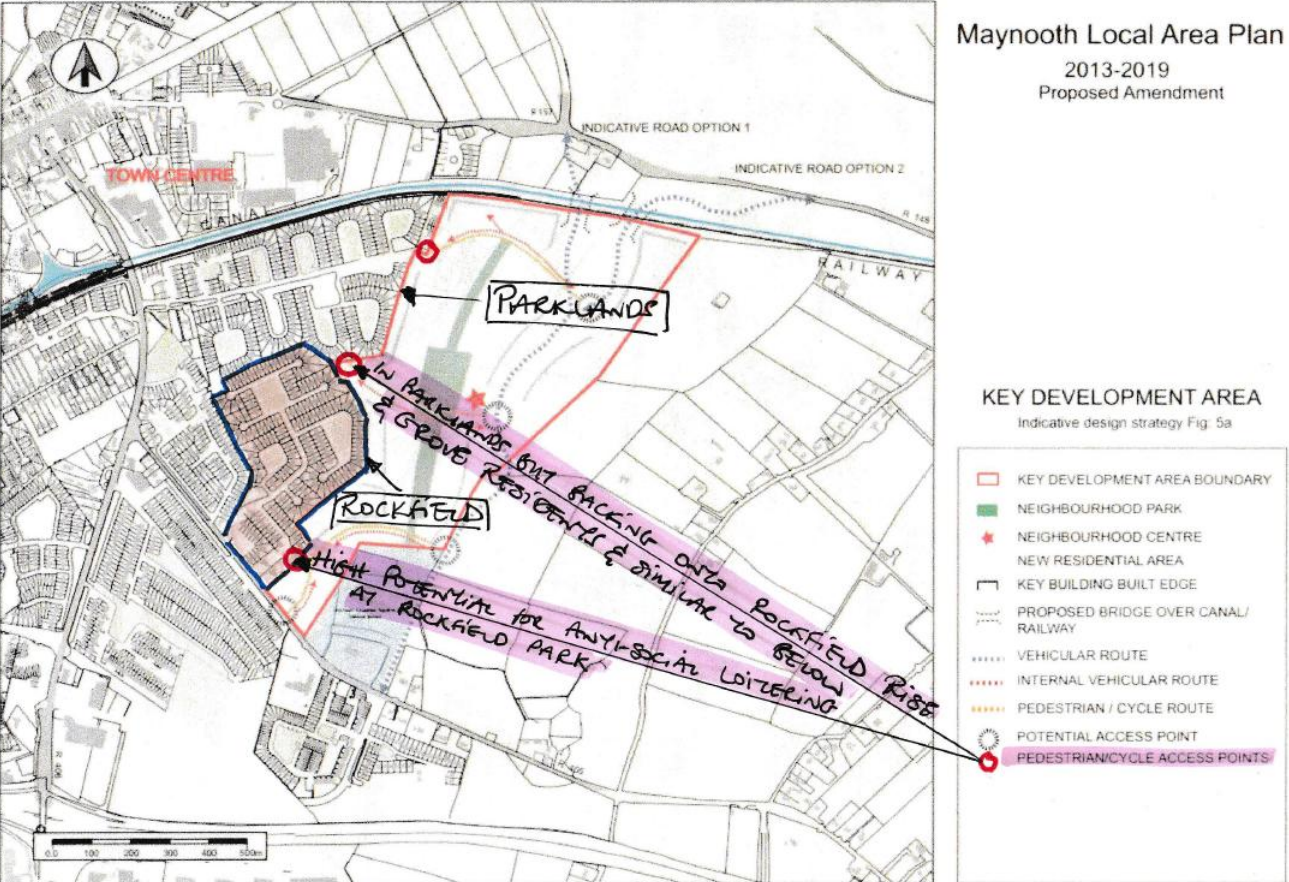


Figure 2: Extract of Land Use Zoning Objectives Map

Source: KCC; Annotated by TPA, 2018

Sub. No.	Name	Summary of Submission
123	Vicki Gilliam	<ul style="list-style-type: none"> • Submission indicates they have been residents of Parklands Lawns since 2005 and left Lucan due to the irresponsible way that new development was being planned in that community. • Submitted that it is a close knit community which have shown a source of strength during a difficult personal period. • All houses look on a green and children of all ages play on the greens. • Submission indicated that they are not anti development and consider that new houses are needed and are supportive of the general idea of appropriate permeability and modal transportation shifts to pedestrian/cycle. • Noted that they have consulted with four TDs and eight of nine councillors in the Maynooth Municipal District to better understand the proposed amendment and its impact. • Submission registers their objection to the proposed amendment with specific reference to connectivity and movement (page 15). • Considered that the language of the proposed amendment opens up the possibility of through vehicular traffic in the Parklands (and Rockfield) estate and consider it poses a health and safety risk given the issues at the Straffan Road the entrance to the estate. • Considered the weak language of not “envisaged” on page 15 of the proposed amendment is unacceptable. • Requested that any proposed amendment must clearly state that “under no circumstances will through traffic be allowed into the Parklands or Rockfield estates.” • It is noted that access links are proposed across the western edge of the site boundary connecting to the Parklands Lawns cul de sac/green and right across the memorial which has been in place for 7 years. • It is submitted that access through an existing small green/cul-de-sac is not feasible and should never be considered a “key access point” for large volumes of pedestrian and cycle traffic from 800 homes--more than triple the number of homes in the whole existing Parklands estate. • Considered there would be considerable adverse impact from large volumes of pedestrians travelling through Parklands Lawns. • Highlighted that bin trucks reverse down this road 4 days a week and if there are pedestrians on it will have health and safety issues. • Submitted that southern Parklands Lawns green/cul-de-sac was never designed as a throughway of any sort and must not be altered in the proposed way. • Highlighted that anti social behaviour occurs at an area known as the ‘Y’ between Parklands Square, Rockfield Walk and Rail Park estate. Noted that their son was attacked at this location and therefore there is a strong objection to an unmonitored connection point 15m from their home. • Connectivity and permeability are laudable objectives but must be made only in places where there can be appropriate ongoing upgrading of existing infrastructure for the expected pedestrian/cycle traffic. • Submitted that it would be much more appropriate for the proposed connectivity/permeability to occur connecting at the east end of Parklands Avenue where there is (1) space for appropriate pedestrian/cycle paths--along the whole of the Avenue--and (2) a large set-back and/or buffer between this travel zone and the houses which are adjacent to it. • Submission is supportive of the plan to build a cycle/pedestrian footpath over the canal and railway to connect to

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		<p>the new Royal Canal Greenway, currently being upgraded. Such a link would provide a convenient and appropriate connection for foot/cycle traffic to the Maynooth train station, into Maynooth town itself, or in the opposite direction for those who wish to cycle to Intel or points further east (including Blanchardstown or Dublin).</p>  <p>Maynooth Local Area Plan 2013-2019 Proposed Amendment</p> <p>KEY DEVELOPMENT AREA Indicative design strategy Fig. 5a</p> <ul style="list-style-type: none"> KEY DEVELOPMENT AREA BOUNDARY NEIGHBOURHOOD PARK NEIGHBOURHOOD CENTRE NEW RESIDENTIAL AREA KEY BUILDING BUILT EDGE PROPOSED BRIDGE OVER CANAL/ RAILWAY VEHICULAR ROUTE INTERNAL VEHICULAR ROUTE PEDESTRIAN / CYCLE ROUTE POTENTIAL ACCESS POINT PEDESTRIAN/CYCLE ACCESS POINTS
124	Vivian O'Brien	<p>Access Links</p> <ul style="list-style-type: none"> Submission notes that the access links are just at proposal stage and have not been put forward for planning. A number of reasons are detailed as to why the access links should not go ahead to include safety; Non-Benefits; current issues; and new vehicle access. <p>Safety: Road in the park is the bare minimum in width and it is currently an issue with traffic therefore to increase</p>

