



# Maynooth and Environs Joint Local Area Plan 2025 - 2031

*Phlean Ceantair Áitiúil*

*Mhaigh Nuad agus a Purláin 2025 - 2031*

Towards a Low Carbon Town ♦ *I dTreo Baile Ísealcharbóin*



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Kildare County Council



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The Maynooth and Environs Joint Local Area Plan 2025 - 2031 was adopted by the Elected Members of the Clane-Maynooth Municipal District on 17<sup>th</sup> February 2025 and by the Elected Members of Meath County Council on 19<sup>th</sup> February 2025. The Joint Plan is effective from 1<sup>st</sup> April 2025.

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### **Statement of Compliance with Regional Policy Objective 4.35 of the Regional Spatial and Economic Strategy 2019 – 2031 for the Eastern and Midland Regional Assembly**

The Maynooth and Environs Joint Local Area Plan 2025-2031 has been prepared by Kildare County Council and Meath County Council in fulfilment of Regional Policy Objective 4.35 of the Regional Spatial and Economic Strategy 2019-2031 for the Eastern and Midland Regional Assembly and in compliance with the statutory provisions for local area plans, as outlined in Sections 18-20 of the Planning and Development Act 2000 (as amended), and in compliance with the respective County Development Plans for County Kildare and County Meath.

As a Metropolitan Key Town, the future development of Maynooth is important at a local and a regional level. Maynooth has been identified in the Regional Strategy as having the capacity and future growth potential to accommodate above average growth in the region, commensurate with the necessary investment in employment creation, services, amenities and sustainable transport.

This Joint Local Area Plan seeks to realise this growth potential through the implementation of the national strategic outcomes of the National Planning Framework, emboldened by an ambitious vision to ensure that Maynooth is the best place to grow up, live, learn, work, play and grow old, by harnessing the area's unique assets and strategic regional location, to facilitate connected and vibrant neighbourhoods where communities can flourish, through leadership and co-ordination, in transitioning to a low carbon and climate resilient future.

*Sonya Kavanagh*

Chief Executive

Kildare County Council

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Chief Executive

Meath County Council

# 1 Introduction and Context

## 1.1 Introduction

The Maynooth and Environs Joint Local Area Plan 2025–2031 (hereafter referred to as ‘the Joint Plan’ or ‘the Plan’) has been prepared to replace the Maynooth Local Area Plan 2013–2019 and to replace the written statement for the Maynooth Environs contained in the Meath County Development Plan 2021–2027 (as varied).<sup>1</sup>

The Joint Plan has been prepared in accordance with the requirements and provisions of the Planning and Development Act 2000 (as amended) (the ‘Act’), in particular Sections 18-20 of the Act which provide that a local area plan shall be made in respect of an area which:

- Is designated as a town in the most recent census of population, other than a town designated as a suburb or environs in that census;
- Has a population in excess of 5,000; and
- Is situated within the functional area of a planning authority, which is a County Council.

Census 2022 recorded a population of 17,259 persons in the town of Maynooth. A Local Area Plan is therefore a mandatory requirement.

Pursuant to Section 18(2) of the Act, Kildare County Council and Meath County Council have prepared this Joint Plan in respect of the Maynooth and Environs area which lies within the functional area of both local authorities. The Plan has been developed in the context of the National Planning Framework (2018), the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019–2031, the Kildare County Development Plan 2023–2029 and the Meath County Development Plan 2021–2027 (as varied).

The period of the Plan shall be taken as being six years from the date of its adoption or until it is reviewed, or another plan made, unless it is extended under Section 19(d) of the Planning and Development Act 2000 (as amended) or replaced by a subsequent plan under future legislation.

## 1.2 Purpose and Role of the Joint Local Area Plan

The Plan will act as the key statutory planning document which sets out an overarching strategy to guide and manage the proper planning and sustainable development of

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<sup>1</sup> Variation No. 1 of the Meath County Development Plan was adopted by the Elected Members on 13<sup>th</sup> May 2024. Following consideration of the Chief Executive’s Report, the adopted Variation includes the following: ‘A Written Statement and Land Use Zoning objectives map to establish a framework for inter alia the future LAP’s, to support economic development, and to provide a basis for continued operation of the development management process pending the completion of the LAP’s (in the case of the Drogheda UAP) has been included in Volume 2 for each settlement. These Written Statements will continue to have effect unless they are replaced and superseded by their respective Local Area Plan, Joint Local Area Plan or Joint Urban Area Plan. On adoption, the Local Area Plan, Joint Maynooth Local Area Plan or Joint Drogheda Urban/Local Area Plan will replace the respective written statement in Volume 2 of the Meath County Development Plan 2021-2027 by way of a variation to the plan. During the intervening period, the Written Statement contained in the Meath County Development Plan will continue to have effect’.



Maynooth and Environs over the life of the Plan. The role of the Plan is to integrate both ‘*top-down*’ and ‘*bottom-up*’ development priorities for the town. For example, while the Joint Local Area Plan is required to align with national, regional and county planning policy, it also can provide for locally tailored and site-specific objectives and actions, in response to Maynooth’s unique development needs and characteristics.

The local area plan-making process offers a fresh opportunity to take a ‘big picture’ approach to examining the key economic, social and environmental issues affecting the development of Maynooth and to formulate a responsive development strategy for its future growth, renewal and protection. A successful local area plan is one that sets out a robust development framework which both implements quality planning outcomes, whilst also enjoying broad-based community support within a settlement. Such an agreed vision will also provide a level of certainty and clarity for residents, landowners, developers and investors regarding future development in the town.

### **1.3 Requirement to Prepare a Maynooth and Environs Joint Local Area Plan**

Objective RPO 4.35 of the Regional Spatial and Economic Strategy 2019–2031 for the Eastern and Midland Region requires that a Joint Local Area Plan be prepared by Kildare County Council and Meath County Council to provide for a co-ordinated planning framework for the Maynooth area. The objective further states that the Joint Local Area Plan shall:

- Provide a boundary for the plan area;
- Identify strategic housing and employment development areas and infrastructure investment requirements; and
- Promote greater co-ordination and sequential delivery of serviced lands for development.

In seeking to progress a methodology to best implement Objective RPO 4.35, a Memorandum of Understanding was agreed between Kildare County Council and Meath County Council which established a Working Group and a Steering Group to oversee the process, with Kildare County Council as the lead in project managing the preparation of the Plan. Throughout the Joint Plan the area within the jurisdiction of Meath County Council is referred to Maynooth Environs (Moygaddy, County Meath).

### **1.4 Composition of the Plan**

This Plan comprises a written statement with accompanying maps. The written statement shall take precedence over the maps should any discrepancy arise between them. In the full interpretation of all objectives for the Maynooth and Environs Joint Local Area Plan, it is essential that the Joint Plan is read in tandem with the applicable County Development Plan (CDP). Where conflicting objectives arise between the CDPs and the Joint Plan, the objectives of the relevant CDP shall take precedence. General development management standards are contained in each CDP, while objectives that are specific to Maynooth and Environs are included in the Joint Plan. To avoid unnecessary repetition, the overarching policies and objectives of the CDPs are not repeated in the Joint Plan but are applicable to the relevant area.

## 1.5 Office of the Planning Regulator

The Office of the Planning Regulator (OPR) have, under the provisions of the Planning and Development (Amendment) Act 2018, assumed the Minister’s evaluation and assessment functions of all statutory land use plans including local area plans. Accordingly, the OPR provides statutory observations on all statutory draft plans to ensure consistency with relevant national and regional policies. Kildare County Council and Meath County Council undertake that all observations and recommendations received from the OPR will be taken into consideration and commit to working with the Regulator to realise the most optimal planning and development outcomes within the plan area.

## 1.6 Implementation of UN Sustainable Development Goals

The Joint Plan seeks to provide a comprehensive framework to manage and guide the sustainable development of Maynooth in a manner which aligns with Sustainable Development Goals (SDGs) of the 2030 Agenda for Sustainable Development. It is considered that implementation of the Plan will greatly contribute towards efforts to achieving many SDGs within Maynooth and Environs (see Figure 1.1 below). Most significant to the Plan are Goal 3: Good Health and Well-Being, Goal: 11 Sustainable Cities and Communities, Goal: 13 Climate Action and Goals 13 and 15 relating to the preservation of nature. Also critical is Goal 12 which relates to the circular economy and the efficient use of land, Goal 10 relating to reduced inequalities, Goal 8 relating to economic growth, and Goal 9 with respect to infrastructure delivery.

**Figure 1.1** UN Strategic Development Goals Most Relevant (as highlighted) to the Joint Plan



## 1.7 Pre-draft Public Consultation

The preparation of the Joint Plan included pre-draft consultation with the local community, statutory agencies and adjoining local authorities prior to the publication of the draft Plan. The pre-draft public consultation extended over a six-week period (30<sup>th</sup> September – 11<sup>th</sup> November 2022) and was accompanied by the publication of an issues paper which identified the key planning and development matters that the Plan could address. As part of the public engagement strategy a bespoke online consultation portal (<https://consult.maynooth.ie>) was created for the Joint plan-making process. This was subscribed to by 3,335 individual users during the pre-draft consultation period.

The pre-draft process also included a public ‘drop-in’ event held on Wednesday 12<sup>th</sup> October 2022 at the Glenroyal Hotel in Maynooth. A total of 64 submissions were received from residents, service providers, local community groups, interested parties and elected representatives. These submissions have been taken into consideration during the formulation of this Joint Plan.

Noting that Maynooth is a university town with a young demographic profile, a targeted engagement was also carried out with the third level students within the town. A ‘pop-up’ consultation event took place at Maynooth University Library on 11<sup>th</sup> October 2023, at which circa 100 students completed an online questionnaire in relation to their experiences of Maynooth. Some of the results of this consultation is referenced in Section 5.5.9 of the Plan.

## 1.8 Approach Taken in Formulating this Plan

Spatial planning reforms over the past number of years have sought to ensure that the preparation of all statutory plans, including Local Area Plans, incorporate a more robust evidence-led approach. As planning becomes more data-driven, the gathering of spatial information is becoming ever more critical to all stages of the planning process in supporting transparent and evidence-based decisions. Accordingly, a comprehensive suite of data-based documents (as outlined below/overleaf) have been prepared to inform the Plan.

**Figure 1.2** Pre-draft Issues Paper



### **Strategic Environmental Assessment (SEA)**

The Strategic Environmental Assessment (SEA) process is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. It informs the plan-making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into the Plan. Under the provisions of the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011, SEA is mandatory for land use plans for areas with a population of 5,000 persons or more; therefore, SEA is required for the Joint Plan.

The findings of the SEA are set out in the Environmental Report which, while constituting part of the Plan documentation, is published separately alongside this Plan. The Environmental Report was prepared in conjunction with the preparation of the Joint Plan. The likely environmental effects of the Plan (and the alternative development scenarios considered) are predicted in the Environmental Report and their significance is evaluated with reference to the area's environmental baseline. The Environmental Report provides a clear understanding of the likely consequences to the environment of decisions regarding the location of development in the plan area. The mitigation measures needed to offset the potential adverse effects of the Plan and future monitoring proposals have been transposed from the Environmental Report into the Plan.

#### ***Habitats Directive Assessment (HDA) / Appropriate Assessment (AA)***

The HDA, also known as Appropriate Assessment (AA), is a requirement under the Habitats Directive 92/43/EEC on the conservation of natural habitats and biodiversity. Where following screening for Appropriate Assessment (AA) it is found that any plan or project is likely to have a significant impact on areas designated as Natura 2000 sites, a full Appropriate Assessment must be carried out.

The Joint Plan was screened for AA during its preparation at draft stage. This screening concluded that likely significant effects of the Plan on the integrity of the Rye Water Valley / Carton Special Area of Conservation (Site Code: 001398) could not be ruled out, and therefore a full Appropriate Assessment would be required. The mitigation measures identified in the Stage 2 Appropriate Assessment (i.e., Natura Impact Report [NIR]) have been incorporated into the Joint Plan. The NIR has been published as a separate document alongside this Plan.

#### ***Strategic Flood Risk Assessment (SFRA)***

A Strategic Flood Risk Assessment (SFRA) was carried out to support the preparation of the Plan. The SFRA is required to be prepared in accordance with the requirements of The Planning System and Flood Risk Assessment – Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).

#### ***Surface Water Management Strategy (SWMS)***

A Surface Water Strategy (SWS) was prepared as a precursor to the Strategic Flood Risk Assessment. The aim of the SWS is to find a municipal-level, multi-site nature-based solution(s) to surface water management for Maynooth and Environs. The contents of this Strategy have been integrated into this Plan.

#### ***Maynooth and Environs Area Based Transport Assessment (MEABTA)***

The purpose of the Area Based Transport Assessment is to place the integration of land use and transport planning at the centre of the plan-making process for Maynooth and Environs. The Assessment has examined the existing and proposed transport infrastructure and service provision across all modes of transport including sustainable means such as active modes (walking and cycling) within the settlement. The MEABTA provides an understanding of the existing constraints and modal share, and identifies the interventions required within the plan area and in the wider context. This is in order to effectively accommodate the anticipated increase in demand and ensure the optimal



transportation interventions can be put in place to drive a long term shift towards sustainable movement, that aligns with Maynooth’s designation as a Decarbonising Zone.

