

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

Response to Motions Received for Special Meeting of Maynooth Municipal District

Planning Department
Kildare County Council
9th October 2018



1.1 Introduction

A special meeting of the Maynooth Municipal District will be held at 11.00 am on Tuesday 9th October 2018, in the Council Chamber, Áras Chill Dara, Devoy Park, Naas. The purpose of the meeting is to consider the draft Proposed Amendment No.1 of the Maynooth Local Area Plan 2013-2019 (the Proposed Amendment) and the Chief Executive's Report on Submissions and Observations received. Members may make or amend the Proposed Amendment, in accordance with the recommendations set out in the Chief Executive's Report, or otherwise.

Recommended deletions to the Proposed Amendment, as per the Chief Executive's Report, are shown ~~in strikethrough blue~~ and recommended new text is shown *in italics red*. Further recommended deletions proposed as part of this response report are shown ~~in strikethrough green~~ and recommended new text proposed is shown *in italics purple*.

1.2 Errata

A typographical error occurred on page 30 of the Chief Executive's Report. Submission numbers 325-636 were omitted from the 'Theme 3: Access Links' table. The submissions, however, have been fully summarised and taken into consideration.

1.3 Format

The following are set out below: Agenda items, including amendments proposed by the Chief Executive's Report; Councillors' Motions and the response and recommendation of the Chief Executive to each motion.

For convenience the motions are grouped, where relevant, under the same themes used in the Chief Executive's Report. The themes include: Infrastructure in Maynooth and Traffic Management Issues; Access Links; The proposed public park; and Other Issues.

Theme 1: Infrastructure in Maynooth and Traffic Management Issues (Maynooth Eastern Relief Road & associated issues)		
Item No.	Motion	Response to Motion
1	<p><u>Motion - Cllr Réada Cronin</u></p> <p>Given that this LAP amendment increases the need to have a safe cycle lane to the Gaelscoil and Educate Together schools on the Celbridge Road that this be expedited to facilitate a safe, healthy and environmentally sustainable way for children to travel to the schools.</p>	<p>This matter has been dealt with in detail in the Chief Executive’s Report and is responded to in full on page 9 of the report where no change is proposed. The response states “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.” Furthermore, the Chief Executive’s Report also states that “It is an objective of the Maynooth Local Area Plan 2013-2019 (LAP) to provide pedestrian and cycle facilities in accordance with national policy documents and such facilities will form part of the Maynooth Eastern Relief Road (MERR) Project”. It is therefore considered that the above mentioned response adequately addresses the issue identified in the motion.</p> <p>Recommendation: No change.</p>
2	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That the section of the R157 between Dublin Road and the roundabout on the Dunboyne Road is upgraded to the same standard and specification as that of the section of orbital route developed within this review and that these works will be completed prior to development on site within the review being concluded.</p>	<p>The motion relates is outside the scope of the Proposed Amendment. This matter can be considered during the preparation of the next Local Area Plan for Maynooth.</p> <p>Recommendation: No change.</p>
3	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That bus pull-ins, shelters and stops where necessary are designed into the orbital route to maximize traffic flow and provide shelter for commuters and school children.</p>	<p>The Maynooth Eastern Relief Road (MERR) forms part of the Maynooth Outer Orbital Route. The design of the MERR will take full cognisance of all road users, including public transport users, and their associated needs. The final design of the MERR will take full account of the built environment, will be in accordance with the design principles set out in Design Manual for Urban</p>

		<p>Roads and Streets (DMURS) (2013) and will be subjected to the mandatory statutory planning process. It is therefore considered that the details of this motion will be addressed through the design and planning process.</p> <p>Recommendation: No change.</p>
<p>4</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That only LED public lightning on the orbital route and within all developments associated with this review are permitted.</p>	<p>The Maynooth Eastern Relief Road (MERR) forms part of the Maynooth Outer Orbital Route. The design of the MERR will take full cognisance of all road users and their associated needs. The final design of the MERR will take full account of the built environment, will be in accordance with the design principles set out in the Design Manual for Urban Roads and Streets (DMURS) (2013) and will be subjected to the mandatory statutory planning process. In addition, the provisions of Section 17.7.5 of the Kildare County Development Plan 2017-2023 (CDP) state “Street lighting should, at a minimum, comply with the standards set out in the most recent revision of Kildare County Council document ‘Street Lighting Technical Specification’. All new luminaries shall be fitted with LED light sources”. It is therefore considered that the details of this motion will be addressed through the design and planning process and is already addressed in the CDP.</p> <p>Recommendation: No change.</p>
<p>5</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That a 30kph speed limit is set for all estates in this review and signs are provided within all estates developed in the review.</p>	<p>This is a matter for detailed design, and will be informed by the Design Manual for Urban Streets (DMURS) (2013) and is outside the scope of consideration of the Proposed Amendment. Speed limits in residential areas are a matter for consideration under the provision of the Roads Acts, rather than the Planning and Development Acts.</p> <p>Recommendation: No change.</p>