Sub. No.	Name	Summary of Submission
		<p>pedestrian footfall will be unsafe.</p> <ul style="list-style-type: none"> • Currently space for 4 no cars at the end of the cul de sac and this facility will be removed and will now block the road. • No Emergency vehicles/ Service Vehicles will be able to get down the cul-de-sac if those spaces are removed. Similarly, if two small cars park side by side no vehicle can go up or down the cul-de-sac. <p>Non-Benefits: Submission notes the lack of benefits for the residents of Rockfield.</p> <ul style="list-style-type: none"> • Notes the security issues in relation to having to entrances onto the road and devaluation of property. • Considered that there is no difference if one walks out the Celbridge Road as the road slopes away. • Highlighted that residents from this end of the Estate do not walk through the Estate to get to the Main Street or the train as the shortest distance is around the corner at Maxol, not through the estate, so again there is no benefit to children or parents to walk to the Educate Together through the Estate or the Park. • Concerns raised over the loss of the amenity of the green spaces and safety for children who play on the greens and security risk it poses to children to have an opening close by. <p>Current issues: People parking in the estate and walking their children the 2min walk to schools. This will continue if a link is created and congestion at peak time. Currently an issue in the estates of the Manor, Griffin-Rath & Saint Laurence's Avenue.</p> <ul style="list-style-type: none"> • Currently residents have to clean up litter associated with anti social behaviour between the entrance of Rockfield and Parklands. • Considers the access links should not go ahead given the extent of the current issues experienced by the residents. <p>Traffic Impact</p> <p>New Vehicle Access: Considers that there should be exits from the new estates onto the proposed link road and that a builder builds the stretch of road at the same time as building the houses.</p> <ul style="list-style-type: none"> • Highlighted there is no slip road the Maxol either coming onto the Celbridge Road or leaving the Celbridge Road to Straffan, and traffic is increasing going through Rail Park to avoid tailbacks at the lights, and the additional exit from the new estate will increase queues at these lights and therefore increase the traffic through Railpark.
125	Yvonne Glynn	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road.

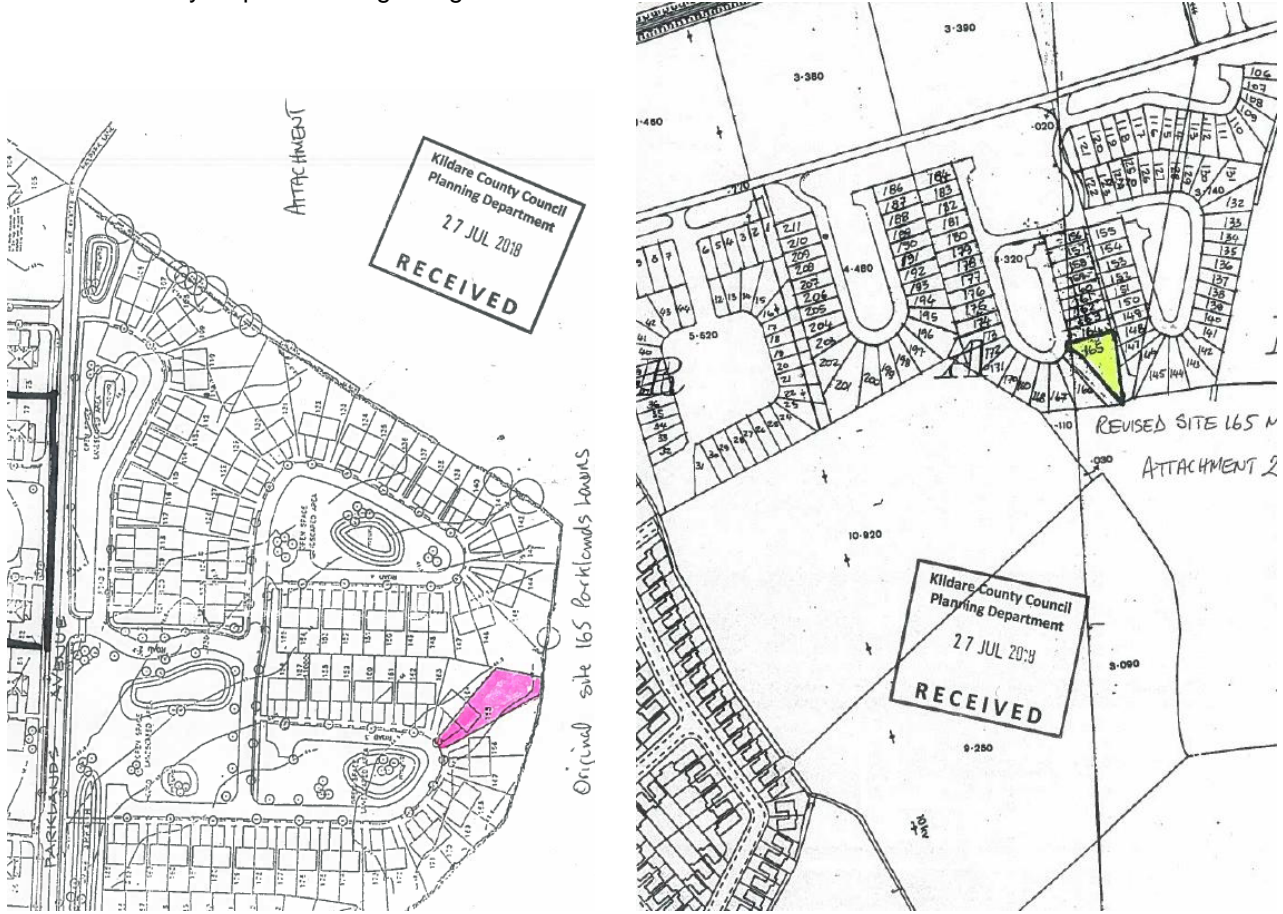
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126	Hannah Troy	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses

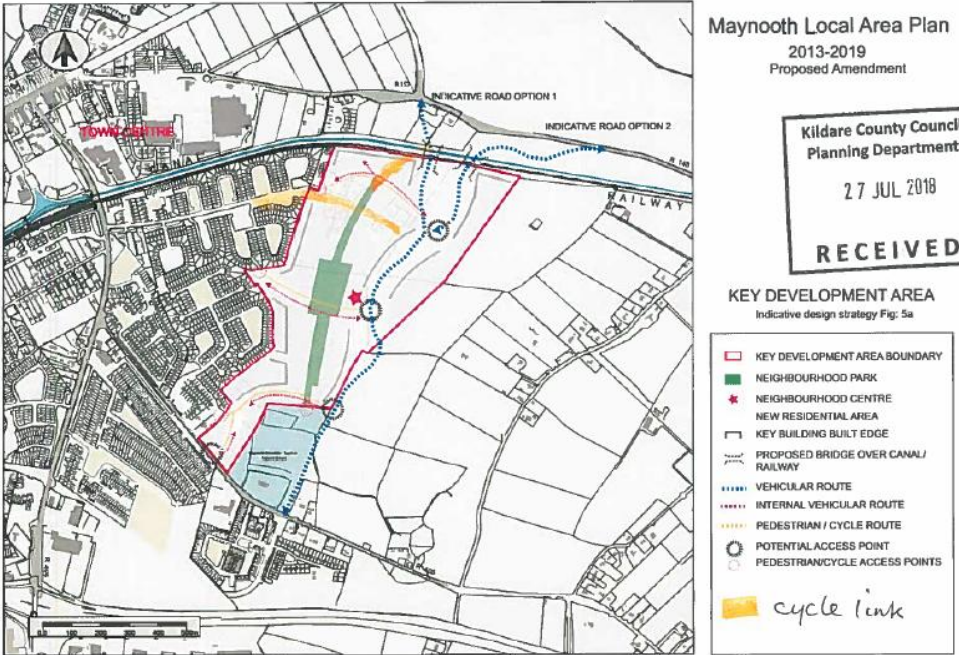
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		<p>were purchased at that location because of the nature of a cul de sac.</p> <ul style="list-style-type: none"> • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
127	Michael Cormican	<ul style="list-style-type: none"> • Submission notes it is a lovely place to live and play sport on the green and requests to leave it alone.
128	Mariesa Cormican	<p>The submission is strongly opposed to the proposed amendment in particular to vehicle access at Parklands and pedestrian/cycle access at Parklands Lodge and Lawns. The following reasons are noted:</p> <ul style="list-style-type: none"> • It is considered that a vehicular, pedestrian and cycle access through the Parklands estate will impact negatively on the existing estate. • It is considered that with 3000 people moving through these connections points, the proposal will result in anti-social behaviour and create security issues for homeowners. • There are no detailed designs for the proposed cycle access and it is assumed it will be located through the green areas. • Safety issues for children playing outside with passing traffic from pedestrians and cyclists. • The wording 'not envisaged' relating to vehicular traffic is ambiguous and should be removed. • A through road with vehicular traffic will result in no children playing outside as it will be unsafe. • The speed limit currently within the Parklands estate is not appropriate. • Concerns over any potential loss of green space within the Parklands estate.