#### ***Settlement Capacity Audit (SCA)***

A Settlement Capacity Audit (SCA) was carried out to inform the appropriate zoning of land. In accordance with Appendix 3 of the National Planning Framework (2018) and with Section 4.5.2 of Development Plans – Guidelines for Planning Authorities (2022), the Settlement Capacity Audit comprises both quantitative and qualitative research analysis of existing and proposed infrastructure and accompanies the Plan.

#### ***Social Infrastructure Audit (SIA)***

The SIA examined the current context with respect to social infrastructure provision in Maynooth and also identified the future requirements of the town, including the making of recommendations on priority areas for investment within the plan area. The Audit identified the need for specific social infrastructure that will contribute to improving quality of life in the town. The SIA has also informed the outputs of the Settlement Capacity Audit and was also critical in providing an evidence basis for scoring potential residential and employment sites in the town.

#### ***Maynooth and Environs Habitat Mapping Report***

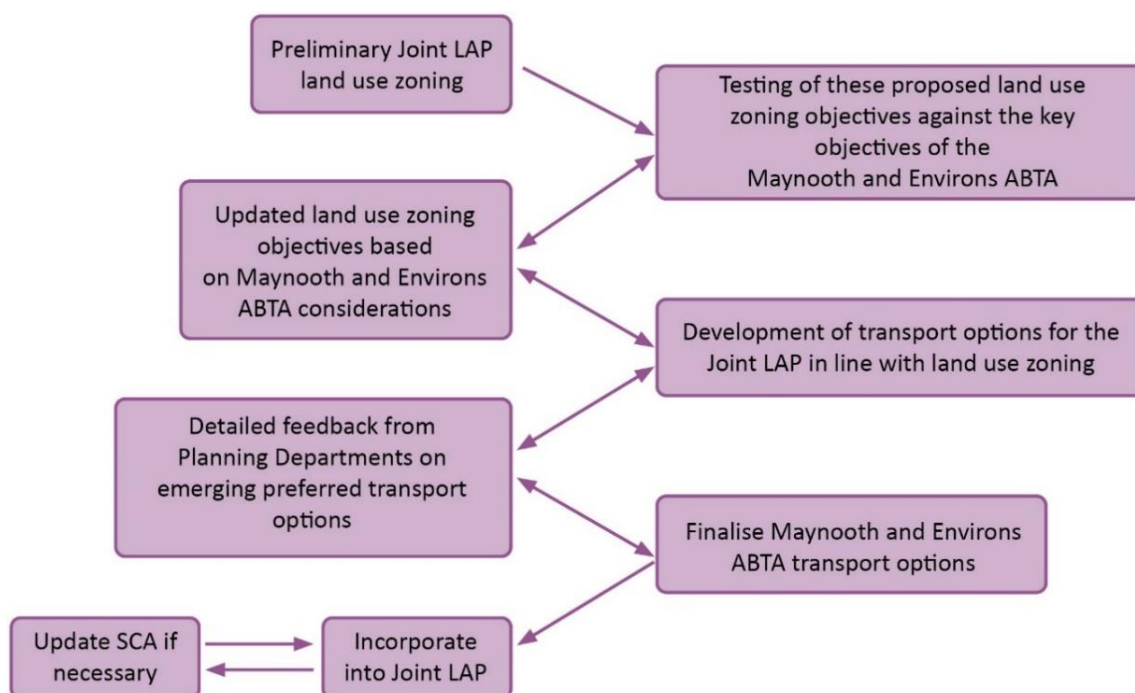
As part of the preparation of the Plan, the previous habitat survey and mapping exercise conducted for Maynooth was reviewed and updated to reflect changes in land use patterns within the town which have occurred over the past number of years and to incorporate Maynooth Environs (Moygaddy, County Meath). This exercise has also made a number of recommendations to enhance the overall level of biodiversity within the plan area through the development of new green infrastructure links between various habitats. The Plan incorporates several such connections which are illustrated on Map 9.1: Green and Blue Infrastructure.

#### ***Maynooth Architectural Conservation Area (ACA) Statement of Character***

The first of its kind to be prepared for the Maynooth ACA, the purpose of the Statement of Character was to undertake a comprehensive historical and architectural analysis in order to identify and define the special character of the ACA, which does much to lend the town with a unique sense of place. The Statement of Character also includes a guide for homeowners, developers, architects, planners and other built environment professionals on best practice for development within the ACA and highlights some examples of type of works that will require planning permission.

### **1.8.1 An Iterative Approach to Developing the Joint Local Area Plan**

The preparation of several of the documents discussed above have incorporated an iterative approach in their development. Whilst resource intensive, such a methodology is considered to be extremely beneficial as not only does it lead to the production of more informed and tailored planning outcomes for the town, but it also provides a robust basis in which to demonstrate in a transparent manner the rationale behind the key provisions of the Joint Plan. Figure 1.3 illustrates how the iterative process works using the example of the Maynooth and Environs Area Based Transport Assessment (ABTA). Similar processes are used in the development of the SEA, AA, SFRA and SCA.

**Figure 1.3** Iterative Approach Using the Example of the Maynooth and Environs ABTA

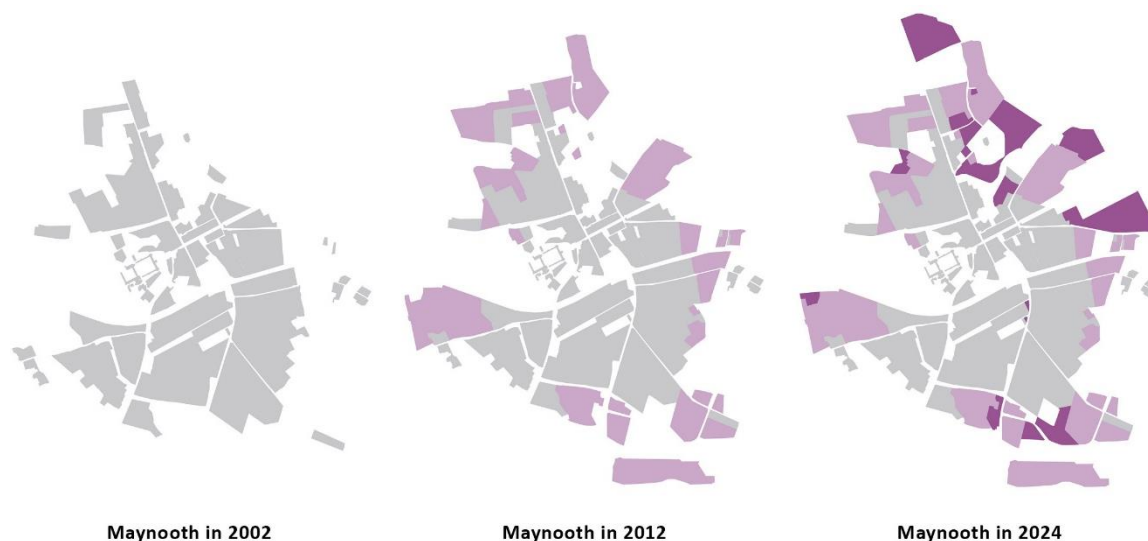
## 1.9 Historic Growth and Present Development Context

While earlier monastic settlements have been identified nearby at Laraghbryan, Taghadoe and Grangewilliam, the town of Maynooth itself dates back to a settlement which developed around Maynooth Castle in the 12<sup>th</sup> Century. The castle played a critical role in defining the early history of Maynooth, it being the family seat of the FitzGerald dynasty, who were made Earls of Kildare in 1316. Following an unsuccessful rebellion by Silken Thomas, the 10<sup>th</sup> Earl of Kildare, Maynooth Castle was besieged and burnt to the ground by the forces of King Henry VIII in 1535. The FitzGerald of Kildare, who were granted the hereditary title of Duke of Leinster in 1766, were to have an enduring role on the development of Maynooth over the intervening centuries. For example, the town centre was laid out in the 18<sup>th</sup> century by the FitzGerald, then residing at Carton House. The central axis from St Patrick's College, along Main Street, to the Carton estate is considered the finest examples of 18<sup>th</sup> Century urban and landscape design set pieces in the country. Furthermore, on foot of the construction of the Royal Canal in the 1790s, the Duke of Leinster at the time insisted that the route of the canal be diverted at considerable expense so that it could serve Maynooth.

Notwithstanding the establishment of St Patrick's College in 1795 and the arrival of the railway in the mid-19<sup>th</sup> Century, Maynooth remained essentially a village until the late 20<sup>th</sup> Century, with development largely being consolidated around Main Street. As recent as 1971 the Census recorded Maynooth as having a population of just 1,374 persons. However, the final decades of the 20<sup>th</sup> Century witnessed rapid and sustained urban development, as the town became increasingly under the influence of Dublin's growing commuter belt. While the opening of the M4 Motorway and the expansion of Irish Rail's commuter train services in the 1990s further entrenched its status as a commuter settlement, the ongoing expansion of what is now Maynooth University, coupled with the growing presence of large

scale multinational employers in neighbouring settlements have done much to provide for high quality locally based job opportunities.

**Figure 1.4** The Expanding Urban Footprint of Maynooth 2002 - 2024



Maynooth today is a vibrant and fast-growing town and an established centre of learning and research, contributing greatly to the wider economy of the Dublin Metropolitan Area. While the town retains its status as a commuter settlement, it also serves as an important centre for employment, education and retail services within the northeast Kildare and south Meath hinterlands.

### 1.10 Issues and Challenges Affecting the Development of Maynooth

Table 1.1 (see below and overleaf) provides an overview of the key Strengths, Challenges, Opportunities and Threats (SCOT) affecting the spatial and economic development of the town. The critical issue for Maynooth going forward is to continue to capitalise on its strategic location and special university town status to attract investment and talent whilst at the same time ensuring that such growth takes place in a sustainable and phased manner, enabling the town to transition to a model of low carbon development, in keeping with the national target of net zero carbon emissions by 2050.

**Table 1.1** A SCOT Analysis of Maynooth

Strengths	Challenges	Opportunities	Threats
The features of the town that are successful and set it apart from others	The aspects of the town that puts it at a disadvantage and could be improved	What can be changed and how can the strengths of the town be built upon	What external factors could impede the success of the town

Strengths	<ul style="list-style-type: none"> <li>• A highly strategic and accessible location with excellent road (M4 Motorway) and rail connectivity (Dublin-Sligo line) within the Dublin Metropolitan Area.</li> <li>• Ireland’s only university town; home to Maynooth University and St Patrick’s College (a pontifical university).</li> <li>• A young and highly educated demographic profile with a vibrant and fast-growing population.</li> <li>• A thriving town centre fulfilling its role as an attractive destination to visit, shop and socialise.</li> <li>• Rich in historic and architectural heritage with an intact and highly legible urban core.</li> <li>• An established economic and employment centre serving a large hinterland area.</li> <li>• The quality and historic nature of open spaces such as the Royal Canal, Carton Avenue and the grounds of St Patrick’s College.</li> </ul>
Challenges	<ul style="list-style-type: none"> <li>• A population to employment ratio (i.e., a job ratio) of less than 1:1 resulting in elevated levels of commuting to other centres of employment.</li> <li>• The substantial population increase of up to 10,000 persons targeted for the town under the Metropolitan Area Strategic Plan allocation under National Policy Objective (NPO) 68 of the National Planning Framework over the period to 2031.</li> <li>• The need to deliver an adequate quantum of affordable homes set within high quality environments, accessible to services, and close to where people work.</li> <li>• An urban form that has an extended built-up footprint which lacks legibility and connectivity in places.</li> <li>• Chronic congestion within the town as a result of over-reliance on the private car.</li> <li>• A lack of specific types of recreational amenities such as sports facilities.</li> <li>• Pockets of socio-economic disadvantage present within the town.</li> <li>• Heritage and tourism assets are in some cases under-utilised and lack visitor infrastructure.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>• Create a more climate resilient town by reducing carbon emissions and integrating adaptation measures, placing Maynooth on a path towards net zero emissions by 2050.</li> <li>• Ensure that the town acts as a key economic driver in the region by providing for strategic employment locations that build on synergies with Maynooth University.</li> <li>• Maximise opportunities arising from key investments in public transport such as BusConnects, DART+ West and a second train station to the west of the town.</li> <li>• Develop a compact and integrated settlement based on a quadrant-based planning approach that will implement the 10-minute settlement principle to provide for a defined network of well-designed walkable and cyclable neighbourhoods that can meet the day-to-day needs of residents.</li> <li>• The potential for regeneration opportunities for key town centre and infill sites to support the consolidation and renewal of the urban form.</li> <li>• The delivery of improved levels of social infrastructure including a new library, community hub, an arts and cultural facility and Municipal Sports Facility in the town.</li> <li>• Achieve greater alignment between where people live and work to reduce the need for travel and facilitate sustainable travel modes.</li> <li>• Protect and enhance Maynooth’s natural, built and archaeological heritage assets.</li> </ul>



Threats	<ul style="list-style-type: none"> <li>• Growth in population not accompanied by the necessary investment in employment creation, services, recreational infrastructure and sustainable transport.</li> <li>• Continuance of ‘<i>business as usual</i>’ model of development that is reliant on private vehicular transport and does not maximise opportunities arising from major public transport investment initiatives on projects such as DART+ West and BusConnects.</li> <li>• Undermining of the established town centre retail offer by edge-of-town and out-of-town commercial destinations and the ongoing digitisation of shopping habits.</li> <li>• Continued development of poorly integrated housing estates at edge-of-town locations.</li> <li>• Lack of targeted investment in specific areas including sustainable mobility and adapting the town to meet the needs of an ageing population.</li> <li>• Climate change and associated negative consequences (i.e., increased frequency of severe weather events such as flooding).</li> </ul>
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## 2 Spatial Planning Context and Vision

### 2.1 Compliance with the Plan Hierarchy

In establishing a framework for the sustainable planning and development of Maynooth and Environs over the period to 2031 and beyond, it is important that the position of the Joint Local Area Plan within the overarching plan hierarchy be outlined in order to provide a level of context but also to demonstrate how the Plan complies with these policy documents, in line with statutory requirements. The provisions of these plans and strategies, insofar as they relate to the planning and development of the town, are also crucial and will be discussed below.