<p>6</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That a speed limit of 50kph is set on all sections of the orbital route.</p>	<p>This is a matter for consideration under the Roads Acts and transportation legislation and is outside the scope of consideration of the Proposed Amendment.</p> <p>Recommendation: No change.</p>
<p>7</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That natural stone walls of appropriate height are used as front boundary treatments for all estates facing the orbital route within this review to match that of the Straffan Road.</p>	<p>The Maynooth Eastern Relief Road (MERR) forms part of the Maynooth Outer Orbital Route. The design of the MERR will take full cognisance of all road users and their associated needs. The final design of the MERR will take full account of the built environment, will be in accordance with the design principles set out in the Design Manual for Urban Roads and Streets and will be subjected to the mandatory statutory planning process. It is therefore considered that the details of this motion will be addressed through the design and planning process.</p> <p>Recommendation: No change.</p>
<p>8</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That the proposed upgrading of the current M4 interchange is completed in conjunction with the delivery of the eastern section of the orbital route to accommodate the increase in traffic this development will generate.</p>	<p>The motion relates is outside the scope of the Proposed Amendment. This matter can be considered during the preparation of the next Local Area Plan for Maynooth or through the County Development Plan process.</p> <p>Recommendation: No change.</p>
<p>9</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That the provision of roundabouts are used as an alternative to traffic lights at all junctions on the orbital route where necessary.</p>	<p>The Maynooth Eastern Relief Road (MERR) forms part of the Maynooth Outer Orbital Route. The design of the MERR will take full cognisance of all road users and their associated needs. The final design of the MERR will take full account of the built environment, will be in accordance with the design principles set out in the Design Manual for Urban Roads and Streets and will be subjected to the mandatory statutory planning process. It is therefore considered that the details of this motion will be addressed through the</p>

		<p>design process.</p> <p>Recommendation: No change.</p>
<p>10</p>	<p><u>Motion - Cllr. John McGinley</u></p> <p><u>Page 15 - Connectivity & Movement.</u></p> <p>That the second paragraph be changed from: The development of the MERR will unlock the potential for the residential development of the lands.</p> <p>No through vehicular routes into the neighbourhood estates to the west are 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.</p> <p>To: The development of the MERR will unlock the potential for the residential development of the lands. There shall be no vehicular routes into the estates of Parklands or 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 either Rockfield Park, Parklands Lodge or Parklands</p>	<p>This matter has been dealt with in the Chief Executive’s Report where no change is proposed. Having further considered the proposal, noting the concerns raised regarding permeability, it is considered appropriate to remove the references to the ‘Pedestrian/Cycle Access Points’ from the Key Development Area Map and Legend on page 17 of the Proposed Amendment. In addition, the Chief Executive’s Report recommended removing the wording ‘envisaged’ from page 15 of the Proposed Amendment. To further address the concerns of the Elected Representatives, it is considered appropriate to further amend this wording to reflect Section 15.8.1 of the Kildare County Development Plan 2017-2023.</p> <p>Recommendation: Remove the references to the ‘Pedestrian/Cycle Access Points’ from the Key Development Area Map and Legend on page 17 (Please refer to Appendix 1: Key Development Area for the existing and proposed Indicative Design Strategy); and</p> <p>Change wording on page 15 from: <i>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.</i></p>