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		<ul style="list-style-type: none"> • Considered the access points will allow for quick and easy escape for burglars. • Concerns regarding the devaluation of property that is in close proximity and impacted by the access links. • The proposal will exacerbate existing traffic management issues with reference to the drivers that park up illegally and use the train. • The traffic safety implications of the new road adjoining existing schools is not considered to be appropriate. Drivers already carry out dangerous manoeuvres at the Straffan Road junction. • Concerns raised regarding the construction impacts such as noise and dirt pollution from the access points. • The potential impact of the proposed development on the existing drainage network in the area. • Maynooth lacks the existing infrastructure and amenities to cater for this level of development. • The proposal will result in the removal of existing wildlife corridors to the rear of the parklands estate.
129	Denton Howard	<p>This submission objects to the proposed development for the following reasons:</p> <p>Vehicular and pedestrian access: The proposal will result in: a loss of security, antisocial behaviour and crime, a change of use from the cul de sac nature of the adjoining estate, a loss of privacy and safe play space, traffic safety issues (through traffic), a loss of amenity and community spirit.</p> <p>The Scale and Nature of the proposed development will result in;</p> <ul style="list-style-type: none"> • Impacts on existing services and the local environment • Negative impact on quality of life. • Property devaluations. • Impacts to road and water infrastructure. • Environmental Impact. • Further strains on existing infrastructure including both primary and secondary schools. <p>The submission concludes by stating that the proposed Royal Canal Greenway should be promoted as the main access route to serve the subject lands for pedestrians and cyclists.</p>
130	Annmarie Howard	<p>Access Links</p> <p>This submission objects to the proposed amendment for the following reasons:</p> <ul style="list-style-type: none"> • The proposal will result in traffic safety, welfare and security issues within the Parklands estate as a result of 3000 additional residents passing through the estate; • The proposal will impact on the residential amenity currently enjoyed by the residents of the; and estate with reference made to peaceful and quietness. • The proposed linkages will result in a loss of and usability of the existing green spaces within the Parklands estate and impacts from antisocial behaviour.
131	Clodagh Howard	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns regarding the impact of the new development and considered that footpaths will be too

Sub. No.	Name	Summary of Submission
		full of cyclists; feel unsafe due to strangers passing by the house and hanging out on the greens; and will not be able to study due to the noise impact.
132	Fin Cormican	<p>Access Links</p> <ul style="list-style-type: none"> Submission requests that no main road is put through the estate and pedestrians are not allowed walk and cycle through it as it is a cul de sac and they want to grow up in a cul de sac.
133	Eimear Howard	<p>Access Links</p> <ul style="list-style-type: none"> Submission raises concerns regarding the impact of the new development and considered that people will be hanging out in an antisocial way making people feel unsafe; and will not be able to study due to the noise impact.
134	Niall Howard	<p>Access Links</p> <ul style="list-style-type: none"> Submission highlights the reason in which they love living at Parkland Lawns and playing on the green with their friends. Highlights that they walk to school as there are no strangers and it is contended that they will not be able to continue doing this as there will be strangers in the estate.
135	Ailbhe Walsh	<p>Access Links</p> <ul style="list-style-type: none"> Submission objects to the walkway in Parkland Lawns as it surrounds a place where children can play safely. Considered that it will pose a safety and security risk to children playing at this location. Considered there will be impacts such as littering, will remove a sense of security to elderly residents and will become unsafe with strangers passing through.
136	Barry Walsh	<ul style="list-style-type: none"> Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. Submission objects on two particular reasons: <ol style="list-style-type: none"> The Pedestrian/Cycle Access Point at Parklands Lawns offers no plausible permeability benefits over the proposed Parklands Lodge/ Celbridge Road or other potential access points as outlined in my counter proposal. The Parklands Lawns access points will greatly diminish the quality of life and security of mind which informed the house purchases of the Parklands Lawns residents. <p>Access Links</p> <ul style="list-style-type: none"> Purchased house from plans and had to move location due to the laying of a pipe however was assured that the green space would only be used for laying of the pipe and no other uses ever. See Figures Below. House purchased on this assurance and safe and suitable cul de sac. Notes that the roads and green areas have been well maintained and cared for through the combined time, hard work and money invested by all of our neighbours. Considered that the proposal to create a Pedestrian/Cycle Access Point involves removing established greenery and disrupting the wildlife and biodiversity at this location. Submission notes the understanding of the rationale for the Pedestrian/Cycle Access Point is Permeability yet struggles to see how this will deliver the “quality of service” needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority. Submission outlines comments under each of the headings from the NTA document that deal with the quality of

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		<p>service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort.</p> <ul style="list-style-type: none"> • Safety: Access at Parkland Lawns would open up onto an unlit green area which could give rise to anti social behaviour and litter pollution similar to an area called the 'Y'; it is not overlooked by house and it's not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the environment for their children; loss of privacy & security for house adjacent to the walkway; and opportunity for increased activity. • Coherence: Offer no public transport benefits; and due to design Parkland Lawns would be less friendly route to cyclists than other access points. • Directness: no public transport benefits; and Parklands Lawns proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. • Attractiveness: offers poor visibility of the exit route into the Lawns; footpath and road is not wide enough to accommodate cyclists; Bin lorries have difficulty in accessing the road; will be unattractive; become a focus of anti social behaviour; and another access point is more attractive solution. • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; it would not be a comfortable environment for the existing residents; and another access route is the more attractive and comfortable solution. <p>Other Areas of Concern</p> <ul style="list-style-type: none"> • Concerns raised that the expansion of the town is not been carefully planned and appropriate infrastructure needed. • Notes that facilities such as childminding/crèches is to capacity with children being brought to Celbridge. • Schools are to capacity and when the two new schools are finally built, at this point the date is now pushed out to 2020, they will already be almost full to capacity. The Primary Schools are full to capacity, but there is no provision for new schools in the plan. Where will the children from these additional homes attend school? • Submitted that the statement contained in the Note on Connectivity and Movement in relation to Key Development Area Railpark is ambiguous. • Requested that the Plan should state categorically that there shall be no vehicular connection. • Notes the internal vehicle route within the key development area implies a vehicular connection and submitted that this cannot be allowed to happen given the very serious traffic and safety concerns for the existing residents. • Concerned that allowing through traffic would create a serious blockage and traffic hazard at the junction with the Straffan Road, an area which at present is grid locked at peak times and effectively cut the estate in half. • Following counter proposals are requested to be taken under consideration: <ul style="list-style-type: none"> ○ The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as well as the town Centre. ○ Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and

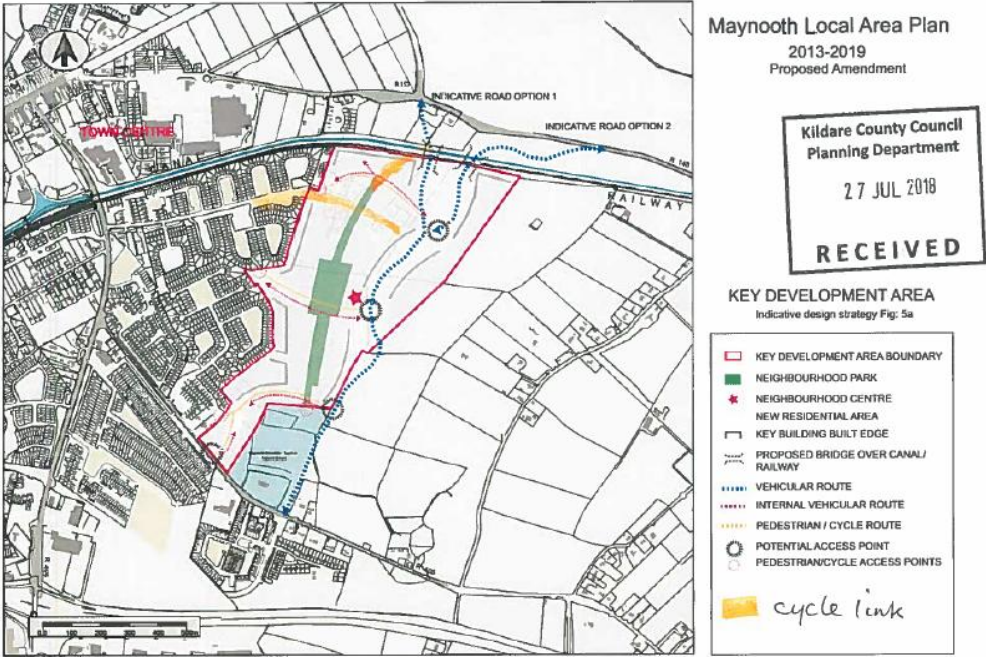
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		<p>Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches.</p> <ul style="list-style-type: none"> The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. <p>Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path to the Straffan Road cycle path running along the main Avenue of Parklands.</p> 