**Figure 2.1** Hierarchy of Spatial Plans



#### 2.1.1 National Planning Framework

The National Planning Framework (NPF) and the National Development Plan 2021–2030 together form Project Ireland 2040, the Government’s overarching long-term policy platform to guide and manage the future growth and development of the country. The primary aim of Project Ireland 2040 is to improve the quality of life in Ireland for all its citizens by creating and promoting opportunities for people and protecting and enhancing our environment. In order to achieve this goal, the NPF contains a series of National Policy Objectives (NPOs), which set out its long term intentions within specific areas.

The NPOs of most relevance to the preparation of the Maynooth and Environs Joint Local Area Plan relate to the promotion of compact growth, the creation of attractive, liveable, well-designed, and integrated urban places, along with supporting the development of the circular and bio economy. The successful delivery of these NPOs is also designed to result in a fundamental and long term shift to a more sustainable model of low carbon development.

#### 2.1.2 Regional Spatial and Economic Strategy 2019-2031

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Assembly 2019-2031 sets out a framework to direct future growth of the region over the medium to long term. The central purpose of the RSES is to support the implementation of the NPF and the economic policies of the Government by providing a coordinated strategic planning and economic framework for the development of Ireland’s regions. The Strategy is underpinned by key people-focused principles that reflect the three pillars (social, environmental and economic) of sustainable development (see Figure 2.2 overleaf).

**Figure 2.2** The Three Key Principles of the RSES



The RSES provides for a Settlement Strategy which identifies various settlement typologies within an overall hierarchy for the region. The Strategy designates Maynooth as a Key Town within the Dublin Metropolitan Area, alongside Swords and Bray. This designation reflects Maynooth’s strategic location on the Dublin to Sligo railway line, the M4 Motorway and Royal Canal, along with the presence of Maynooth University.

Table 2.1 (see overleaf) outlines the Regional Policy Objectives contained within the RSES which specifically relate to the spatial and economic development of Maynooth as a Metropolitan Key Town and sets out how the Joint Plan responds to and seeks to implement these objectives.

#### **What is a ‘Metropolitan Key Town’?**

Metropolitan Key Towns are described in the Regional Spatial and Economic Strategy as being large economically active service towns, with high quality transport links and capacity for increased residential and employment densities at strategic transport nodes to support the future growth and success of Dublin as Ireland’s leading global city of scale.

**Table 2.1** List of Relevant Regional Policy Objectives Relating to Maynooth and Environs

Regional Policy Objective (RPO)	Plan Response
<b>Key Town Objectives</b>	
<b>RPO 4.26:</b> Core strategies in local authority development plans shall support objectives to achieve a minimum of 30% of housing in Key Towns by way of compact growth through the identification of key sites for regeneration.	The Plan implements compact growth policies by maximising the amount of new residential development either within or sequentially adjacent to the Census 2022 defined Built-Up Area (BUA) of the town.
<b>RPO 4.27:</b> Key Towns shall act as economic drivers and provide for strategic employment locations to improve their economic base by increasing the ratio of jobs to workers.	The Economic Strategy of the Plan seeks to capitalise on Maynooth's strategic location within the Dublin Metropolitan Area (DMA), along with the presence of the university to set a job ratio target of at least 1:1, in order to change the town's status from that of a commuter town to an established employment destination.
<b>Maynooth Metropolitan Key Town Objectives</b>	
<b>RPO 4.33:</b> Support the continued development of Maynooth, co-ordinated with the delivery of strategic infrastructure including pedestrian and cycle linkages within the town and to the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Orbital Route in a manner which supports future development and population growth and builds on synergies with Maynooth University promoting a knowledge-based economy.	The Plan employs the 10-minute settlement principle as an effective growth management tool to ensure the realisation of sustainable, inclusive and well-designed neighbourhoods within the town, served by an integrated network of sustainable movement options. The Plan seeks to align the growth of the town, and that of Maynooth University, in tandem with the targeted and sequentially phased roll-out of enabling infrastructure (See Chapter 7 and Chapter 11).
<b>RPO 4.34:</b> Support Maynooth as a Key Town to act as an economic driver for north Kildare and provide for strategic employment at key locations to improve the economic base of the town and provide for an increased number of local jobs.	The Plan having cognisance to the provisions of the Metropolitan Area Strategic Plan (MASP) regarding economic development in Maynooth, identifies key employment sites which will be the focus of economic development and will serve to act as centres for knowledge-based high density employment activities (see Chapter 6).
<b>RPO 4.35:</b> A cross boundary Joint Local Area Plan (LAP) shall be prepared by Kildare County Council and Meath County Council to provide a co-ordinated planning framework for the Maynooth area. The joint LAP shall identify a boundary for the plan area, strategic housing and employment development areas and infrastructure	The Plan is a Joint Local Area Plan, the preparation of which has been co-ordinated and progressed by Kildare County Council and Meath County Council. All lands within the plan area have been the subject of assessment in all relevant evidence-based supporting documents, as outlined in Section 1.8. The Plan identifies strategic housing areas (Chapters 3 and 4), employment

Regional Policy Objective (RPO)	Plan Response
investment requirements and promote greater co-ordination and sequential delivery of serviced lands for development.	development areas (Chapter 6) and Infrastructure investment requirements (Chapters 7, 10 and 11).
<b>RPO 4.36:</b> To promote the consolidation of the town centre with a focus on the regeneration of underused buildings and strategic sites and the establishment of residential uses to encourage greater vibrancy outside of business hours and the enhancement of the public realm.	The Plan contains provisions to support the work of <i>Maynooth Town Centre Renewal Masterplan</i> , a URDF funded project which seeks to revitalise the historic core of Maynooth and ensure it retains its status as the established destination for commercial, retail, civic and recreational activities in the town. The Plan also integrates a series of active land management measures designed to promote brownfield development and maximise the use/reuse of the existing building stock. Chapter 4 identifies a Settlement Consolidation Site within the town centre which has the potential to develop as a new urban neighbourhood accommodating a range of uses.
<b>Metropolitan Area Strategic Plan (MASP) Objectives</b>	
<b>RPO 5.2:</b> Support the delivery of key sustainable transport projects including Metrolink, DART and LUAS expansion programmes, BusConnects and the Greater Dublin Metropolitan (GDA) Cycle Network and ensure that future development maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, existing and planned.	The Plan is accompanied by a comprehensive evidence-based Area Based Transport Assessment. This integrated approach to land use planning and transport will seek to maximise opportunities with regard to the access and usage of key transport investment projects within the town including DART+ West, BusConnects and the GDA cycle network, along with other active travel routes.
<b>RPO 5.3:</b> Future development in the Dublin Metropolitan Area (DMA) shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.	A key focus of the Plan will be to deliver compact and sequential growth with new residential and employment uses being developed at appropriate locations, proximate to existing and planned public transport corridors. Additionally, the 10-minute settlement concept will be realised through the development of an integrated active movement network in order to initiate a permanent shift away from private car use within the town.
<b>RPO 5.4:</b> Future development of strategic residential development areas within the DMA shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential	Plan complies with all Section 28 Ministerial Guidelines pertaining to the development of houses and apartment including all relevant Specific Planning Policy Requirements (SPPRs) and incorporates objectives to support their implementation within the plan area.



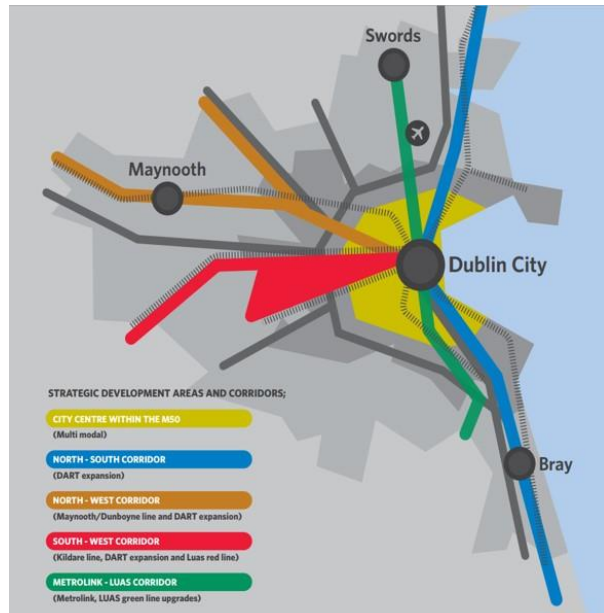
Regional Policy Objective (RPO)	Plan Response
Development in Urban Areas’, <sup>2</sup> ‘Sustainable Urban Housing: Design Standards for New Apartments Guidelines’ and ‘Urban Development and Building Heights Guidelines for Planning Authorities’.	
<b>RPO 5.5:</b> Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area (DMA) shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the MASP and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.	Plan fulfils Maynooth’s function as a designated Metropolitan Key Town in supporting the implementation of the Dublin Metropolitan Area Strategic Plan (MASP). The quantum and location of residential development sites is based on the outputs of a number of supporting documents including the required environmental assessments and a Settlement Capacity Audit (SCA).
<b>RPO 5.6:</b> The development of future employment lands in the Dublin Metropolitan Area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas and provision of appropriate employment densities in tandem with the provision of high quality public transport corridors.	Plan seeks to ensure that employment lands are developed in an orderly and sequential manner, particularly on lands identified for economic development in the MASP. Furthermore, the Plan seeks to create the right jobs in the right places by placing a particular emphasis on achieving greater alignment between where people live and work, to reduce the need to travel and facilitating sustainable travel modes.
<b>RPO 5.7:</b> Co-ordinate across local authority boundaries to identify, manage, develop and protect regional Green Infrastructure, to enhance strategic connections and develop a Green Infrastructure policy in the DMA.	The Plan’s green and blue infrastructure network (see Chapter 9) is based on the outputs of a Habitats Survey which incorporates all lands within the Plan boundary.
<b>RPO 5.8:</b> Support the promotion and development of greenway infrastructure and facilities in the DMA and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA GDA Cycle Network Plan.	The Plan supports the completion of the Royal Canal Greenway and also provides for the development of a comprehensive high quality cycle network in the town which integrates the key strategic cycle routes proposed as part of the 2022 Cycle Network Plan for the Greater Dublin Area (see Chapter 7).

<sup>2</sup> Replaced by the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024).

### 2.1.2.1 Dublin Metropolitan Area Strategic Plan (MASP)

Maynooth is included in the Dublin Metropolitan Area Strategic Plan (MASP), the integrated land use and transport strategy contained in the RSES for the Dublin Metropolitan Area (Chapter 5, RSES). The MASP has identified several strategic residential and employment corridors within the Dublin Metropolitan Area of which Maynooth is located on the *North-West Corridor*. The aim of such corridors is to focus the development of sustainable compact communities along high quality public transport routes, providing people with increased housing choice in addition to improved access to services, amenities and economic opportunities.

**Figure 2.3** Dublin Metropolitan Area Strategic Plan



Accordingly, the future development of Maynooth is not just important at a county level but also at a regional scale, in supporting the growth of the capital. As a Metropolitan Key Town, Maynooth has also been identified as having the capacity and future growth potential to accommodate above average growth in the region, provided there is the necessary investment in employment creation, services, amenities and sustainable transport. In this regard, both the MASP and other chapters of the RSES contain specific provisions relating to the spatial location of future development, along with key servicing infrastructure required in the town over the short to medium term (see Table 2.2, below).

**Table 2.2** Identification of Development Opportunities and Servicing Infrastructure for Maynooth in the RSES

<b>Regeneration</b>	Maynooth Town Centre, Canal Harbour and Carton Park
<b>Economic Development</b>	West of University Campus (Research and Technology) and at Moygaddy, County Meath (Science and Technology)
<b>Residential Development</b>	Significant residential capacity on the Railpark lands, Greenfield and to the north, west and southwest of the town near the University
<b>Phasing/Enabling infrastructure</b>	DART expansion, road upgrades, bridge, Maynooth Outer Orbital Route (MOOR), wastewater and local water network upgrades

### 2.1.3 County Development Plans

Both the Kildare County Development Plan 2023-2029 and the Meath County Development Plan 2021-2027 (as varied) contain a range of policies and objectives that are relevant both directly and indirectly to the growth and development of Maynooth and Environs. In keeping with the Plan hierarchy (or unless otherwise stated within the respective county development plan) the planning authorities have sought to ensure that any such provisions are not replicated in the Joint Plan.