	<p>Lawns to the west of Key Development area Railpark.</p>	<p><u>To:</u> <i>The development of the MERR will unlock the potential for the residential development of the lands.</i> <i>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 further in accordance with the provisions of section 15.8.1 of the Kildare County Development Plan 2017-2023 at key access points on the western boundary of the site, and if feasible to across the canal greenway 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.</i></p>
<p>11</p>	<p><u>Motion - Cllr. Naoise Ó Cearúil</u></p> <p>That a detailed road design is provided rather than an indicative line to give clarity over the effect of the amendment.</p>	<p>The proposed Maynooth Eastern Relief Road (MERR) has been denoted on the land use zoning Map 1 of the Proposed Amendment as “New roads objective”. There has a been a minor change is the indicative alignment of the route corridor from what was proposed within the adopted Maynooth Local Area Plan 2013-2019 (LAP), to allow for the facilitation of the rail and canal crossing.</p> <p>A route selection study is currently being carried out in order to inform a final detailed route. The LAP is required to include objectives for the provision or facilitation of transport infrastructure. The detailed design of the MERR when finalised will be subject to a separate consent process with public consultation on the design.</p> <p>Recommendation: No change.</p>

Theme 2: Access Links (including vehicular, pedestrian and cycle links, general permeability)		
Item No.	Motion	Response to Motion
12	<p><u>Motion - Cllr Réada Cronin</u></p> <p>That indicated breakthroughs and permeability through Parklands, Rail Park and Rockfield are deleted from the amendment following expressed concerns and numerous submissions from residents of the estates.</p>	<p>This matter is dealt with under Item no. 10.</p>
13	<p><u>Motion - Cllr Réada Cronin</u></p> <p>That the cycleway along the canal be open to future developments to facilitate quick pedestrian/cycle accessibility to Maynooth town centre.</p>	<p>This matter is referenced a number of times in the Chief Executive’s report which states in regard to promoting the Greenway as a key access route, the design of the proposed MERR 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 therefore considered that the above mentioned response adequately addresses the issue identified in the motion.</p> <p>Recommendation: No change.</p>
14	<p><u>Motion - Cllr Réada Cronin</u></p> <p>That permeability in any future developments to facilitate footpath, cycleways or roadways are clearly marked out on plans and not in any way concealed from people planning to purchase a home in proposed housing estates.</p>	<p>Possible future links to adjoining lands are indicated on site layout drawings during the planning application process. It is also noted that the Kildare County Development Plan 2017 – 2023, at Section 15.8.1, states that “.....All new development should provide a fully permeable and recognisable interconnecting network of streets. Permeability within the town and village centre must be protected and where possible improved. Any new development should open up new routes as part of the development”.</p> <p>Recommendation: No change.</p>

<p>15</p>	<p><u>Motion - Cllr. Teresa Murray</u></p> <p>That the proposed access/permeability links into Parklands Estate and Rockfield Estate to the west of Key Development Area Railpark are deleted from the map (indicative design strategy Fig:5a)</p>	<p>This matter is dealt with under Item no. 10</p>
<p>16</p>	<p><u>Motion - Cllr. Teresa Murray</u></p> <p>That access routes are included linking the Royal Canal Greenway, and the new developments within the town centre.</p>	<p>This matter is dealt with under Item no. 13.</p>
<p>17</p>	<p><u>Motion - Cllr. Teresa Murray</u></p> <p>When investigating pedestrian and cycle connectivity with proposed developments, that section 15.8.1 of the Kildare County Development Plan 2017-2023 "Permeability through existing housing estates shall be subject to local consultation" be adhered to.</p>	<p>This matter is dealt with under Item no. 10</p>
<p>18</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That no pedestrian, cycle or vehicular links are established between Rockfield, Parklands or Rail Park with any of the proposed new estates to be developed on lands rezoned by this Local Area Plan review.</p>	<p>This matter is dealt with under Item no. 10</p>
<p>19</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That a pedestrian / cycle link is established with the Greenway for all new estates proposed in this review.</p>	<p>This matter is dealt with under Item no. 13</p>