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		 <p>The map shows a key development area in Maynooth, Ireland, with various planning features. A red line indicates the key development area boundary. A green area is designated as a neighbourhood park, and a red star marks the neighbourhood centre. A red star also indicates a new residential area. A dashed line shows the key building built edge. A blue line indicates a proposed bridge over a canal or railway. Blue lines represent vehicular routes, and red lines represent internal vehicular routes. Yellow lines indicate pedestrian and cycle routes. A green circle with a white dot marks a potential access point, and a green circle with a white dot and a red star marks pedestrian and cycle access points. A yellow box is labeled 'cycle link'. The map also shows 'INDICATIVE ROAD OPTION 1' and 'INDICATIVE ROAD OPTION 2', and a 'RAILWAY'. A 'TOWN CENTRE' is also marked. The map is titled 'Maynooth Local Area Plan 2013-2019 Proposed Amendment' and includes a 'RECEIVED' stamp from Kildare County Council Planning Department dated 27 JUL 2018. A legend titled 'KEY DEVELOPMENT AREA Indicative design strategy Fig. 5a' explains the symbols. The signature 'cycle link' and the handwritten text 'ATTACHMENT 17' are also present.</p>
137	Martina Walsh	<ul style="list-style-type: none"> Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. Submission objects on two particular reasons: <ol style="list-style-type: none"> The Pedestrian/Cycle Access Point at Parklands Lawns offers no plausible permeability benefits over the proposed Parklands Lodge/ Celbridge Road or other potential access points as outlined in my counter proposal. The Parklands Lawns access points will greatly diminish the quality of life and security of mind which informed the house purchases of the Parklands Lawns residents. <p>Access Links</p> <ul style="list-style-type: none"> Purchased house from plans and had to move location due to the laying of a pipe however was assured that the green space would only be used for laying of the pipe and no other uses ever. See Figures Below. House purchased on this assurance and safe and suitable cul de sac. Notes that the roads and green areas have been well maintained and cared for through the combined time, hard work and money invested by all of our neighbours.

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		<ul style="list-style-type: none"> • Considered that the proposal to create a Pedestrian/Cycle Access Point involves removing established greenery and disrupting the wildlife and biodiversity at this location. • Submission notes the understanding of the rationale for the Pedestrian/Cycle Access Point is Permeability yet struggles to see how this will deliver the “quality of service” needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority. • Submission outlines comments under each of the headings from the NTA document that deal with the quality of service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort. • Safety: Access at Parkland Lawns would open up onto an unlit green area which could give rise to anti social behaviour and litter pollution similar to an area called the ‘Y’; it is not overlooked by house and it’s not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the environment for their children; loss of privacy & security for house adjacent to the walkway; and opportunity for increased activity. • Coherence: Offer no public transport benefits; and due to design Parkland Lawns would be less friendly route to cyclists than other access points. • Directness: no public transport benefits; and Parklands Lawns proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. • Attractiveness: offers poor visibility of the exit route into the Lawns; footpath and road is not wide enough to accommodate cyclists; Bin lorries have difficulty in accessing the road; will be unattractive; become a focus of anti social behaviour; and another access point is more attractive solution. • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; it would not be a comfortable environment for the existing residents; and another access route is the more attractive and comfortable solution. <p>Other Areas of Concern</p> <ul style="list-style-type: none"> • Concerns raised that the expansion of the town is not been carefully planned and appropriate infrastructure needed. • Notes that facilities such as childminding/crèches is to capacity with children being brought to Celbridge. • Schools are to capacity and when the two new schools are finally built, at this point the date is now pushed out to 2020, they will already be almost full to capacity. The Primary Schools are full to capacity, but there is no provision for new schools in the plan. Where will the children from these additional homes attend school? • Submitted that the statement contained in the Note on Connectivity and Movement in relation to Key Development Area Railpark is ambiguous. • Requested that the Plan should state categorically that there shall be no vehicular connection. • Notes the internal vehicle route within the key development area implies a vehicular connection and submitted that this cannot be allowed to happen given the very serious traffic and safety concerns for the existing residents. • Concerned that allowing through traffic would create a serious blockage and traffic hazard at the junction with the Straffan Road, an area which at present is grid locked at peak times and effectively cut the estate in half.

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		<ul style="list-style-type: none"> • Following counter proposals are requested to be taken under consideration: <ul style="list-style-type: none"> ○ The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as well as the town Centre. ○ Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches. ○ The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. <p>Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path to the Straffan Road cycle path running along the main Avenue of Parklands.</p> <p>Attachments of littering included.</p>

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		<p>ATTACHMENT</p> <p>Kildare County Council Planning Department 27 JUL 2018 RECEIVED</p> <p>Original site 165 Parklands houses</p> <p>REVISED SITE 165 N ATTACHMENT 2</p> <p>Kildare County Council Planning Department 27 JUL 2018 RECEIVED</p>

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		 <p>Maynooth Local Area Plan 2013-2019 Proposed Amendment</p> <p>Kildare County Council Planning Department 27 JUL 2018 RECEIVED</p> <p>KEY DEVELOPMENT AREA Indicative design strategy Fig. 5a</p> <ul style="list-style-type: none"> KEY DEVELOPMENT AREA BOUNDARY NEIGHBOURHOOD PARK NEIGHBOURHOOD CENTRE NEW RESIDENTIAL AREA KEY BUILDING BUILT EDGE PROPOSED BRIDGE OVER CANAL/ RAILWAY VEHICULAR ROUTE INTERNAL VEHICULAR ROUTE PEDESTRIAN / CYCLE ROUTE POTENTIAL ACCESS POINT PEDESTRIAN/CYCLE ACCESS POINTS <p><i>cycle link</i></p> <p><i>ATTACHMENT 17</i></p>
138	Eoghan Walsh	<ul style="list-style-type: none"> • Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. • Submission objects on two particular reasons: <ol style="list-style-type: none"> 1. The Pedestrian/Cycle Access Point at Parklands Lawns offers no plausible permeability benefits over the proposed Parklands Lodge/ Celbridge Road or other potential access points as outlined in my counter proposal. The Parklands Lawns access points will greatly diminish the quality of life and security of mind which informed the house purchases of the Parklands Lawns residents. <p>Access Links</p> <ul style="list-style-type: none"> • Notes that the roads and green areas have been well maintained and cared for through the combined time, hard work and money invested by all of our neighbours. • Considered that the proposal to create a Pedestrian/Cycle Access Point involves removing established greenery and disrupting the wildlife and biodiversity at this location. • Submission notes the understanding of the rationale for the Pedestrian/Cycle Access Point is Permeability yet