## 2.2 Integrating Climate Considerations into the Joint Local Area Plan

A key premise of the Joint Plan is to provide an overarching framework which will assist and guide Maynooth’s transition to becoming a low carbon and climate resilient town. In seeking to respond to global warming, a comprehensive legislative and policy framework relating to climate action has been developed in Ireland over the past decade. Recent years have witnessed such efforts gaining momentum where for example, Kildare and Meath County Councils both declared Climate Emergencies in 2019.

### What is climate mitigation/adaptation?

Climate mitigation refers to measures to reduce climate change by limiting greenhouse emissions. It includes strategies to reduce activities that give rise to greenhouse gases and to enhance carbon sinks. Adaptation refers to actions which seek to better manage and reduce the risks and effects of existing or anticipated climate change and exploit beneficial opportunities.

Furthermore, the Climate Action Charter, signed by both authorities in 2019, includes a commitment for the local authorities to *‘exercise our planning and regulatory roles to help improve climate outcomes in the wider community and beyond the public sector, by developing and implementing robust evidenced based policy and standards on climate action, through appropriate and relevant adaptation and mitigation measures’*.

Whilst the primary long term goal is to achieve net zero emissions by 2050 (Climate Action and Low Carbon Development (Amendment) Act 2021), recent policy developments reflect a widespread acceptance that climate change is happening now, and its effects will only get more disruptive to both societies and the environment. Therefore, there is increasing emphasis on land use plans integrating mitigation and adaptation measures. Both Kildare County Council and Meath County Council have produced Climate Action Plans which seek to deliver an *‘all of council’* approach to implementing climate action, as outlined below.

### 2.2.1 Kildare County Council Local Authority Climate Action Plan 2024-2029

Kildare’s Local Authority Climate Action Plan (LACAP) was adopted on 18 December 2023. Its central aim is aligned with the Government’s national climate objective which seeks to achieve the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by 2050. The interim goal of realising a 51% reduction in greenhouse gas emissions by 2030 is a key area of focus for the LACAP which aims to promote and deliver best practice in climate action in the county. Accordingly, every piece of work that is carried out in Kildare County Council is to be undertaken through a climate lens. The LACAP is centred around five thematic areas of implementation which in turn informs specific actions.<sup>3</sup>

Figure 2.4 Kildare LACAP 2024-29



<sup>3</sup> The five thematic areas are as follows: Governance and Leadership; Built Environment and Transport; Natural Environment and Green Infrastructure; Communities Resilience and Transition; and Sustainability and Resource Management.

Of particular relevance to the Joint Plan are actions relating to active travel, implementation of the 10-minute town principle and the enhancement of green infrastructure and biodiversity. The provisions of the Plan that relate to Maynooth (County Kildare) have been screened against the relevant actions of the LACAP (including those relating to Maynooth Decarbonising Zone) to ensure their alignment.

### 2.2.1.1 Maynooth Decarbonising Zone

The development of decarbonising zones was a specific action of the national Climate Action Plan 2019 which required each local authority to identify and develop plans for one Decarbonising Zone (DZ). Kildare County Council has identified Maynooth as a DZ for a number of reasons including, the presence of Maynooth University, the opportunities to develop and expand active travel and green infrastructure in the town, along with the opportunity to align these measures with this Joint Plan which was drafted in tandem with the LACAP.

#### What is a Decarbonising Zone (DZ)?

A DZ is a spatial area identified by a local authority in which a range of climate mitigation, adaptation and biodiversity measures and action owners are identified to address local low carbon energy, greenhouse gas emissions, and climate needs to contribute to national climate action targets.

The stated mission for Maynooth DZ is *‘to deliver a suite of ambitious sectoral actions that can reduce emissions in the DZ in line with the prescribed targets for each sector and achieve a 51% reduction in emissions within Maynooth by 2030 and to employ these proven actions in other ‘Fast Follower’ towns in the county’*. As part of the LACAP specific objectives and actions were developed for Maynooth DZ.<sup>4</sup> It is considered that the DZ designation for Maynooth gives added impetus to securing the overarching aim of the Joint Plan to develop Maynooth as a low carbon and climate resilient town.

### 2.2.2 Meath County Council Local Authority Climate Action Plan 2024-2029

Meath County Council have also adopted a Local Authority Climate Action Plan 2024–2029 (LACAP) for the county which is underpinned by a stated mission that *‘Meath County Council is committed to lead in translating the National Climate Policy into local actions through inclusive engagement, capacity building and leadership to the people of County Meath’*. Similar to Kildare, Meath’s LACAP sets out how the Council will be responsible for enhancing climate resilience, increasing energy efficiency, and reducing greenhouse gas emissions, across its own assets, services and infrastructure, whilst also demonstrating a broader role of influencing, advocating and facilitating other sectors, to meet their own climate targets and ambitions. The provisions of the Joint Plan that relate to the Maynooth Environs (Moygaddy, County Meath) have been screened against the relevant actions of the LACAP to ensure that they align.

### 2.2.3 Climate Action as an Opportunity

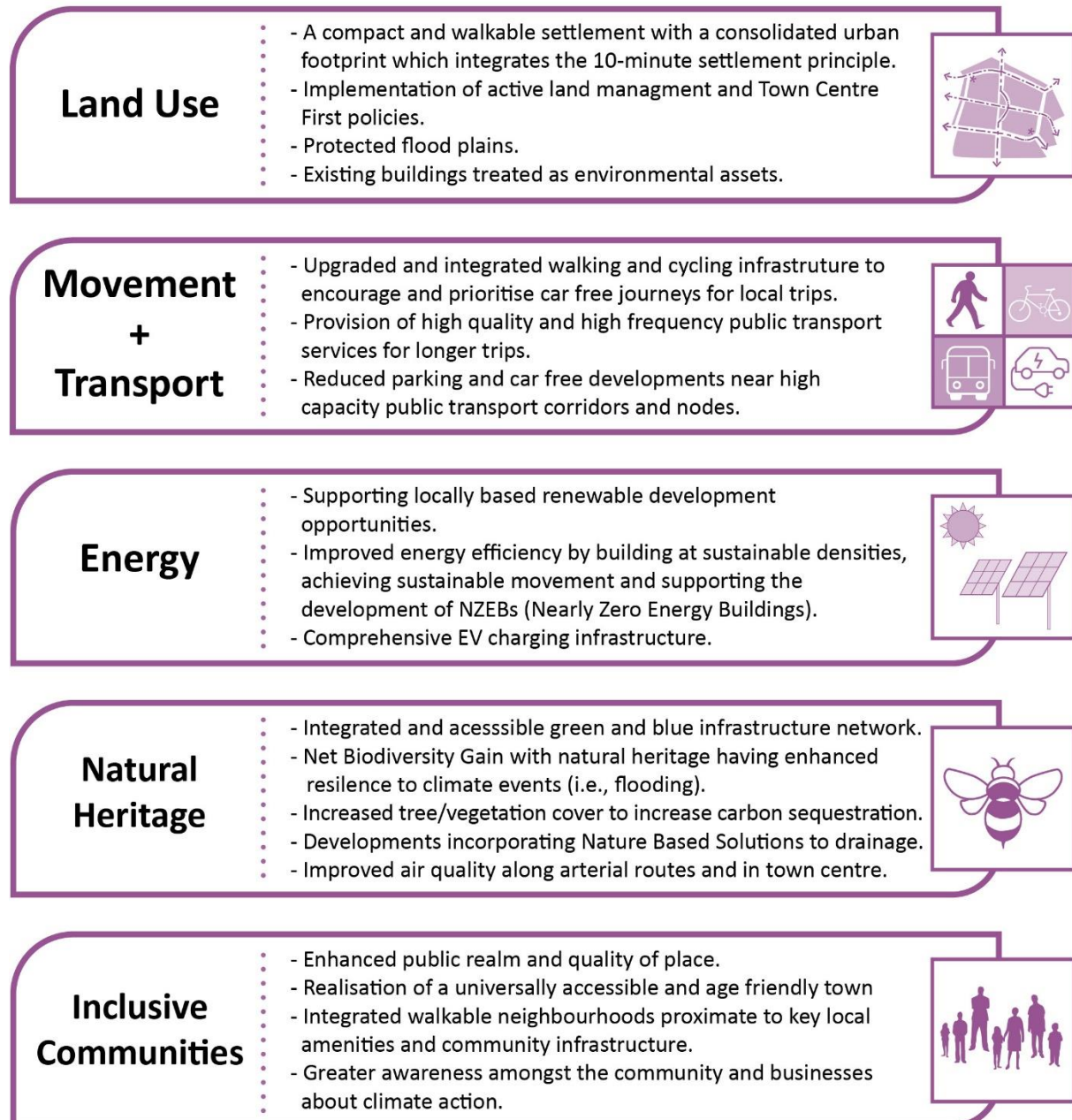
Planning Authorities have a critical role in effecting meaningful climate action at a local level, particularly within settlements, through the Local Area Plan. In this regard and aligning

<sup>4</sup> The provisions for Maynooth DZ are outlined in Chapter 5 of Kildare County Council’s Local Authority Climate Action Plan 2024–2029.



with the need to transition to a low carbon model of development, it is considered that climate action represents a key opportunity when planning for the future development of Maynooth. The realisation of Maynooth as a low carbon town will provide huge tangible benefits for its residents, workers, visitors and students alike, in terms of improved experience of place, liveability and quality of life. A low carbon town is a compact, healthier and more inclusive settlement and crucially, one which is more resilient to the effects of climate change.

**Figure 2.5** Key Features of a Low Carbon Town





The Joint Plan through its provisions and objectives incorporates the following measures to both minimise the amount of greenhouse gas emissions and increase the overall resilience of the town to the effects of on-going and future climate change:

- Supporting the circular and bio economy through achieving greater efficiency in land management by building at sustainable densities, prioritising brownfield and infill development along with the reuse of existing buildings and providing for the creation of a Transport-Oriented Development (TOD) at Maynooth West.
- Reducing Maynooth's local carbon footprint caused by transport emissions by implementing the 10-minute settlement principle. This will involve the prioritisation of sustainable movement within the town, with a particular emphasis on supporting active modes of travel (walking and cycling). Car dependency will also be reduced through the provision of car free or low car developments in 'Centre and Urban Neighbourhood' locations and 'Accessible Suburban / Urban Extension Locations'.
- Avoiding development at inappropriate locations by zoning flood prone land for open space and amenity or agricultural purposes, allowing for natural and unhindered flooding during extreme rainfall events.
- Creating an expanded green and blue infrastructure network to support urban biodiversity, water retention and flood alleviation, along with increasing biodiversity and carbon sequestration within specific sites in the town.
- Supporting and promoting the use of biodiversity techniques such as the integration of Nature-Based Solutions (NBS) for surface water drainage into all new development schemes.
- Supporting the implementation of the Maynooth Decarbonising Action Plan (Chapter 5 of the LACAP) including actions relating to locally based renewable energy generation opportunities and district heating initiatives.

## **Decarbonisation Objectives**

It is an objective of Kildare County Council and Meath County Council to:

**DO 1.1** Support the full implementation of the Local Authority Climate Action Plan 2024–2029 for Kildare County Council and the Local Authority Climate Action Plan 2024–2029 for Meath County Council, or any succeeding plans, with regards to their contents relating to planning and development within the Maynooth and Environs Joint plan area. This also includes objectives and actions outlined in Chapter 5 of the Kildare Local Authority Climate Action Plan 2024–2029 that relate to the Maynooth Decarbonising Zone (DZ).

**DO 1.2** Support applications for all climate action projects in Maynooth under the Climate Action Fund, the Community Climate Action programme, the Just Transition Fund and all other relevant funding streams.

**DO 1.3** Prepare a Strategic Land Use Zoning Emissions Study based on Map 11.1: Land Use Zoning and informed by the Local Authority Climate Action Plan (LACAP) Baseline Emissions Inventory, Strategic Flood Risk Assessment and the Maynooth and Environs Area Based Transport Assessment, to enable a strategic assessment of:

1. Climate impacts of developing zoned land to meet the planned growth and expansion requirements of the town to 2031.
2. Opportunities for the prevention, reduction and elimination of emissions from the development of zoned land within the Joint Local Area Plan area.

Implementation of the findings of this study will support the delivery of the Maynooth DZ and national climate obligations.

**DO 1.4** Require applicants for large new developments (i.e., 10 residential units or more, commercial developments on sites of 0.5 ha or larger) to submit a detailed Climate Impact Assessment at planning application stage to demonstrate how the location, design and layout of the development contributes to the delivery of the national climate objective for a climate resilient, biodiversity rich, climate neutral economy by 2050.

## 2.3 A Joint Vision for Maynooth and Environs

The Joint Local Area Plan is supported by an overarching vision for the town and its environs which was developed in tandem with the Elected Members of both the Clane-Maynooth Municipal District (County Kildare) and the Ratoath Municipal District (County Meath), whilst having regard to the issues raised during the pre-draft public consultation in 2022.

### *Vision Statement*

To plan for Maynooth and Environs to be the best place to grow up, live, learn, work, play and grow old, by harnessing the area's unique assets and strategic regional location, to facilitate connected and vibrant neighbourhoods where communities can flourish, through leadership and co-ordination, in transitioning to a low carbon and climate resilient future.