<p>20</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That the access road into Parklands Estate and the Townland of Rail Park remains a cul de sac.</p>	<p>The Proposed Amendment and its accompanying Indicative Design Strategy does not propose a through vehicular route through Parklands to the Outer Orbital Route.</p> <p>Recommendation: No change.</p>
<p>21</p>	<p><u>Motion - Cllr. John McGinley</u></p> <p><u>Page 17 - Key Development Area Indicative Design</u></p> <p>That the following be removed from Indicative Design Strategy:</p> <p>(A) Pedestrian/Cycle access points at Parklands Lodge, Parklands Lawns, and Rockfield Park. (B) The Potential Access Point to the Celbridge Road between the Rockfield Exit and the Schools</p>	<p>With respect to (A) Pedestrian/Cycle access points at Parklands Lodge, Parklands Lawns and Rockfield Park – this matter has been dealt with under Item no. 10.</p> <p>With respect to (B) The Potential Access Point to the Celbridge Road between the Rockfield Exit and the Schools - it is considered necessary to allow provision for and further investigation of a potential access point at the Celbridge Road. In accordance with Section 15.8.1 of the Kildare County Development Plan 2017-2023 all new development should provide a fully permeable and recognisable interconnecting network of streets. Any access point to the Celbridge Road between the Rockfield exist and the schools will be subject to further investigation, design and consultation as appropriate.</p> <p>Recommendation: Remove the references to the ‘Pedestrian/Cycle Access Points’ from the Key Development Area and Legend on page 17 (Please refer to Appendix 1: Key Development Area).</p>
<p>22</p>	<p><u>Motion - Cllr. John McGinley</u></p> <p><u>Page 19 - Movement & Transport - Road Objectives</u></p> <p>That Transport Road Objective TRO 8 be removed.</p>	<p>This matter has been dealt with in the Chief Executive’s Report and this matter was the subject of a number of submissions on the Proposed Amendment. It is responded to in full on page 13 of the Chief Executive’s Report where no change is proposed. The response stated that “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</p>

		<p>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”. It is therefore considered that this motion has been addressed.</p> <p>Recommendation: No change.</p>
23	<p><u>Motion - Cllr. Naoise Ó Cearúil</u></p> <p>That the proposed permeability through Parklands and Rockfield estates is removed from the amendment.</p>	<p>This matter is dealt with under Item no. 10</p>

Theme 3: The proposed public park		
Item No.	Motion	Response to Motion
24	<p><u>Motion - Cllr. John McGinley</u></p> <p><u>Page 17 - Key Development Area Indicative Design</u></p> <p>That the Indicative Design be amended to ensure that the Neighbourhood Park does not commence North of Railpark Lane and instead commences South of the Lane.</p>	<p>This matter has been dealt with in the Chief Executive’s Report and is responded to in full on page 13 of the report. The CE Report states that 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”. Therefore it is not considered that the proposed public park will impact on the existing right of way and this motion has been adequately addressed.</p> <p>Recommendation: No change.</p>

Theme 4: Other Issues (Levies, Part 5, Neighbourhood Uses, Design & Layout Considerations)		
Item No.	Motion	Response to Motion
25	<p><u>Motion - Cllr Réada Cronin</u></p> <p>That a plan be devised to ensure a significant portion of development levies from future housing developments in Maynooth 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.</p>	<p>This matter has been dealt with in detail in the Chief Executive’s Report and is responded to in full on page 9 of the report where no change is proposed. The response stated that “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”. It is therefore considered that the above mentioned adequately addresses the issue identified in the motion.</p> <p>Recommendation: No change.</p>
26	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That all part 5 housing is dispersed evenly throughout the proposed developments.</p>	<p>Pursuant to Part V of the Planning and Development Act 2000 (as amended) (the Act), a 10% social housing requirement will be applied to planning permissions for new residential development on lands zoned solely for residential, or a mixture of residential or other uses. The location of such housing will be subject to detailed design and a planning application process.</p> <p>Recommendation: No change.</p>
27	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That a Crèche / Neighborhood Centre is included within the proposed development.</p>	<p>This matter is referenced a number of times in the Chief Executive’s report and it is stated 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.”</p>

		<p>In addition, section 17.5 of the Kildare County Development Plan 2017 – 2023, in accordance with national planning guidelines, Childcare Facilities: Guidelines for Planning Authorities require that one childcare facility is generally required to cater for 20 places in development of 75 houses.</p> <p>Recommendation: No change.</p>
28	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That a percentage of electric charge points are provided for within the proposed developments in line with national policy.</p>	<p>Section 17.7.5 of the Kildare County Development Plan 2017-2023 (CDP) requires non-residential developments to provide facilities for the charging of battery operated cars at a rate of up to 10% of the total car parking spaces. There is currently no such provision for residential developments. However, the Council will liaise with ESB Networks to continue the roll-out of rapid charge points throughout the county. Such details will be subject to further detailed design.</p> <p>Recommendation: No change.</p>
29	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That no bin storage is located in front of properties within the proposed developments.</p>	<p>Section 17.4.5 of the Kildare County Development Plan 2017-2023 (CDP) requires that “Adequate provision shall be made for the storage and collection of waste materials. Each house shall have adequate screened storage for at least 3 number ‘wheelie’ bins” and “Terraced / townhouse schemes shall include appropriate design measures for refuse bins, details of which should be clearly shown at planning application stage. Bins should not be situated immediately adjacent to the front door or ground floor window, unless adequate screened alcoves or other such mitigation measures are provided. Innovative design solutions shall be required in this regard”. It is therefore considered that the foregoing policies and objectives within the CDP adequately address the issue identified in the motion.</p> <p>Recommendation: No change.</p>