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		<p>struggles to see how this will deliver the “quality of service” needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority.</p> <ul style="list-style-type: none"> • Submission outlines comments under each of the headings from the NTA document that deal with the quality of service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort. • Safety: Access at Parkland Lawns would open up onto an unlit green area which could give rise to anti social behaviour and litter pollution similar to an area called the ‘Y’; it is not overlooked by house and it’s not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the environment for their children; loss of privacy & security for house adjacent to the walkway; and opportunity for increased activity. • Coherence: Offer no public transport benefits; and due to design Parkland Lawns would be less friendly route to cyclists than other access points. • Directness: no public transport benefits; and Parklands Lawns proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. • Attractiveness: offers poor visibility of the exit route into the Lawns; footpath and road is not wide enough to accommodate cyclists; Bin lorries have difficulty in accessing the road; will be unattractive; become a focus of anti social behaviour; and another access point is more attractive solution. • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; it would not be a comfortable environment for the existing residents; and another access route is the more attractive and comfortable solution. <p>Other Areas of Concern</p> <ul style="list-style-type: none"> • Concerns raised that the expansion of the town is not been carefully planner and appropriate infrastructure needed. • Notes that facilities such as childminding/crèches is to capacity with children being brought to Celbridge. • Schools are to capacity and When the 2 new schools are finally built, at this point the date is now pushed out to 2020 they will already be almost full to capacity. The Primary Schools are full to capacity, but there is no provision for new schools in the plan. Where will the children from these additional homes attend school. • Submitted that the statement contained in the Note on Connectivity and Movement in relation to Key Development Area Railpark is ambiguous. • Requested that the Plan should state categorically that there shall be no vehicular connection. • Notes the internal vehicle route within the key development area implies a vehicular connection and submitted that this cannot be allowed to happen given the very serious traffic and safety concerns for the existing residents. • Concerned that allowing through traffic would create a serious blockage and traffic hazard at the junction with the Straffan Road, an area which at present is grid locked at peak times and effectively cut the estate in half. • Following counter proposals are requested to be taken under consideration: <ul style="list-style-type: none"> • The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as

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		<p>well as the town Centre.</p> <ul style="list-style-type: none"> • Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches. • The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. • Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path to the Straffan Road cycle path running along the main Avenue of Parklands.
139	Caoimhe Walsh	<ul style="list-style-type: none"> • Submission welcomes the development of a ring road the new dwellings however considers the proposals to be flawed. • Submission objects on two particular reasons: <ol style="list-style-type: none"> 2. The Pedestrian/Cycle Access Point at Parklands Lawns offers no plausible permeability benefits over the proposed Parklands Lodge/ Celbridge Road or other potential access points as outlined in my counter proposal. The Parklands Lawns access points will greatly diminish the quality of life and security of mind which informed the house purchases of the Parklands Lawns residents. <p>Access Links</p> <ul style="list-style-type: none"> • Notes that the roads and green areas have been well maintained and cared for through the combined time, hard work and money invested by all of our neighbours. • Considered that the proposal to create a Pedestrian/Cycle Access Point involves removing established greenery and disrupting the wildlife and biodiversity at this location. • Submission notes the understanding of the rationale for the Pedestrian/Cycle Access Point is Permeability yet struggles to see how this will deliver the “quality of service” needed by pedestrians and cyclists as outlined in 5 key points in Section 2 of the Permeability Best Practice Guide published by The National Transport Authority. • Submission outlines comments under each of the headings from the NTA document that deal with the quality of service, and the implications of impermeable neighbourhoods ; Safety; Coherence; Directness; Attractiveness; Comfort. • Safety: Access at Parkland Lawns would open up onto an unlit green area which could give rise to anti social behaviour and litter pollution similar to an area called the ‘Y’; it is not overlooked by house and it’s not sufficient passive surveillance; would make the environment feel less safe; residents concerns regarding the safety of the environment for their children; loss of privacy & security for house adjacent to the walkway; and opportunity for increased activity. • Coherence: Offer no public transport benefits; and due to design Parkland Lawns would be less friendly route to cyclists than other access points. • Directness: no public transport benefits; and Parklands Lawns proposed access offers have limited impact on Pedestrian Route Directness as outlined in Section 3 of the Permeability Best Practice Guide. • Attractiveness: offers poor visibility of the exit route into the Lawns; footpath and road is not wide enough to accommodate cyclists; Bin lorries have difficulty in accessing the road; will be unattractive; become a focus of anti

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		<p>social behaviour; and another access point is more attractive solution.</p> <ul style="list-style-type: none"> • Comfort: fails to meet key considerations regarding space for cyclists and pedestrians passing; it would not be a comfortable environment for the existing residents; and another access route is the more attractive and comfortable solution. <p>Other Areas of Concern</p> <ul style="list-style-type: none"> • Concerns raised that the expansion of the town is not been carefully planner and appropriate infrastructure needed. • Notes that facilities such as childminding/crèches is to capacity with children being brought to Celbridge. • Schools are to capacity and When the 2 new schools are finally built, at this point the date is now pushed out to 2020 they will already be almost full to capacity. The Primary Schools are full to capacity, but there is no provision for new schools in the plan. Where will the children from these additional homes attend school. • Submitted that the statement contained in the Note on Connectivity and Movement in relation to Key Development Area Railpark is ambiguous. • Requested that the Plan should state categorically that there shall be no vehicular connection. • Notes the internal vehicle route within the key development area implies a vehicular connection and submitted that this cannot be allowed to happen given the very serious traffic and safety concerns for the existing residents. • Concerned that allowing through traffic would create a serious blockage and traffic hazard at the junction with the Straffan Road, an area which at present is grid locked at peak times and effectively cut the estate in half. • Following counter proposals are requested to be taken under consideration: <ul style="list-style-type: none"> • The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as well as the town Centre. • Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches. • The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. • Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path to the Straffan Road cycle path running along the main Avenue of Parklands.
140	Brendan Ashe	<p>Access Links</p> <ul style="list-style-type: none"> • Submission notes that the dwelling was purchased on the basis it was located in a cul de sac. • Highlighted that residents of Rockfield Park made representations to local politicians and a wall was erected to seal Rockfield Park off from adjoining land. An attempt to open up Rockfield Park is well documented (Duchas). • This submission opposes the indicative proposals for permeability from the subject lands to the adjoining Rockfield Estate as it would result in safety issues within the estate, cause traffic congestion and lead to anti-social behaviour. • Submitted that there is an alternative proposal to provide cycle lanes on the Celbridge Road, which cater for existing schools and the new development.

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		<ul style="list-style-type: none"> • Concerns raised over the wording of the proposed amendment and refer to the map on page 17 which states “indicative design strategy Fig 5a”. The wording “Potential Access Point” and “Pedestrian/Cycle Access Points” infers different meanings. • Concerns raised regarding directional signage on the cycle lanes of Straffan Road. • Notes that the objection relates only to the incursion into Rockfield Park and not the new development of link road.
141	Peter Kennedy	Same as submission 103.
142	Patrick Dixon	<p>This submission opposes the indicative proposals for a permeability link from the subject lands to the adjoining Rockfield Estate for the following reasons:</p> <ul style="list-style-type: none"> – Noted that residents purchased dwellings on the basis that there were located in a cul de sac that is safe and secure. – The existing estate does not have adequate infrastructure to accommodate such connections and therefore poses a danger to the health and safety of the residents. – Side roads of the estate are considerably narrower than the main avenue and are too narrow to accommodate increased volumes of pedestrians and cyclists. – The proposals will encourage day parking within the estate impacting on traffic movements within the estate with particular reference to bin trucks. – Elderly residents are concerned that cyclists will use the pavements when the roads are congested with parked cars. – The proposed links will result in anti-social behaviour and will provide an easy escape access for those who might be intent on burglary. – Impact to the safety of children who play on the greens. – Security issues. – Increased noise and disruption. – Impact on property values. – The proposal will create a financial burden on local residents to maintain the proposed walkway. – The proposed link through Rockfield provides no benefit to users as there is no established need for the link nor is there any desire lines at this location.
143	Eleanor Dixon	This submission mirrors the points raised above in submission 142.
144	Rockfield Residents Association	<p>The submission objects to the proposed cycle and pedestrian way through the Rockfield Park Estate and the proposed new vehicular access onto the Celbridge Road for the following reasons;</p> <ul style="list-style-type: none"> – Noted that residents purchased dwellings on the basis that there were located in a cul de sac that is safe and secure. – The existing estate does not have adequate infrastructure to accommodate such connections and therefore poses a danger to the health and safety of the residents. – Side roads of the estate are considerably narrower than the main avenue and are too narrow to accommodate increased volumes of pedestrians and cyclists.