### *Físráiteas*

Pleanáil do Mhaigh Nuad agus a Purláin le bheith ar an áit is fearr le fás aníos, maireachtáil, foghlaim, oibriú, imirt agus dul in aois, trí leas a bhaint as acmhainní uathúla an cheantair agus an suíomh réigiúnach straitéiseach, chun comharsanachtaí nasctha agus bríomhara a éascú inar féidir le pobail bláthú, trí cheannaireacht agus comhordú, agus aistriú ar siúl chuig toadhcháí ísealcharbóin agus athléimneach ó thaobh na haeráide de.

This vision will be achieved through the establishment of a development framework to provide for the long term growth of Maynooth beyond the life of the Plan, in order to ‘future proof’ the town and fully capitalise on major public investments including DART+ West and a new train station. This will ensure that Maynooth will grow in a sequential, compact and phased manner, with specific emphasis placed in implementing the ‘10-minute settlement’ principle to provide for the creation of plan-led walkable neighbourhoods developed within a number of defined quadrants of the town.

The future economic development of the town will be underpinned by the continued active promotion of Maynooth as an internationally respected centre for education and research, and a key employment destination.

By 2031 Maynooth will feature a consolidated and integrated urban structure that is highly permeable, universally accessible and linked by sustainable modes of transport, thereby facilitating access to enhanced levels of social infrastructure. The town centre will prioritise sustainable movement and will be characterised by an attractive series of enhanced public gathering spaces, including a beautiful Main Street that will be a showcase of the community’s civic pride, in addition to being the focus of the town’s commercial and retail activities along with providing an upgraded tourist offering.

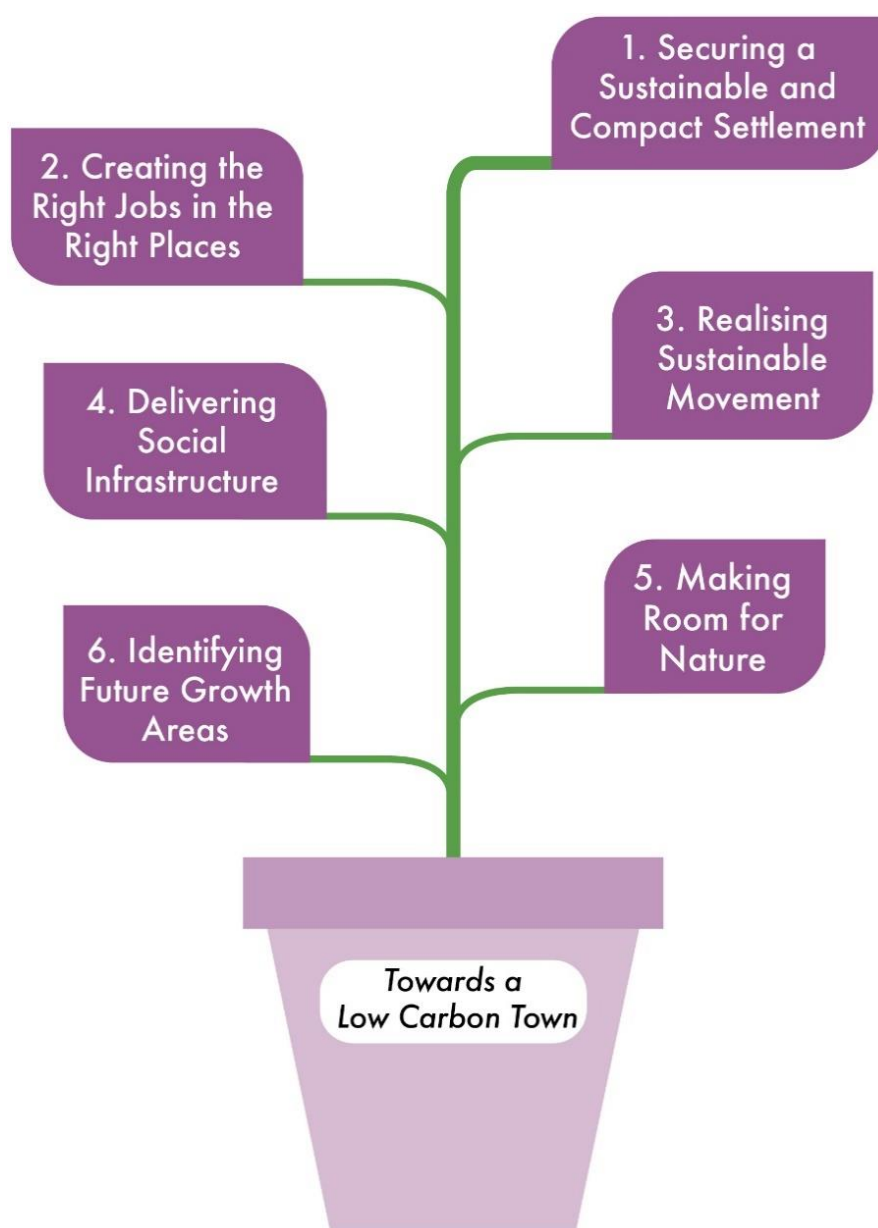
### 2.3.1 Strategic Development Principles

The vision statement is integrated into the Plan through a number of strategic development principles which are designed to provide a level of focus and direction to the various objectives and provisions contained in this Joint Plan. The principles have been developed as a response to a comprehensive baseline social-economic and spatial analysis of the town, a

summary of which is outlined in Section 1.10 Issues and Challenges Affecting the Development of Maynooth. Furthermore, the principles have regard to, and are inspired by, the Guiding Principles set out in the Metropolitan Area Strategic Plan (Chapter 5, RSES).

Collectively, the overarching aim of the six principles is to ensure that Maynooth can develop sustainably as a low carbon town, whilst also acting as a key economic driver within the Dublin Metropolitan Area. It should be noted that the principles are mutually dependent and cross-cutting in nature so that the achievement of one is required in order to ensure the delivery of others. For example, Principle 1 (Securing a Sustainable and Compact Settlement) will also require the successful implementation of Principle 3 (Realisation of Sustainable Movement) and Principle 4 (Delivering Social Infrastructure). The six principles are also considered to be key development priorities of the Plan, necessary in order to secure the Vision for Maynooth.

**Figure 2.6** Strategic Development Principles of the Maynooth and Environs Joint Local Area Plan



- 1. Securing a Sustainable and Compact Settlement:** This Plan will seek to deliver enhanced place quality in Maynooth by ensuring compliance with the principles of people-centred urban design and healthy placemaking through quadrant-based planning. This will be achieved by developing defined, compact and integrated neighbourhoods which feature high-quality pedestrian and cyclist connectivity, accessible to a range of local services and amenities. At the core of the plan area, a strengthened and rejuvenated town centre will retain its status as Maynooth's established destination for commercial, retail, civic and recreational activities.
- 2. Creating the Right Jobs in the Right Places:** The Plan shall identify the most appropriate locations for employment creation to ensure the town acts as a key economic driver in the region that maximises the potential for synergies with Maynooth University and takes full advantage of the presence of a highly educated workforce in order to further develop the knowledge economy. Particular emphasis will also be placed on achieving greater alignment between where people live and work to reduce the need to travel and facilitate sustainable travel modes.
- 3. Realising Sustainable Movement:** At a local level this Plan will seek to implement the 10-minute settlement principle within Maynooth so that key community facilities and services are accessible within a 10-minute walk or cycle from peoples' homes. For longer trips within the Dublin Metropolitan Area and further afield, the Plan seeks to ensure that the location of future development will maximise opportunities in terms of access and usage of high capacity public transport services planned as part of the DART+ West and BusConnects projects.
- 4. Delivering Social Infrastructure:** It is recognised that the provision of health, education and community facilities within a settlement has a huge bearing on the quality of life and wellbeing of its residents. Accordingly, this Plan acknowledges that the quantum of social infrastructure within Maynooth should align with the current needs of the town and be increased in tandem with population expansion. Such services, facilities and amenities also need to be adaptable to meet the future needs of Maynooth, including the growing need for age friendly infrastructure.
- 5. Making Room for Nature:** Acknowledging that a National Climate and Biodiversity Emergency was declared by Dáil Éireann in 2019, this Plan seeks to address these two inextricably linked issues by ensuring both the protection and enhancement of Maynooth's existing green and blue infrastructure and requiring increased space for biodiversity within lands which are identified for future urban development. This will provide for increased levels of carbon sequestration within the town and enable enhanced resilience of local biodiversity through expanded habitat spaces and corridors. Such an approach is considered of critical importance in light of projected future increases in disruptive weather events due to climate change. Furthermore, new developments will be required to incorporate Nature-Based Solutions (NBS) to surface water drainage into their planning and design.
- 6. Identifying Future Growth Areas:** This Joint Local Area Plan provides for an integrated land use and transportation development framework for Maynooth and Environs which



extends beyond the life of the Plan, providing a 2040 horizon for the growth of the town which aligns with the time frame of the National Planning Framework. By identifying key land use locations and transportation infrastructure, the Plan seeks to create a level of certainty as to the future development priorities and strategic development direction of the town over the longer term.

### 3 Compliance with the Core Strategies

#### 3.1 Function, Population and Scale of Maynooth

The Regional Spatial and Economic Strategy (RSES) has designated Maynooth as a ‘*Metropolitan Key Town*’ in the Dublin Metropolitan Area (DMA), a ranking which reflects the importance of Maynooth in terms of its status as Ireland’s only university town and its future potential in supporting the continued economic growth and development of the DMA. The function of Maynooth is therefore to maximise its strategic rail-based location to contribute to the sustainable development and consolidation of the *North-West Corridor*, as identified in the Metropolitan Area Strategy Plan (Chapter 5, RSES), by providing much needed residential and high quality employment opportunities along with supporting the development of synergies between established and new businesses in the town and an expanding Maynooth University.

Census 2022 showed Maynooth to have a population of 17,259 persons.<sup>5</sup> This represented significant growth on the population recorded in Census 2016 (see Section 5.2.1). The town saw rapid growth during this time with 1,106 residential units being developed over the six-year intercensal period, representing an increase of 21.4% (Census 2022). While the role of Maynooth as a centre of employment, education and retail services far exceeds its geographical footprint and population base, it is noted that the Built-Up Area (BUA) of the town as defined by the Central Statistics Office (CSO) under Census 2022 extends to 554 hectares. The extent of the BUA of Maynooth is limited to County Kildare only. The area encompassed by this Joint Plan comprises 1,104 hectares (11.04 km<sup>2</sup>) of which 963 hectares is in County Kildare and 141 hectares is in County Meath.

#### 3.2 Future Population and Housing Targets

This section details the population and housing targets allocated to Maynooth and Environs over the life of the Plan and provides an overview of where and how the following three different components used in the Plan have been obtained and applied:

1. Allocation to Maynooth (County Kildare) under National Policy Objective 68.
2. Allocation to Maynooth under the Core Strategy of Kildare County Development Plan 2023-2029.
3. Allocation to Maynooth Environs (Moygaddy, County Meath) under the Core Strategy of Meath County Development Plan 2021-2027 (as varied).

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<sup>5</sup> The figure of 17,259 comprises the population living within the Built-Up Area (BUA) of Maynooth as defined by the CSO (see Map 11.1: Maynooth and Environs Land Use Zoning) and is based on the results of Census 2022.

### 3.2.1 Metropolitan Area Strategic Plan Allocation Under NPO 68<sup>6</sup>

Under the provisions of NPO 68 of the National Planning Framework (NPF) a Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principal city and suburban area, to be transferred to the wider metropolitan area i.e., outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan Area.<sup>7</sup> The Metropolitan Area Strategic Plan (MASP) for Dublin states that the provisions of NPO 68 shall apply only to the three Key Towns within the MASP, namely Bray, Swords and Maynooth, and only if they can demonstrate compact growth on high capacity planned or existing public transport corridors.

The Eastern and Midland Regional Assembly (EMRA) has, in consultation with the MASP Implementation Group (July 2020), allocated an additional population growth target of 10,000 persons to Maynooth in County Kildare over the period to 2031, as provided for under NPO 68. It is considered vital that this additional growth allocation be accommodated in a manner that is in keeping with the principles of compact growth and the designation of Maynooth as a Decarbonising Zone (DZ). Furthermore, Section 2.4.2 of the Kildare County Development Plan 2023-2029 seeks to ensure that *'the precise population allocation that will be attributed to Maynooth [under NPO 68] will be determined through the preparation of the Joint Local Area Plan... on foot of detailed assessments and audits of available social and physical infrastructure.'*

The Maynooth and Environs Area Based Transport Assessment (MEABTA), a supporting document of this Plan, provides a critical evidence base for implementing an integrated transport and plan-led approach to preparing the most optimal development strategy for the town. In progressing the MEABTA a series of land use modelling scenarios were developed for Maynooth and Environs over the period to 2038. The initial round of modelling incorporated the entire 10,000 additional population allocated under the MASP, in addition to Core Strategy allocations from each county. This found that, notwithstanding the delivery of public transport investments projects such as DART+ West and BusConnects, along with the development of critical portions of the Maynooth Outer Orbital Route (MOOR), the road network of the town was unable to cope with the volume of traffic generated by the full additional 10,000 population allocation, in addition to the allocations under the respective core strategies of both local authorities. A revised set of growth scenarios, using a figure of 50% of the NPO 68 / MASP additional allocation (i.e., 5,000 persons), indicated that the roads infrastructure of the town would have the capacity to

<sup>6</sup> It is noted that under the updated Draft Revised National Planning Framework (November 2024) there is no longer a specific National Policy Objective that relates to the transfer of up to 20% of the phased population growth targeted in the principal city and suburban area, to be redirected to the wider metropolitan area (i.e., to Maynooth, County Kildare). However, the provisions of the Draft First Review of the NPF continues to support this increased population allocation to MASP settlements such as Maynooth, on the proviso that such additional growth *'would be targeted towards the delivery of new sustainable communities at brownfield and greenfield locations along existing or planned high capacity public transport corridors in accordance with the principles of Transport Orientated Development'* (p. 152, Updated Draft Revised NPF). Accordingly, it is considered that the additional population allocation under NPO 68 given to Maynooth (County Kildare) as outlined below, remains unaffected by the NPF review.