<p>30</p>	<p><u>Motion - Cllr. Tim Durkan</u></p> <p>That trees within all developments are not located in close proximity to footpaths or roads to prevent damage in the future.</p>	<p>In accordance with Sections 17.2.6 of the Kildare County Development Plan 2017-2023 soft landscaping proposals for public areas shall also be assessed with regard to the principles of the Urban Design Manual Best Practice Guide (DEHLG, 2009), as appropriate. In addition Table 17.2 ‘Native Trees and Shrubs’ specifies which native trees and shrubs are suitable for streets and confined spaces.</p> <p>Recommendation: No change.</p>
<p>31</p>	<p><u>Motion - Cllr. John McGinley</u></p> <p><u>Page 17 - Key Development Area Indicative Design</u></p> <p>That the following indicative cul de sacs be put in place:</p> <p>(a) As Internal Vehicular Route approaches boundary with Parklands Lodge. (B) As Internal Vehicular Route approaches boundary with Parklands Lawns. (c) As Internal Vehicular Routes approach boundary with Rockfield Park.</p>	<p>This matter has been dealt with in the Chief Executive’s Report and this matter was the subject of a number of submissions on the Proposed Amendment. It is responded to in full on page 13 of the Chief Executive’s Report where no change is proposed. The response indicated that the layout and design of the residential lands within the Key Development Area will be subject to more detailed analysis taking into consideration numerous government design guidance and 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 considered that this motion has been addressed and it is inappropriate to include such wording which will restrict the evolving design process.</p> <p>Recommendation: No change.</p>
<p>32</p>	<p><u>Motion - Cllr. John McGinley</u></p> <p><u>Page 16 Built Form</u></p> <p>After the first sentence remove: “Landmark buildings of a very high architectural quality and proportionate scale will be supported where appropriate.”</p>	<p>With respect to building heights: this matter has been dealt with in the Chief Executive’s Report and is responded to in full on page 13 and 14 of the report. The response states that 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</p>

	<p>That the following be inserted instead: “Where development adjoins established housing in Parklands and Rockfield Estate, and Railpark 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.”</p>	<p>(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”.</p> <p>With respect to boundary walls, the Chief Executive Report made reference to the provisions of Section 17.4.5 of the Kildare County Development Plan 2017-2023 which indicates that “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”.</p> <p>It is therefore considered this motion has been adequately addressed and it is not considered necessary to include such wording relating to building heights nor boundary walls.</p> <p>Recommendation: No change.</p>
<p>33</p>	<p><u>Motion - Cllr. John McGinley</u></p> <p>That the following be inserted: That there shall be a phasing requirement in relation to Creches. When 100 houses are built a crèche must be opened and operating, prior to occupancy of next 100.</p>	<p>Section 17.5 of the Kildare County Development Plan (CDP) 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. In relation to phasing, the CDP further states that developers shall generally be required to provide childcare facilities as part of Phase 1 of development. It is therefore considered that the foregoing guidance and objectives of the CDP adequately address the issue identified in the motion.</p> <p>Recommendation: No change.</p>

Proposed Chief Executive's Change	
Access Links	
1.	Remove references to the 'Pedestrian/Cycle Access Points' from the Key Development Area on page 17 of the Proposed Amendment (Please refer to Appendix 1: Key Development Area for the existing and proposed Indicative Design Strategy).
2.	<p>Change wording on page 15 of the Proposed Amendment.</p> <p><u>From:</u></p> <p><i>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.</i></p> <p><u>To:</u></p> <p><i>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 further in accordance with the provisions of section 15.8.1 of the Kildare County Development Plan 2017-2023 at key access points on the western boundary of the site, and if feasible to across the canal greenway 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.</i></p>

Table 1.3: Proposed Chief Executive's Changes

Appendix 1a:

**Key Development Area – Indicative Design Strategy
proposed as part of Proposed Amendment**

Appendix 1b:












**Key Development Area – Indicative Design Strategy, Chief
Executive’s Response to Motions**

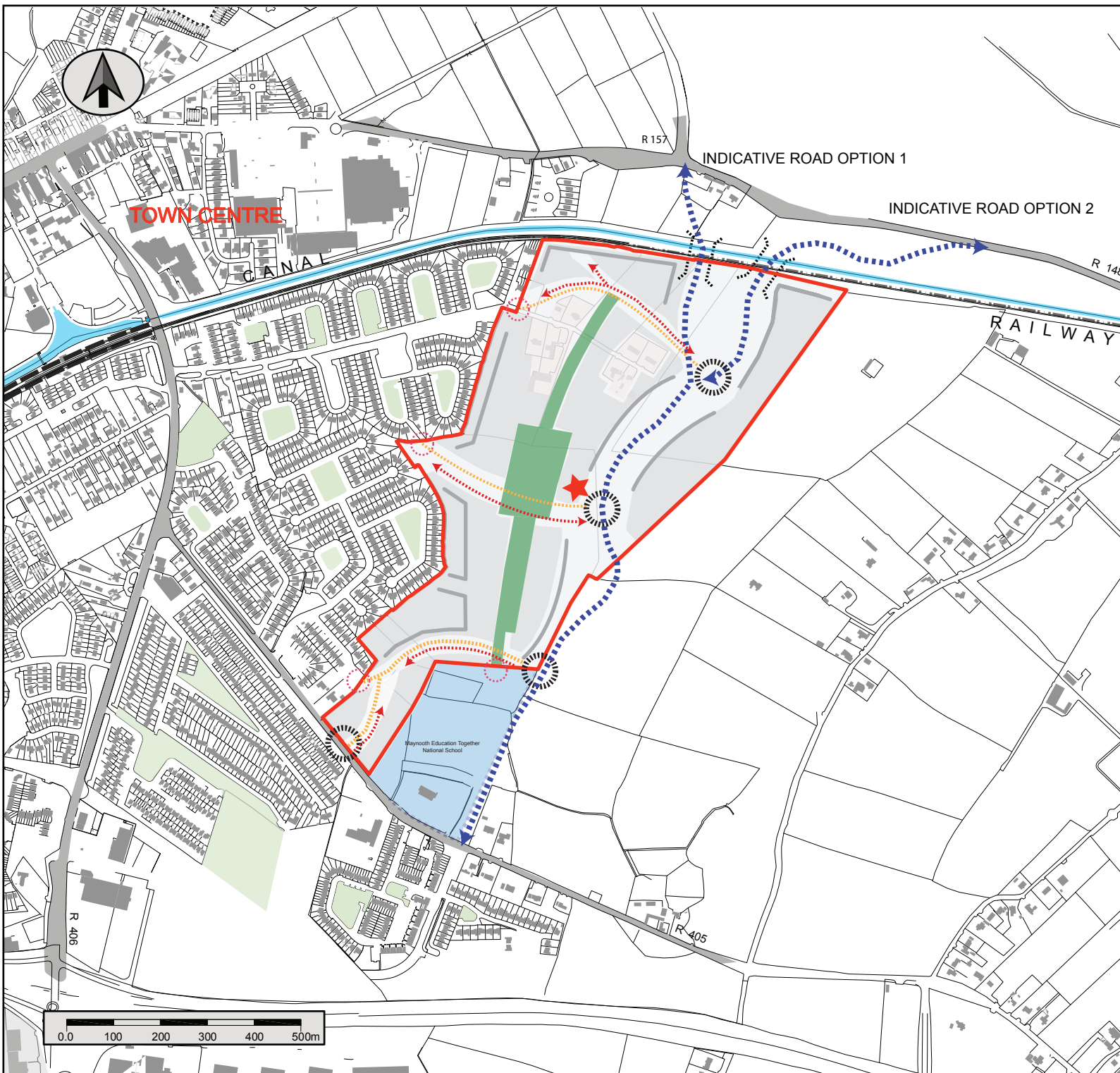
Maynooth Local Area Plan

2013-2019
Proposed Amendment

KEY DEVELOPMENT AREA

Indicative design strategy Fig: 5a

-  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













Maynooth Local Area Plan

2013-2019
Proposed Amendment

Chief Executive's response to motions
Re. Access Links Tuesday 09/10/2018

KEY DEVELOPMENT AREA

Indicative design strategy Fig: 5a

-  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