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		<ul style="list-style-type: none"> - The proposals will encourage day parking within the estate impacting on traffic movements within the estate with particular reference to bin trucks. - Elderly residents are concerned that cyclists will use the pavements when the roads are congested with parked cars. - The proposed links will result in anti-social behaviour and will provide an easy escape access for those who might be intent on burglary. - Impact to the safety of children who play on the greens. - Security issues. - Increased noise and disruption. - Impact on property values. - The proposal will create a financial burden on local residents to maintain the proposed walkway. - The proposed link through Rockfield provides no benefit to users as there is no established need for the link nor is there any desire lines at this location. <p>The submission includes a number of photographs outlining existing issues with the maintenance of green spaces between the Rockfield estate and Parklands.</p> <p>In addition to the above the submission includes the following detailed recommendations for any development plans which may impact on the Rockfield Estate:</p> <ul style="list-style-type: none"> • Impacts on privacy should not occur. • Adequate boundary treatment walls and minimum height of 2m should be provided. • No open spaces bounding the subject estate should be provided in order to prevent anti social behaviour. • The design and layout of new housing should ensure security is maintained in the Rockfield estate. • Ensure that no trees/shrubs in or bounding Rockfield are damaged. • The proposed development should not impact on existing views. • Requested to keep Rockfield as a separate estate. • Ensure wildlife corridors are maintained. • Ensure that appropriate facilities are provided before the new development is occupied. • Increased speed reduction measures should be provided along the Celbridge Road. • Ensure the road design proposal is capable of accommodating traffic flows.
145	Hugh & Fiona Gallagher	<p>Access Links</p> <ul style="list-style-type: none"> • The submission seeks to remove the proposal for a permeability link between the subject lands and the Rockfield estate as such links will result in anti-social behaviour and will leave residents in the area vulnerable. • It is contended that such movements can be accommodated by widening of the existing road and footpaths. • The submission also requests that the developer of the adjoining lands to provide sufficient car parking to accommodate the level of development proposed and the design of housing recognises the existing built pattern of development in the area. • Requested that the new development will include amenities for the residents such as ample green space and community space with a crèche facility.

Sub. No.	Name	Summary of Submission
146	Maynooth Planning Alliance	<p>Maynooth Planning Alliance welcome the opportunity to review the proposed development and make the following observations on the proposed development;</p> <ul style="list-style-type: none"> • The proposal should follow proper planning and sustainable development of the area which should include adequate community facilities, design standards and amenities to be provided. It is stated that the area currently lacks adequate amenities and community facilities including educational facilities, Crèche and Childcare Facilities. • It is considered that a portion of the subject lands needs to be provided for a new primary school and that community facilities be provided for within the subject lands. • It is contended that crèche/childcare facilities must be built and opened before the occupation of the new development. • It is contended that the proposed amendment includes for community uses. <p>Transport/Roads and Movement</p> <ul style="list-style-type: none"> • A number of significant Traffic and movement issues are highlighted within the plan area that require attention including pinch points along the Straffan/Celbridge Road and The Moyglare Road; access upgrades are required for the two primary schools and the requirement of foot and cycle paths on the Moyglare Road. • It is contended that the proposed new link road should be designed to cater for adequate pedestrian and cycle routes, a new park and ride facility on the east side of the new road, the completion of the south end of the link road, landscaping should be carried out reflecting the historical nature of the town of Maynooth. <p>The Planning Alliance are strongly opposed to the indicative cycle/pedestrian links through the Rockfield and Parklands estates and the new vehicular access onto the Celbridge Road for the following reasons;</p> <ul style="list-style-type: none"> • The infrastructure within the existing estates is not adequate to cater for such movements of pedestrian, cyclist and vehicular traffic and will impact on health and safety. • The footpaths are too narrow to accommodate such movements. • The proposal will result in anti-social behaviour, security issues and increased noise levels. • The proposed linkages will encourage all day parking within these estates. • Pedestrian safety issues are highlighted. • The impact on existing play spaces for children. – The proposed link through Rockfield provides no benefit to users as there is no established need for the link nor is there any desire lines at this location. • The proposal will impact on the volume of traffic within the estate and result in increased issues with access and egress from the estate. • The proposal will increase littering in the area. • The quality of life of residents will be greatly diminished. • The lands behind the parklands estate currently provide a home to wildlife which will be impacted on conflicting with the provisions of the Wildlife Acts 1976-2012.
147	Dara Keogh	<p>This submission opposes the proposed permeability links/connections to the Parklands estate for the following reasons:</p> <ul style="list-style-type: none"> • Traffic/Pedestrian and child safety issues. • Impacts on existing green spaces within the estate.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Increased Noise and Littering. • Visual Impacts. • Anti-social behaviour. • Child safety. <p>The submission also objects to the proposed new eastern link roadway for the following reasons:</p> <ul style="list-style-type: none"> • The proposals will increase traffic along the Celbridge road. • Clarity is required in regard to the proposed linkages to the adjoining estates, no through vehicular access should be permitted. • The proposal appears to be developer driven as opposed to community driven. • The impact of the proposed road on wildlife in the area. <p>Alternatives are proposed which include:</p> <ul style="list-style-type: none"> • The expansion of the Celbridge Road to accommodate link road traffic. • Traffic management measures to ensure pedestrian safety around schools. • The provision of dedicated pedestrian/cycle routes. • The provision of a pedestrian and cycle link to the Royal Canal. • Alternative thinking in the form of free electric bus links for the area or low cost bicycle schemes to serve the area.
148	John & Maria Davey-Borresen	<p>This submission raises a number of issues both within and outside the scope of the proposed amendment. The submission objects to the proposed link/connections to the Parklands estate for the following reasons:</p> <p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it is noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community. <p>As detailed above the submission raises an issue outside the scope of the proposed amendment relating to subsidence of a wall adjoining No. 1 Parklands Crescent.</p>
149	Dawn Spearman	<p>Traffic Impact</p> <ul style="list-style-type: none"> • Submission objects to the proposed amendment and residential development given the current inadequacy of the road network and existing traffic issues in the town, the lack of schools both primary and secondary and the lack of adequate policing for a growing population. • Concerns raises regarding the dramatic increase in the town's population prior to addressing these issues. • Considered that primary schools should be in place and a full time Garda station should be established prior to the commencement of any housing development. • Submission objects to proposals that would change the nature and use of the main road through their estate. It is considered it will be used as a link road to the new estate or to the western link road. • There are current egress issues for residents onto the Straffan Road and an increase in traffic will exacerbate the issues at this junction and congestion on the Straffan Road. • Speeding issues currently exist regarding the main road through the estate and therefore opening the road to "through" traffic seeking to access the western link road or the new development, would increase the propensity for fast moving vehicles in this residential area. <p>Impact to Residential Amenity</p> <ul style="list-style-type: none"> • Negative impact to the safety of residents, children, noise and environmental pollution. All vehicular access to and from any new development should be via the proposed entrance/exit on the Celbridge Road. <p>Access Links</p> <ul style="list-style-type: none"> • Submission objects to the pedestrian/cycle links to and from Parklands. It is considered it will impact on property

Sub. No.	Name	Summary of Submission
		<p>values, pose a risk to residents and lead to anti-social behaviour. It is highlighted that the canal greenway will allow for swift, safe and easy access for cyclists and pedestrians to and from the town centre and train station etc.</p> <ul style="list-style-type: none"> • Considered it would ensure that such pedestrian and cycle traffic is diverted from residential and road areas thus eliminating the potential for contact with motor vehicles.
150	Margaret Howard	<p>The submission objects to the proposed pedestrian/cycle access at Parklands Lodge and Lawns for the following reasons:</p> <ul style="list-style-type: none"> • Safety issues along the green spaces and safety implications for children playing at these locations. • Noise and security issues. It is considered it will provide a quick escape route for burglars. • The proposal will result in anti-social behaviour. • Impacts on residential amenity within the estate. • Questions as to how the council propose to maintain the proposed walkway. • Considered that quality of life will be seriously impacted. <p>The submission concludes by stating no vehicular access should be permitted from the subject lands to the Parklands estate.</p>
151	James Gilliam	<ul style="list-style-type: none"> • Submission indicates they have been residents of Parklands Lawns since 2005 and left Lucan due to the irresponsible way that new development was being planned in that community. • Submitted that it is a close knit community which have shown a source of strength during a difficult personal period. • All houses look on a green and children of all ages play on the greens. • Submission indicated that they are not anti development and consider that new houses are needed and are supportive of the general idea of appropriate permeability and a modal transportation shifts towards pedestrian/cycle. • Noted that they have consulted with four TDs and eight of nine councillors in the Maynooth Municipal District to better understand the proposed amendment and its impact. • Submission registers their objection to the proposed amendment with specific reference to connectivity and movement (page 15). • Considered that the language of the proposed amendment opens up the possibility of through vehicular traffic in the Parklands (and Rockfield) estate and consider it poses a health and safety risk given the issues at the Straffan Road the entrance to the estate. • Considered the weak language of not “envisaged” on page 15 of the proposed amendment is unacceptable. • Requested that any proposed amendment must clearly state that “under no circumstances will through traffic be allowed into the Parklands or Rockfield estates.” • It is noted that access links are proposed across the western edge of the site boundary connecting to the Parklands Lawns cul de sac/green and right across the memorial which has been in place for 7 years. • It is submitted that access through an existing small green/cul-de-sac is not feasible and should never be considered a “key access point” for large volumes of pedestrian and cycle traffic from 800 homes--more than triple the number of homes in the whole existing Parklands estate. • Considered there would be considerable adverse impact from large volumes of pedestrians travelling through