<sup>7</sup> NPO 68 notes that this will be subject to; Any relocated growth being in the form of compact development, such as infill or a sustainable urban extension; Any relocated growth being served by high-capacity public transport and or related to significant employment provision; and National Policy Objective 9, as set out in Chapter 4 of NPF (relating to settlements identified for significant growth).

accommodate this level of increase, albeit still presenting challenges to both the road and the public transport network in the town.

**Table 3.1** Methodology for Applying the NPO 68 / MASP Allocation to Maynooth (County Kildare)

- The period 2024-2031 (the remaining period covered by the RSES) extends to 8 calendar years.
- This Plan proposes that the 50% of the 10,000 additional population allocation (i.e., 5,000 persons) will be divided over the period i.e.,  $5,000/8 \text{ years} = 625 \text{ persons per annum}$ .
- This would mean that over the life of the Plan from 2024 to Quarter 1 2031 the population allocation would be  $625 \times 7 \text{ years} = \mathbf{4,375 \text{ persons or } 1,591 \text{ units}}$  (using a household occupancy rate of 2.75 as provided for in the Kildare County Development Plan 2023-2029).
- It is envisaged that the remainder of the NPO 68 / MASP allocation of 625 persons covering the year 2031 will be allocated in the next Local Area Plan, subject to any subsequent review of the RSES.

**Note:** All of the growth allocation under NPO 68 / MASP is required to occur on lands located within County Kildare.

### 3.2.2 Housing and Population Allocation for Maynooth (County Kildare)

Table 3.2 (below) sets out the allocation for the Maynooth (County Kildare) as provided for under the Core Strategy of the Kildare County Development Plan (CDP) 2023-2029 and extended by two calendar years to align with the life of this Joint Plan.<sup>8</sup>

**Table 3.2** Population and Housing Unit Allocation to Maynooth Under the Kildare CDP 2023-2029 as Applied to the Joint Local Area Plan

Maynooth census 2022 pop.	Housing and pop. target % in Kildare CDP	Pop. target 2023 to 2028 (end of Q4) (persons)	Housing target 2023 to 2028 (end of Q4) (units) in accordance with HSTGs	Kildare CDP housing annualised target for Maynooth	Joint LAP target in units (166 x 8 years i.e., 2023-2030)	Additional pop. target for Maynooth 2030 (based on 2.75 persons per unit)
17,259	10.9%	2,741	997 units	166 units	<b>1,329 units</b>	<b>3,656 persons</b>

### 3.2.3 Housing and Population Allocation for Maynooth Environs (County Meath)

Table 3.3 (overleaf) sets out the allocation for the Maynooth Environs as provided for under the Core Strategy of the Meath County Development Plan 2021-2027 (as varied) and extended by three calendar years to align with the life of this Joint Plan.

<sup>8</sup> The population/housing allocation for Maynooth and Environs does not include provision for the 2031 calendar year as the Joint Plan expires in Quarter 1 2031.

**Table 3.3** Allocation to Maynooth Environs (Moygaddy) Under Meath CDP 2021-2027 (as varied)

Population allocation under Meath CDP 2021-2027	Target unit occupancy rate	Housing target 2021-2027	Annualised growth for the Maynooth Environs	Joint LAP target in units (83.3 x 9 years i.e., 2021-2030)	Additional pop. target for Maynooth Environs 2030 (based on 2.5 persons per unit)
1,000	2.5 persons per household <sup>9</sup>	500 units	83.3 units	<b>750 units*</b>	<b>1,875 persons</b>

\*The majority of residential growth will occur outside of the current Meath County Development Plan 2021-2027 period.

### 3.2.4 Total Housing and Population Targets to Quarter 1 2031 for the Joint Plan Area

Table 3.4 (below) outlines the total housing and population targets for the Joint Plan area over the life of the Plan to Quarter 1 2031.

**Table 3.4** Total Housing and Population Allocation to Maynooth and Environs 2024 – Quarter 1 2031

	Unit Target	Population Target
<b>Maynooth (County Kildare)</b> (Including NPO 68 / MASP provision)	2,920 units <sup>10</sup>	8,031 persons (@ 2.75 persons per unit)
<b>Maynooth Environs (County Meath)</b>	750 units	1,875 persons (@ 2.5 persons per unit)
<b>Total target</b>	<b>3,670 units</b>	<b>9,906 additional persons</b>

<sup>9</sup> As per Section 2.9.5 of the Meath County Development Plan 2021-2027.

<sup>10</sup> NPO 68 / MASP + Kildare CDP allocation and annualised growth (1,591 + 997 + 332 = 2,920 units).



Table 3.5 (below) illustrates the overall population growth of the town from 2016 and shows the targeted population of the town at the end of the Plan period in 2031.

**Table 3.5** Population Growth for Maynooth 2016 – Quarter 1 2031

<b>Population</b> <i>Census 2016</i>	14,585
<b>Population</b> <i>Census 2022</i>	17,259
<b>Estimated Population</b> <i>Q1 2023<sup>11</sup></i>	17,426*
<b>Population Target</b> <b>Quarter 1 2031</b>	<b>27,332</b> (increase of 9,906 persons on 2023 estimate)

\*This figure is provided for the purposes of:

- a) Providing an estimate of the population of Maynooth at the commencement of the Kildare County Development Plan 2023-2029 i.e., at the start of the period covered by the Core Strategy population/housing allocation for Maynooth (County Kildare), as discussed in Section 3.2.2.
- b) To ensure a more accurate estimate of the target population in Q1 2031 to determine social infrastructure provision in the town as part of the Social Infrastructure Audit.

For the purposes of clarification, it is reiterated that the proposed population increase of **9,906 persons** incorporates 50% of the overall NPO 68 / MASP Allocation to Maynooth, as calculated in Table 3.1. If the full 10,000 additional population was to be applied, then the proposed population increase in the town to Quarter 1 2031 would be **15,531 persons**.

<sup>11</sup> This figure was calculated based on the Census 2022 population of the town (17,259), in addition to the increased population residing in new homes completed in the town between the start of Q2 2022 and end of Q4 2022 (i.e., the period following the Census in April 2022). CSO data records that 75 units were constructed in the town in 2022. Accordingly, 75 units / 4 (Quarters) x 3 Quarters = 56.25 units x 2.97 average unit occupancy for Maynooth in 2022 = 167 persons + 17,259 Census 2022 population provides an estimated population for Q1 2023 of 17,426 persons.

### 3.3 Delivering Compact Growth in Maynooth

National Policy Objective 3c of the NPF requires at least 30% of all new housing units to be delivered within the existing footprint of the settlement. It is an objective of the Kildare County Development Plan 2023-2029 to promote compact growth and the renewal of towns and villages through the development of underutilised town centres and brownfield sites, maintaining a ‘live’ baseline dataset and to monitor the delivery of population growth on existing zoned and serviced lands to achieve the sustainable compact growth targets of 30% of all new housing within the existing urban footprint of settlements (Kildare County Development Plan Objective CS O5, refers).

#### What is the Built-Up Area of a town?

Built Up Areas (BUAs) are a new statistical geography released as part of Census 2022, created by combining small areas to identify the footprint of urban centres across Ireland. The BUAs are created from clusters of urban development (grouping all buildings, not just dwellings) and their boundaries reflect land use for urban purposes.

In keeping with the compact growth policy objectives at all levels of the plan hierarchy, this Joint Plan seeks to maximise the level of residential development within town centre and infill sites, deliver sustainable densities along public transport corridors and nodes, and place particular emphasis on implementing the principle of sequential development by prioritising new residential zoned lands that are contiguous to the settlement boundary, thereby achieving the effective consolidation of the town. Accordingly, it is calculated that the Joint Plan provides for circa 54% of all new residential units (as outlined in Tables 3.8 and 3.9) to be developed within the Census 2022 Built-Up Area (BUA) of Maynooth. This is well in excess of the 30% requirement under National Policy Objective 3c of the NPF.

#### 3.3.1 A Tiered Approach to Land Zoning

Appendix 3 of the National Planning Framework (NPF) requires the Plan to adopt a Tiered Approach to Land Zoning. On foot of this, a Settlement Capacity Audit (SCA) was prepared to assess the suitability of lands for future development and is published with the Draft Joint Plan.

The SCA methodology provides a weighted scoring of potential sites for future development on the basis of sustainable planning and service ability/infrastructural criteria. The SCA determines the designation of lands as either Tier 1 lands (lands that are already serviced) or Tier 2 lands (lands that are serviceable within the life of the Plan) and identifies the likely development services required to support new development. An indicative timeframe for delivery of critical infrastructure (i.e., short term, medium term or long term) is also provided. In addition to residential lands, potential employment lands have also been included in the assessment. The SCA is considered to be a critical tool in delivering consolidated and sequential development within Maynooth and has informed Section 3.4 Defining Residential Capacity in Maynooth as well as Section 11.5 Implementation and Infrastructure Delivery Schedule.

### 3.3.2 Active Land Management and Compact Growth

Similar to other settlements in the Dublin Metropolitan Area, Maynooth, a designated Rent Pressure Zone since March 2017, suffers from a chronic shortage of housing which is compounded by a lack of appropriate student accommodation. It is therefore vital to ensure the delivery of all the housing units allocated to Maynooth and Environs during the life of the Joint Plan. In order to ensure such development is sustainable, it is considered that an active land management approach on behalf of both local authorities is critical to achieving the delivery of a continuous supply of new housing in the town in a consolidated, sequential and phased manner.

The Joint Plan, through its various provisions and objectives incorporates the following active land management and compact growth measures:

- Prioritising residential development within the town centre through the designation of a 5.7 hectare brownfield/infill site as a Settlement Consolidation Site (SCS) and providing a detailed Urban Design Framework to assist in the delivery of a new mixed-use urban neighbourhood
- A prioritisation of compact growth development by targeting approximately 54% of all new residential units to be provided on brownfield, infill and sequentially appropriate greenfield sites within Maynooth's defined Built-Up Area (BUA)
- Promoting the town centre as a 'living' and 'liveable town' by examining the potential of underutilised/vacant sites within the historic grid and also providing for public realm interventions as part of the Maynooth Town Renewal Masterplan
- Supporting the application of the Residential Zoned Land Tax (RZLT) to applicable residential zoned lands in the town
- Identification of existing infill sites suitable for residential development within the plan area (Map 11.2: Implementation)
- Providing for the phased and plan-led delivery of a new rail-based neighbourhood at Maynooth West Transport-Oriented Development (TOD)
- Identifying locations within the town that can accommodate taller buildings
- Utilising the Settlement Capacity Audit to identify the infrastructural readiness of lands in Maynooth and Environs which will accommodate new residential development (see Section 3.4)
- Supporting the completion/phased delivery of transport infrastructure including the Maynooth Eastern Ring Road (MEER) and the Maynooth Outer Orbital Route (MOOR) which will provide access to sequentially appropriate lands designated as *Tier 2 – Serviceable* (by the Settlement Capacity Audit) within the life of the Plan

### 3.3.3 Building Heights

The Urban Development and Building Heights – Guidelines for Planning Authorities (DHPLG, 2018) contain a number of mandatory Specific Planning Policy Requirements (SPPRs) which local authorities are obliged to provide for when making their statutory plans. Of particular relevance is SPPR 1 which requires local authorities explicitly to identify areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development and that such plans shall not provide for blanket numerical limitations on building height. Also of relevance is SPPR 4 which requires that the densities set out in the Sustainable Residential Development and Compact Settlements Guidelines (DoHLGH, 2024)

should be met and also a greater mix of building heights and typologies in planning for the future development of suburban locations, in particular in developments of 100 units or more (see Section 5.4 for further details on residential densities).

Having regard to the requirements outlined, this Joint Plan does not propose to place any height limitations on new development in Maynooth. Also, in keeping with the provisions set out in SPPR 1, the respective county development plans<sup>12</sup> of Kildare County Council and Meath County Council have identified the following locations where taller buildings (in excess of six storeys) may be appropriate:

- Lands immediately outside the historic core and on sites associated with Maynooth University and St Patrick's College, close to the canal and rail line
- Lands west of Maynooth (adjacent to future train station)
- Locations also may include areas served by high-frequency public transport services (Dart+ and BusConnects)
- Maynooth Environs (Moygaddy, County Meath)

It is considered that design excellence, as well as the use of high quality and durable materials is critical in ensuring that taller buildings make a positive contribution to an urban setting. Furthermore, particular care must be taken when making such interventions in a town with such a rich historic fabric as Maynooth, which also features a designated Architectural Conservation Area (ACA). Due regard must be had to the existing characteristics of the receiving environment. As provided for in the Guidelines on Building Heights (p.13), any proposal will be required to *'...successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views'*.

Increased building heights on new residential lands should be subject to site-specific and design quality appraisals which take into consideration the impact of taller developments on the existing urban fabric in order to ensure that such buildings integrate well with their surroundings. Whilst the preferred locations of taller buildings have been identified, it should be noted that this Joint Plan places emphasis on delivering the desired densities at appropriate locations rather than focusing on increasing building heights. It is further noted that achieving the sustainable residential densities envisaged in Tables 3.8 and 3.9 will, in the majority of cases, not require the development of taller buildings in Maynooth.

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<sup>12</sup> Table 14.4 of the Kildare County Development Plan 2023-2029 and Section 11.5.9 of the Meath County Development Plan 2021-2027 (as varied) identifies locations for taller buildings in Maynooth.

### 3.4 Defining Residential Capacity in Maynooth

#### 3.4.1 Extant Planning Permissions

This Plan retains areas of land with extant (active) planning permissions for residential development (535 units) previously zoned for new residential purposes under the Maynooth Local Area Plan 2013-2019. At the time of writing there were no extant permissions for residential development in the Maynooth Environs (Moygaddy, County Meath).

**Table 3.6** Significant Extant Permissions for Residential Development

Residential Scheme	Units for Delivery 2024-2031
Parson Street	169
Mill Street	115
Mariavilla (Dunboyne Road)	81
Celbridge Road	105
Old Greenfield (Part 8 scheme)	65
<b>Total:</b>	<b>535</b>

Site survey: May 2024

The Section 28 Ministerial Guidelines on Development Plans (2022) are explicit in how extant planning permissions for residential development should be considered in the context of the Core Strategy, as follows:

- A site with a planning permission that **has yet to commence** may be regarded as having equivalent potential to any other zoned and serviced site for core strategy calculation purposes.
- A site with a planning permission that **has commenced**, should not be wholly excluded from core strategy calculation purposes unless almost fully built out. A reasonable estimate should be made of housing delivery from the permission that is likely to occur during the plan period. This should be informed by recent levels of housing output and local market absorption rates on a whole settlement basis, also allowing for a progressive increase in output.

It is noted that the residential schemes highlighted in Table 3.6 have not yet commenced construction at the time of the site survey. Accordingly, these units **will be included** in the overall housing allocation for Maynooth (County Kildare), as outlined in Table 3.7 (overleaf).

#### 3.4.2 Projected Residential Yield

The Development Plans – Guidelines for Planning Authorities (2022) states that broad assumptions regarding the residential yield to be delivered on substantial individual sites is required, together with estimates of smaller-scale infill housing growth. This is to ensure that such provision aligns with the quantity of land necessary to accommodate housing supply targets and to ensure consistency with the respective Core Strategies of both Kildare and Meath County Council. This information also assists in providing the clarity and transparency necessary to ensure the effective delivery of compact growth in Maynooth, in accordance with Regional Policy Objectives (RPO) 3.1, RPO 3.2 and RPO 9.8.

As previously stated, there are a number of sites with active planning permissions for residential development to be completed and delivered during the lifetime of the Plan. Table 3.7 (below) has been informed by the relevant planning permission on sites with extant (active) permissions. As noted in Section 3.2.3, 750 residential units have been allocated to the Maynooth Environs. For Maynooth (County Kildare) the balance of 2,385 units (Table 3.7, refers) required (i.e., the number of units less those with extant permission) will be provided on approximately 75.44 hectares of 'C: New Residential' zoned lands.

**Table 3.7** Unit Target to Quarter 1 2031 (less extant permissions)

<b>Maynooth Environs (County Meath)</b>	<b>Units</b>
Units allocated to the Maynooth Environs to Q1 2031	750
Less extant permissions on new residential lands	0
<b>Remaining unit target (Maynooth Environs):</b>	<b>750</b>
<b>Maynooth (County Kildare)</b>	<b>Units</b>
Units allocated to Maynooth (County Kildare) to Q1 2031	2,920
Less extant permissions on new residential lands	535
<b>Remaining unit target (Maynooth, County Kildare):</b>	<b>2,385</b>

The net unit densities estimated for each site are outlined in Tables 3.8 for the Maynooth Environs (below) and Table 3.9 (overleaf). With regard to specific densities on lands that do not already have extant permission both Tables 3.8 and 3.9 apply a notional average net density range to each individual site taking into consideration their particular characteristics. This is in keeping with the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024) which states that generally, the net site area would be between 65% - 80% of the total gross area. In any case, the overall density of development and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics, local conditions, design sensitivities and the overall quality of the scheme and having regard to the various provisions on development management within the applicable county development plan, along with the relevant Section 28 Ministerial Guidelines.

**Table 3.8** Unit target to Quarter 1 2031 (less extant permissions)

<b>Zoning Designation</b>	<b>Location</b>	<b>Site Area (Ha.)</b>	<b>Site in BUA</b>	<b>Estimated Residential Yield (approx. no. of units)</b>	<b>Net Density (dwellings per hectare - dph)</b>
<b>A2: New Residential</b>	Maynooth Environs	23.08	No	750*	40.5 dph

\*Density is based on a net site area of 80% (18.5 ha) of the total gross site area (23.08 ha) as provided for in the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024).



**Table 3.9** Estimated Residential Capacity for Maynooth (County Kildare)

Zoning Designation	Location	Site Area (Ha.)	Site in Built-Up Area (BUA)	Estimated Residential Yield (approx. no. of units)	Net Density (dwellings per hectare - dph)
<b>Units allocated to 'A: Town Centre' and 'B: Existing Residential / Infill' zoned lands</b>	Maynooth Town Centre and on infill sites	N/A	Yes	120	N/A
	Settlement Consolidation Site	N/A	Yes	130* (in addition to extant permissions)	100 dph
	Old Greenfield (Part 8 scheme)	1.9	Yes	65	N/A
<b>Units with extant permission within 'A1: Town Centre' and 'C: New Residential' zoned lands</b>	Parson Street	1.29	Yes	169	N/A
	Mill Street	1.05	Yes	115	N/A
	Celbridge Road C(1)	3.02	Partially	105	N/A
	Mariavilla (Dunboyne Road) C(7)	c.2.4	Yes	81	N/A
<b>Sub Total:</b>		-	-	<b>785</b>	
	Railpark KDA C(2)	30.47	Partially	954	40 dph
	Dublin Road C(3)	3.55	Yes	124	42.5 dph
	St Patrick's College C(4)	4.84	Yes	310	80 dph
	Crewhill KDA C(5)	15.11	Partially	422	40 dph
	Rye Water Valley KDA C(6)	9.89	Yes	316	40 dph
	Lyreen Avenue KDA C(8)	5.47	Yes	263	60 dph
	Newtown Road C(9)	6.11	Partially	196	40 dph
<b>Sub Total:</b>		<b>75.44**</b>	-	<b>2,585</b>	
<b>TOTAL:</b>			-	<b>3,370***</b>	-

\* Maynooth Central Settlement Consolidation Site has a combined potential residential yield of 299 units, i.e., 130 units in addition to the permitted development on Parson Street (169 units) referred to in this table.

Potentially, 130 residential units could be delivered on half of the remaining area ( $5.7 \text{ ha} - 1.98 \text{ ha} = 3.72 \text{ ha} / 2 = 1.86 \text{ ha}$ ) if brought forward at 70% net site area at 100 units per hectare.

\*\*This figure is for the area of lands zoned for 'C: New Residential' uses without extant permission.

\*\*\* This figure represents an increase of 450 units on the 2,920 units allocated to Maynooth (County Kildare) the justification for which is set out below.

The excess of 450 units within Maynooth (County Kildare) can be justified on a number of grounds including the provision set out in Section 4.4.3 of the Development Plans – Guidelines for Planning Authorities (2022) which states that *'in certain instances a planning authority may therefore provide zoned residential sites in addition to those required to meet the settlement housing supply target. This means that a planning authority, after identifying the site/land requirements to meet the housing supply target for that settlement, may also identify additional sites/lands to ensure sufficient choice for development potential is*

*safeguarded*'. It is considered that not all sites which have been zoned for new residential development within the town may come forward for development within the life of the Plan and therefore it is incumbent upon the local authority to allow for a modest amount of excess new residential lands in order to provide for a level of flexibility within the Plan to ensure that the overall housing target for the town is delivered.

The Joint Plan provides for a Phase 2: New Residential – Transport-Oriented Development on lands within the Maynooth West Masterplan (see Table 11.7 for further details). The purpose of this zoning designation is to support and facilitate development of a Transport-Oriented Development (TOD) surrounding the location of the proposed new train station at Maynooth West. New residential development on these lands will be required to be phased and delivered in tandem with the delivery of both DART+ West and Maynooth West Train Station.

Furthermore, the Plan also contains a 'SR: Strategic Reserve (*Long Term Strategic and Sustainable Development Site*)' land use zoning objective which has no potential residential yield identified over the life of the Plan. These lands which extend to 102.1 hectares seek to provide for the future strategic expansion of the town, in line with stated county and regional planning policy. It is important to note that the inclusion of these lands will **in no way infer** a prior commitment regarding the nature of any future zoning. Such a future decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area, along with having regard to all relevant policies and guidelines in place at that time.

### 3.5 Compliance with the County Core Strategies

To ensure continued compliance with the respective County Core Strategies of Kildare and Meath, and the associated housing targets for Maynooth and Environs, it will be necessary to monitor the number of residential units permitted and developed by each planning authority on an annual basis. This will be conducted as part of the dedicated permanent system of plan monitoring within each county which is a requirement of the Development Plans – Guidelines for Planning Authorities (2022). If it appears that population targets are likely to be exceeded because of increased densities, it may be necessary to review the Plan.

Furthermore, Objective CCSO 1.2 of the Plan provides for the establishment of a Maynooth and Environs Joint Local Area Plan Monitoring and Implementation Group between the two local authorities. This group will develop and oversee a Monitoring and Implementation Framework that will ensure the co-ordinated implementation of the Plan, within each Planning Authority's respective functional area, in keeping with the provisions of Regional Policy Objective (RPO) 4.35.

#### 3.5.1 Economic, Retail and Social Infrastructure Capacity

##### 3.5.1.1 Employment

The Joint Plan seeks to ensure that Maynooth fulfils its identified role as a Metropolitan Key Town to contribute to the long term economic development of the Dublin Metropolitan Area by targeting a job ratio (population and employment ratio) of at least 1:1 for the town over the life of the Plan. Emphasis has been placed on focusing employment growth and identified sectoral opportunities in locations to the west of the university and in the

Maynooth Environs (Moygaddy, County Meath), as designated in the Regional Spatial and Economic Strategy. The location of new employment lands proximate to residential development within the town is also a key feature of the Plan. The continued expansion of Maynooth University which is also a key employment destination will be proactively supported, as will its role in research and development and in entrepreneurial spin-off activities to foster the knowledge economy in the town, and to promote synergies between the university and key employers across the region. The Plan will also seek to identify other areas for employment growth, including the development of the tourist offer and the promotion of Maynooth as a greenway destination town and an ‘*activity hub*’ for water-based recreational activities.

### 3.5.1.2 *Retail*

The objectives of this Plan seek to maintain and consolidate the viability and vitality of the designated Core Retail Area<sup>13</sup> of Maynooth. This will be undertaken through a range of measures which will seek to implement the Government’s Town Centre First Policy (2022), particularly with respect to the promotion of ‘*experience-led retailing*’ and improved place quality in order to enhance the town centre’s potential as a destination for both residents and visitors alike. In implementing the 10-minute settlement principle, this Plan seeks to protect established neighbourhood centres through appropriate land use zoning objectives along with the identification of new neighbourhood centres within the town.

### 3.5.1.3 *Social Infrastructure*

A key component of this Plan is the provision of adequate social infrastructure to cater for both the needs of the existing population as well as to accommodate the projected level of growth within the plan area. In this regard, a Social Infrastructure Audit (SIA) has been carried out to identify any existing shortfalls and ensure that adequate provision is made for such infrastructure to meet the future needs of the town. On foot of the findings of this Audit, a number of objectives have been incorporated into the Plan to support and facilitate the targeted delivery of such infrastructure in tandem with the development of new housing and employment lands. Examples of specific facilities and amenities that have been identified in the Joint Plan include the provision of a new urban neighbourhood park within the Maynooth West lands, a Lyreen-Rye Water Linear Park and a Municipal Sports Facility at Crewhill in the north of the town.

## 3.5.2 **Environmental and Heritage Protections**

The environmental sensitivities of the county identified in the Strategic Environmental Assessment (SEA) process for the Kildare County Development Plan 2017-2023 along with the Meath County Development Plan 2021-2027 (as varied) have informed the respective Core Strategies and the role identified for Maynooth and Environs. The Joint Local Area Plan responds to environmental factors including proposed development within/adjacent to designated natural conservation areas and lands at risk of flooding. It also acknowledges the importance of built and natural heritage as an environmental and economic asset (including tourism) and includes comprehensive and integrated objectives for its conservation and enhancement. The Plan has also been subject to and informed by a Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment

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<sup>13</sup> Designated under the Kildare County Development Plan 2023-2029.