Sub. No.	Name	Summary of Submission
		<p>Parklands Lawns.</p> <ul style="list-style-type: none"> • Highlighted that bin trucks reverse down this road 4 days a week and if there are pedestrians on the road there will be health and safety issues. • Submitted that southern Parklands Lawns green/cul-de-sac was never designed as a throughway of any sort and must not be altered in the proposed way. • Highlighted that anti social behaviour occurs at an area known as the 'Y' between Parklands Square, Rockfield Walk and Rail Park estate. Noted that their son was attacked at this location and therefore there is a strong objection to an unmonitored connection point 15m from their home. • Connectivity and permeability are laudable objectives but must be made only in places where there can be appropriate ongoing upgrading of existing infrastructure for the expected pedestrian/cycle traffic. • Submitted that it would be much more appropriate for the proposed connectivity/permeability to occur connecting at the east end of Parklands Avenue where there is (1) space for appropriate pedestrian/cycle paths--along the whole of the Avenue--and (2) a large set-back and/or buffer between this travel zone and the houses which are adjacent to it. • Submission is supportive of the plan to build a cycle/pedestrian footpath over the canal and railway to connect to the new Royal Canal Greenway, currently being upgraded. Such a link would provide a convenient and appropriate connection for foot/cycle traffic to the Maynooth train station, into Maynooth town itself, or in the opposite direction for those who wish to cycle to Intel or points further east (including Blanchardstown or Dublin).
152	Alexandra Brennan	<p>The submission objects to the proposal of opening up access to the Parklands estate for the following reasons:</p> <ul style="list-style-type: none"> • The proposals will result in a change of use of the cul de sac nature of the estate • The existing infrastructure within the estate is not adequate to cater for a large increase in vehicular, pedestrian or cycle traffic • The proposed will result in anti-social behaviour and create security issues for residents • Safety issues for children/teens in existing play spaces • Increased traffic congestion and illegal parking • Increased noise and disruption • Impact on property values <p>Further issues are raised in regard to the overall expansion of Maynooth where the need for appropriate infrastructure aligned with new development is required. The submission details the following counter proposals;</p> <ul style="list-style-type: none"> • Upgrade of footpaths along the Celbridge Road linked to the existing footpaths/cycle lane on the Straffan Road • The building of a footpath/cycle path over the railway line/canal to connect to the greenway • Creating an access point beyond Parklands Lodge for the development of a cycle path and continuous footpath through the main avenue of Parklands to meet up with the existing cycle path on the Straffan Road.
153	Ross Brennan	This submission mirrors the issues set out in submission 152.
154	Benjamin Gilliam	<ul style="list-style-type: none"> • Submission indicates they have been residents of Parklands Lawns since 2005 and left Lucan due to the irresponsible way that new development was being planned in that community. • Submitted that it is a close knit community which have shown a source of strength during a difficult personal period.

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		<ul style="list-style-type: none"> • All houses look on a green and children of all ages play on the greens. • Submission indicates that they are not anti development and consider that new houses are needed and are supportive of the general idea of appropriate permeability and modal transportation shifts to pedestrian/cycle. • Noted that they have consulted with four TDs and eight of nine councillors in the Maynooth Municipal District to better understand the proposed amendment and its impact. • Submission registers their objection to the proposed amendment with specific reference to connectivity and movement (page 15). • Considered that the language of the proposed amendment opens up the possibility of through vehicular traffic in the Parklands (and Rockfield) estate and consider it poses a health and safety risk given the issues at the Straffan Road the entrance to the estate. • Considered the weak language of not “envisaged” on page 15 of the proposed amendment is unacceptable. • Requested that any proposed amendment must clearly state that “under no circumstances will through traffic be allowed into the Parklands or Rockfield estates.” • It is noted that access links are proposed across the western edge of the site boundary connecting to the Parklands Lawns cul de sac/green and right across the memorial which has been in place for 7 years. • It is submitted that access through an existing small green/cul-de-sac is not feasible and should never be considered a “key access point” for large volumes of pedestrian and cycle traffic from 800 homes--more than triple the number of homes in the whole existing Parklands estate. • Considered there would be considerable adverse impacts from large volumes of pedestrians travelling through Parklands Lawns. • Highlighted that bin trucks reverse down this road 4 days a week and if there are pedestrians on this road it will have health and safety issues. • Submitted that southern Parklands Lawns green/cul-de-sac was never designed as a throughway of any sort and must not be altered in the proposed way. • Highlighted that anti social behaviour occurs at an area known as the ‘Y’ between Parklands Square, Rockfield Walk and Rail Park estate. Noted that their son was attacked at this location and therefore there is a strong objection to an unmonitored connection point 15m from their home. • Connectivity and permeability are laudable objectives but must be made only in places where there can be appropriate ongoing upgrading of existing infrastructure for the expected pedestrian/cycle traffic. • Submitted that it would be much more appropriate for the proposed connectivity/permeability to occur connecting at the east end of Parklands Avenue where there is (1) space for appropriate pedestrian/cycle paths--along the whole of the Avenue--and (2) a large set-back and/or buffer between this travel zone and the houses which are adjacent to it. • Submission is supportive of the plan to build a cycle/pedestrian footpath over the canal and railway to connect to the new Royal Canal Greenway, currently being upgraded. Such a link would provide a convenient and appropriate connection for foot/cycle traffic to the Maynooth train station, into Maynooth town itself, or in the opposite direction for those who wish to cycle to Intel or points further east (including Blanchardstown or Dublin).

Sub. No.	Name	Summary of Submission
155	Tom Gilliam	This submission mirrors the objections and comments set out in submission 154 above
156	Vicki Gilliam	This submission mirrors the objections and comments set out in submission 154 above
157	Sonya Croke	<p>The submission raises the following concerns with the proposed amendment and the impacts on the Parklands Estate:</p> <ul style="list-style-type: none"> • The proposed development results in a change of use to the existing cul de sac nature of the estate. • The infrastructure is not adequate within the estate to cater for the volume of pedestrian/cycle movements. • The proposal will result in a loss of privacy, security and anti-social behaviour. • The proposed amendment will increase demands on an already abysmal traffic situation in the area. • The proposal will result in increased noise and disruption in the area. • The proposal will result in negative impact on property valuations within the estate. • There is a lack of infrastructure within the plan area to cater for this level of development. <p>The submission concludes by submitting the following counter proposals for the subject lands which are requested to be taken into consideration:</p> <ul style="list-style-type: none"> • The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as well as the town Centre. • Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches. • The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. <p>Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path to the Straffan Road cycle path running along the main Avenue of Parklands.</p>
158	Conor Brennan	<p>The submission raises the following concerns with the proposed amendment and the impacts on the Parklands Estate:</p> <ul style="list-style-type: none"> • The proposed development results in a change of use to the existing cul de sac nature of the estate. • The infrastructure is not adequate within the estate to cater for the volume of pedestrian/cycle movements. • The proposal will result in a loss of privacy, security and anti-social behaviour. • The proposed amendment will increase demands on an already abysmal traffic situation in the area. • The proposal will result in increased noise and disruption in the area. • The proposal will result in negative impact on property valuations within the estate. • There is a lack of infrastructure within the plan area to cater for this level of development. <p>The submission concludes by submitting the following counter proposals for the subject lands which are requested to be taken into consideration:</p> <ul style="list-style-type: none"> • The upgrade of footpath/cycle lanes for the Celbridge Road linking to the existing footpaths/cycle paths on the

Sub. No.	Name	Summary of Submission
		<p>Straffan Road as a matter of urgency. This would provide safe access from all existing estates and the proposed new development to Gaelscoil Ui Fhiaich, Educate Together and the Presentation Girls School as well as the town Centre.</p> <ul style="list-style-type: none"> • Extend the current footpaths/cycle paths to service the Maynooth Boys School, Maynooth Post Primary and Maynooth Community College Campus (existing and new campus) and NUI Maynooth. This will also ensure safe foot and cycle access to the GAA Club ground and the Moyglare pitches. • The construction of a pedestrian/cycle link to the recently completed Canal Greenway and to the Town Centre from the new development. <p>Creating an access point beyond Parklands Lodge for the development of a cycle path and join this cycle path to the Straffan Road cycle path running along the main Avenue of Parklands.</p>
159 - 200	Rail Park Estate RR	<ul style="list-style-type: none"> • Submissions 159-200 are submitted on behalf of and signed by a number of residents within the Railpark Estate. The submissions outlines a number of concerns relating to the impact the proposed development will have on traffic congestion and management issues in the area. The concerns outlined are set out under the following headings: • Traffic Hazard: The existing estate is already subject to rat-running given its two entrances onto the Straffan and Celbridge Roads. It is noted that the reduction in the speed limit has failed to discourage through traffic and control speed levels in the estate. It is contended that further housing and increased traffic will greatly worsen this existing problem resulting in safety issues for children within the estate. • Environmental Impact: The impact of through traffic already degrades the local environment. Further increases in traffic will exacerbate this situation and result in a reduction in the quality of life for local residents. An extract from the Design Manual for Urban Roads and Streets is referenced in relation to how streets are managed and sense of place. It is noted that the estate is a mature development with ranges of ages living in the estate and any increase in through traffic will make the estate and unattractive place to live. • Effects on the Residential Amenity: Increased volumes of through traffic will substantially effect resident's enjoyment of external spaces ancillary to their homes. • It is proposed that page 15 of the amendment Connectivity and Movement include the following wording; <i>"To protect the residential amenity of the Rail Park Estate the issue of through traffic will be comprehensively addressed by the design and implementation of an effective traffic management system in line with current best practice."</i>
201 - 213	RR Visitors to Parkland Lawns	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and

Sub. No.	Name	Summary of Submission
		<p>safe road.</p> <ul style="list-style-type: none"> • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it is noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
214-324	Parklands Estate RR	<p>These submissions make specific reference to the provision of a through road from the subject lands to the Parklands Estate. The submission is opposed to any links as it is considered that the provision of such links will result in unsafe play spaces within the estate similar to the 'Y' green space which connects the Parklands, Rockfield and Rail Park estates.</p>
325-636	Parklands Estate Residents RR	<p>Access Links</p> <ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new school are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.
637-889	Rockfield Residents RR	<p>These submissions while supportive of the principle of re-zoning lands behind the Rockfield estate and the proposed orbital ring road, strongly object to the proposed cycle and pedestrian way through Rockfield Park and the new vehicular access road on the Celbridge Road for the following reasons:</p> <ul style="list-style-type: none"> – Noted that residents purchased their dwellings on the basis that there were located in a cul de sac that is safe and secure. – The existing estate does not have adequate infrastructure to accommodate such connections and therefore poses a danger to the health and safety of the residents. – Side roads of the estate are considerably narrower than the main avenue and are too narrow to accommodate increased volumes of pedestrians and cyclists. – The proposals will encourage day parking within the estate impacting on traffic movements within the estate with particular reference to bin trucks.

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> - Elderly residents are concerned that cyclists will use the pavements when the roads are congested with parked cars. - The proposed links will result in anti-social behaviour and will provide an easy escape access for those who might be intent on burglary. - Impact to the safety of children who play on the greens. - Security issues. - Increased noise and disruption. - Impact on property values. - The proposal will create a financial burden on local residents to maintain the proposed walkway. - The proposed link through Rockfield provides no benefit to users as there is no established need for the link nor is there any desire lines at this location. - The proposal will impact on the volume of traffic within the estate and result increased issues with access and egress from the estate.
890-913	Rockfield Residents RR added text	<p>These submissions mirror the detail of submissions 637-889 with further issues detailing the following:</p> <ul style="list-style-type: none"> - Noted that the estate must maintain in its current form as it is safe and secure. - The proposals for links to the estate will impact on existing properties and should be omitted to ensure the estate remains safe and secure. - The Maynooth area in general requires more green space. - There is a need to increase the height of and strengthen the wall between the back of 8 Rockfield Rise and the planned pedestrian walkway. - Disappointment with the current unfinished schools situation along the Moyglare Road and the potential impact additional housing will have on existing school infrastructure in the Maynooth Area. - The width and design of existing roads within the estate are not suitable to accommodate cycle/pedestrian links. - There is no benefit to the residents of Rockfield by providing a pedestrian access; such provision will result in anti-social behaviour. - An additional link would create traffic management issues, speeding within the area and impact on health and safety. - Impacts on child safety within existing green spaces. - Objections to height of potential buildings in the new development and requests no overlooking occurs. - The development of the subject lands should ensure no impacts on existing houses in Rockfield. - New housing should be accompanied by its own pedestrian and cycle infrastructure and not be reliant on existing established estates. - The overall development is considered to be completely short sighted in area that lacks the infrastructure to cater for such developments.
914-927	Other Submissions	<p>A number of submissions were received where the names were illegible. Such submissions have been grouped together and are opposed to the proposed amendment specifically the proposed link road for vehicular access at Parklands and the proposed pedestrian and cycle accesses.</p> <p>Access Links</p>

Sub. No.	Name	Summary of Submission
		<ul style="list-style-type: none"> • Submission raises concerns and objections to the proposed amendment, in particular the proposed link road for vehicular access at Parklands and pedestrian/cycle access at Parklands and Lawns. • Existing infrastructure in the estate is not adequate for large increase in vehicular, pedestrian and cycle traffic. Will pose serious health and safety risk as it will become a rat run. • Concerns that the link will lead to anti social behaviour. Residents are subject to anti social behaviour at Parklands Square. There is only a Garda substation in Maynooth so Leixlip station acts as the main servicing station and therefore response times to incidents are delayed. • Concerns that the new link will allow for easy access for burglars between the estates and pose a security risk. • There will be increased noise and disruption from a large number of people passing through what is a peaceful and safe road. • New link will mean that children can no longer play safely out on the large greens in Parklands. • If the links are approved, the cul de sacs at Parklands Lodge and Lawns will have a change of use and houses were purchased at that location because of the nature of a cul de sac. • Confirmation is required that none of the green spaces are to be rezoned from open space/amenity. • Unclear as to why the council is imposing new pedestrian/cycle links when they are currently extinguishing existing links due to anti-social behaviour. • Children of the neighbourhood use the piece of land at Parklands to play safely and keep their football nets there. • The proposed amendments will negatively impact the value of existing houses. • Due to commuters parking illegally at the corners of Parklands, only one car can pass at a time. In addition the top of the road at the Straffan junction is often used as a drop off/collection point whereby dangerous U turns are carried. This new link road will worsen the existing traffic and pose a safety risk to all users especially those who are vulnerable. • The proposed link road will lead to an increase in littering and spoiling of green areas in which the residents and their children look after regularly. • It is noted that the new development will bring 3,000 extra people through the proposed links across the exiting paths and greens. • Concerns raised regarding the quality life of the existing residents during the construction of the new housing development. • The primary schools are over capacity and when the two new schools are constructed they will be full. There is no provision for new schools in the plan and it's noted that the primary schools are full to capacity. • Concerns regarding the impact to wildlife located in the fields where the new development is proposed. The destruction of hedgerows will impact on this wildlife. Submission highlights the Wildlife Act 1976-2012. • It is noted that Parklands is a close knit community and the proposed link road will have devastating result on the community.