(SFRA). Regarding built heritage protection, a Statement of Character has also been prepared for the Maynooth Architectural Conservation Area (ACA) which provides the local authority, residents and developers with best practice advice for development within the ACA.

### 3.6 Future Development Priorities

The overarching development strategy contained in the Plan seeks not only to provide a robust and ambitious framework to guide the development of the town over the life of the Plan to 2031, but also to put in place measures needed to secure Maynooth’s transition towards being a low carbon town over the longer term. In this regard, whilst working within acknowledged constraints (i.e., the car-oriented low density development present in many areas of the town), the Plan seeks to implement the 10-minute settlement principle within existing areas of Maynooth by promoting opportunities for compact growth development and active travel.

Overall, growth in the town will be prioritised along existing and planned public transport corridors, which will provide opportunities for low and zero-car developments, in conjunction with increased densities to secure the efficient use of land in Maynooth. In this regard, lands surrounding the proposed new train station to the west of Maynooth have been designated in the Plan a ‘*Transport-Oriented Development (TOD)*’. This is intended to accommodate a sustainable urban extension to support the realisation of higher-density car free and low car neighbourhoods that maximise opportunities for sustainable movement.

In keeping with Strategic Development Principle No. 6 (Identifying Future Growth Areas) adjacent lands to the north of the TOD have been designated as a ‘*Long Term Strategic and Sustainable Development Site*’ (LTSSDS). This will provide for the sequential development of the lands over a timescale that extends beyond the life of the Plan. Both the TOD and LTSSDS designations are intended to safeguard these strategic greenfield lands to provide for the plan-led, sequential and phased development of the area over the long term.

#### Compliance with the Core Strategies Objectives

It is an objective of Kildare County Council and Meath County Council to:

- CCSO 1.1** Support and facilitate compact growth development in Maynooth through the adoption of a quadrant-based planning approach to implementing the 10-minute settlement principle in the town. Such an approach shall seek the realisation of an integrated network of well-designed neighbourhoods that can meet the day-to-day needs of residents within a 10-minute walk of all homes in Maynooth. Quadrant-based planning also supports the sustainable intensification and consolidation of the town centre and established residential, commercial and employment areas.
- CCSO 1.2** Establish a Joint Local Area Plan Monitoring and Implementation Group following the adoption of the Plan who will prepare a Monitoring and Implementation Framework that will include an agreed co-ordinated approach for the monitoring of the Plan, along with ensuring the effective implementation and delivery of its provisions and objectives, for the

respective local authorities. This will include an update to be provided two years after the adoption of the Plan on the servicing and social infrastructure delivered in the town over the intervening period.

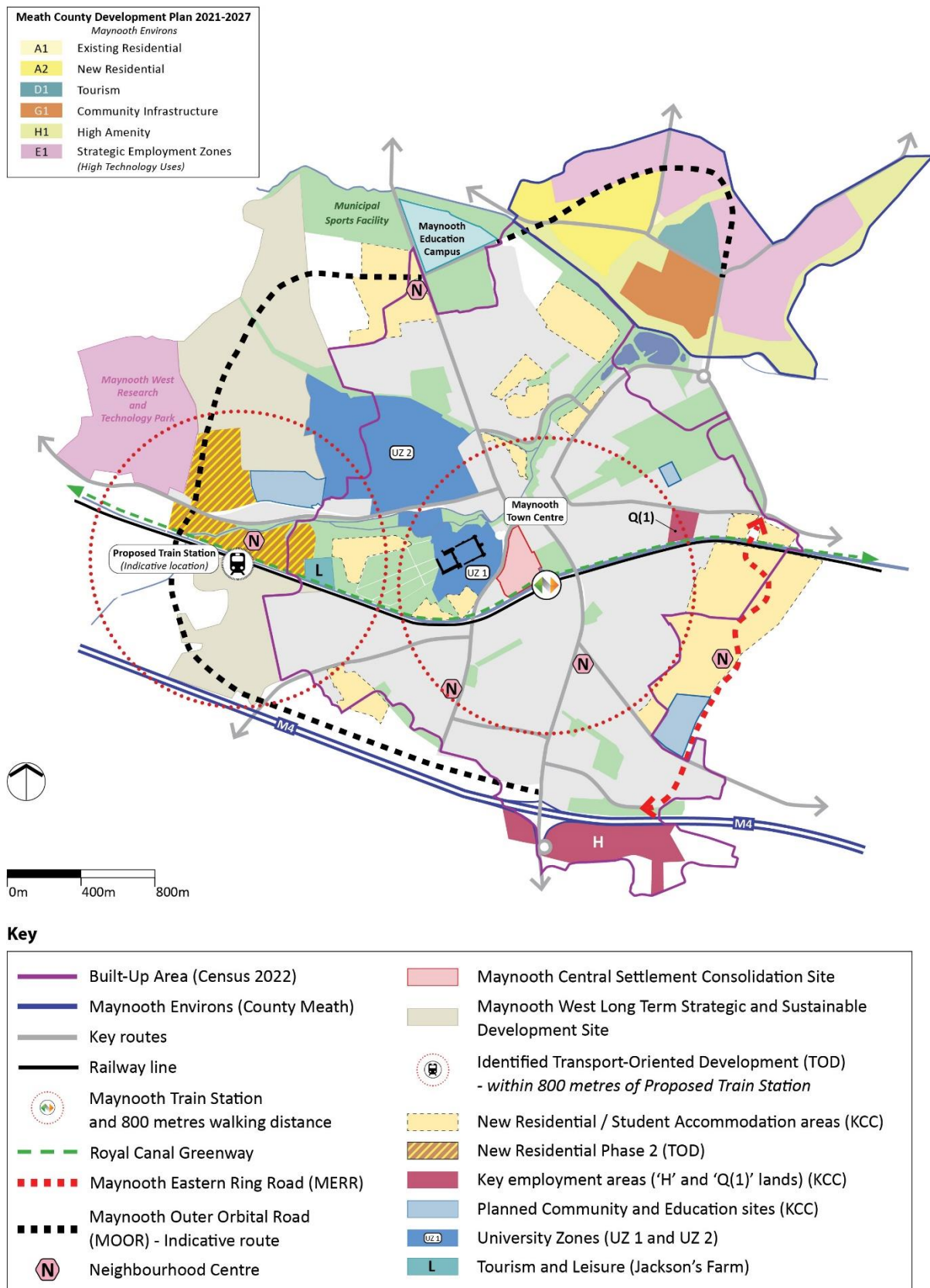
- CCSO 1.3** Ensure sufficient land is zoned at appropriate locations to satisfy the Core Strategy growth allocations of the Kildare and Meath County Development Plans, as well as the appropriate application of the Transitional Population Targets provided for under the National Planning Framework or any review thereof.
- CCSO 1.4** Support new residential development and infill development that occurs in tandem with the delivery of supporting physical and social infrastructure.
- CCSO 1.5** Focus new enterprise development into lands identified for Research and Technology, Industry / Office Park and Warehousing, and Enterprise and Employment uses.
- CCSO 1.6** Preserve the lands identified as '*Maynooth West Long Term Strategic and Sustainable Development Site*' on Map 11.2: Implementation, thereby controlling the level of piecemeal and haphazard development on these lands and safeguarding their strategic value in accommodating the orderly sequential expansion of the urban settlement beyond the current Plan period.
- CCSO 1.7** Continue to actively seek funding from relevant agencies and government sources including the Urban Regeneration and Development Fund (URDF) to secure financial support for all regeneration and urban development projects in Maynooth.
- CCSO 1.8** Address the deficit in social infrastructure in respect of the provision of a community centre and municipal sports facility, through the application of a Special Development Contribution where specific exceptional costs in respect of recreational and community facilities not covered by the Councils' development contribution schemes are incurred.
- CCSO 1.9** Ensure that projects giving rise to adverse effects on the integrity of European sites (cumulatively, directly, or indirectly) arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall not be permitted on the basis of this plan.<sup>14</sup>

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<sup>14</sup> Except as provided for in Article 6(4) of the Habitats Directive, viz. there must be: (a) no alternative solution available, (b) imperative reasons of overriding public interest for the plan to proceed; and (c) adequate compensatory measures in place.



**Figure 3.1** Maynooth and Environs Development Strategy Map





## 4 Delivering Place Quality in a Low Carbon Town

### 4.1 Overview

This chapter outlines key provisions which seek to safeguard and improve place quality within Maynooth over the life of the Plan. A key element of this comprises a high level examination of Maynooth’s urban structure which provides an understanding of the current levels of urban quality and liveability within the town. Such an exercise is considered crucial in highlighting and overcoming current spatial weaknesses in Maynooth as well as identifying key strengths to be built upon and used as a basis for prioritising people-centred urban design and healthy placemaking in a sustainable and compact settlement.

#### What does ‘Place Quality’ mean?

Research from UN-Habitat shows us that well-designed urban areas are socially richer, environmentally kinder and economically more productive. The concept of ‘place quality’ stems from the idea that a well-designed place is one which returns the greatest value to its users thereby sustaining them in healthy, socially rich and economically productive lifestyles that has a low-level impact on the environment.

### 4.2 The Role of Compact Growth in Delivering Place Quality

The promotion of compact growth forms an integral element of spatial policy at all levels of the planning hierarchy. Not only is compact growth a National Strategic Outcome (NSO 1) of the National Planning Framework but it is also considered to be critical for the achievement of several other National Strategic Outcomes (NSOs) including *Sustainable Mobility* (NSO 4) and the *Transition to a Low Carbon and Climate Resilient Society* (NSO 8). Compact growth development maximises the efficient use of land within a settlement and in doing so

#### What is ‘Compact Growth’?

Compact growth means building within the existing built-up footprint of settlements, instead of low density development occurring on greenfield sites in peripheral locations. Compact growth does not mean high-rise developments or smaller unit sizes. Examples of compact growth include infill development schemes and ‘*living over the shop*’ developments.

facilitates the achievement of critical mass to support increased level of services and supporting infrastructure. Critical mass allows for sustainable modes of transport (i.e., walking, cycling and public transport) to become more viable and attractive options for both residents and visitors, thereby reducing car dependency. Compact growth is therefore considered to not only be a key climate action tool that will underpin the implementation of the 10-minute settlement principle, but in doing so it will also contribute to the improvement of place quality within the town.

#### 4.2.1 Compact Growth and Place Quality: Trade-offs and Benefits

Compact growth and place quality have an interdependent relationship. Successful compact growth cannot be achieved within a settlement in the absence of a high quality environment. Compact growth requires trade-offs to be made where for instance, developments with increased densities have reduced levels of private open space (i.e., the lack of a front garden) and lower levels of car parking but benefit greatly in terms of higher-quality public spaces and greater opportunities for active travel, along with improved

accessibility to key services and community infrastructure. This ‘*trade-off*’ is recognised by the NPF which has provided for the establishment of a multi-billion-euro Urban Regeneration and Development Fund (URDF) to bring about the physical transformation required to improve place quality within our urban environments that is needed to accompany the successful implementation of national compact growth targets.

### 4.3 The Urban Structure of Maynooth: An Overview

The figure ground and water map (Figure 4.1 below) shows the urban footprint of the town and its surrounding hinterland and illustrates a number of important features that define the key characteristics of the urban structure of Maynooth. Firstly, it clearly depicts a coherent and legible historic urban core based around a planned street grid laid out in the mid-eighteenth century. What is most striking is its very limited size in comparison to the present urban footprint of the town, and that despite its originally designed function as a village serving the Carton estate, it continues to successfully fulfil its role as the commercial centre of a large and growing settlement.

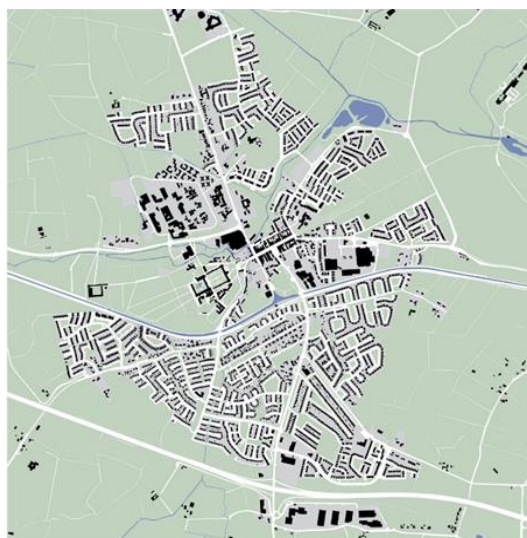
**Figure 4.1** Maynooth Figure Ground and Water Map



**Figure 4.2** Maynooth Inverted Figure Ground Map



**Figure 4.3** Maynooth Green Open Space Map



Immediately outside the historic urban core the extended low density and somewhat dispersed nature of development is clearly visible in the inverted figure ground map (see Figure 4.2 above). Furthermore, evidence of development pressures in the rural hinterland can be seen in the established patterns of ‘one-off housing’ development to the east, southeast and southwest of the town. Figure 4.2 also highlights the higher intensity of more recent developments adjacent to the town centre. These developments are for the most part associated with retail centres (Manor Mills Shopping Centre and Carton Retail Park), Maynooth Business Campus and Maynooth University, and reflect modern requirements for larger floorplates to accommodate such commercial, employment and education uses.

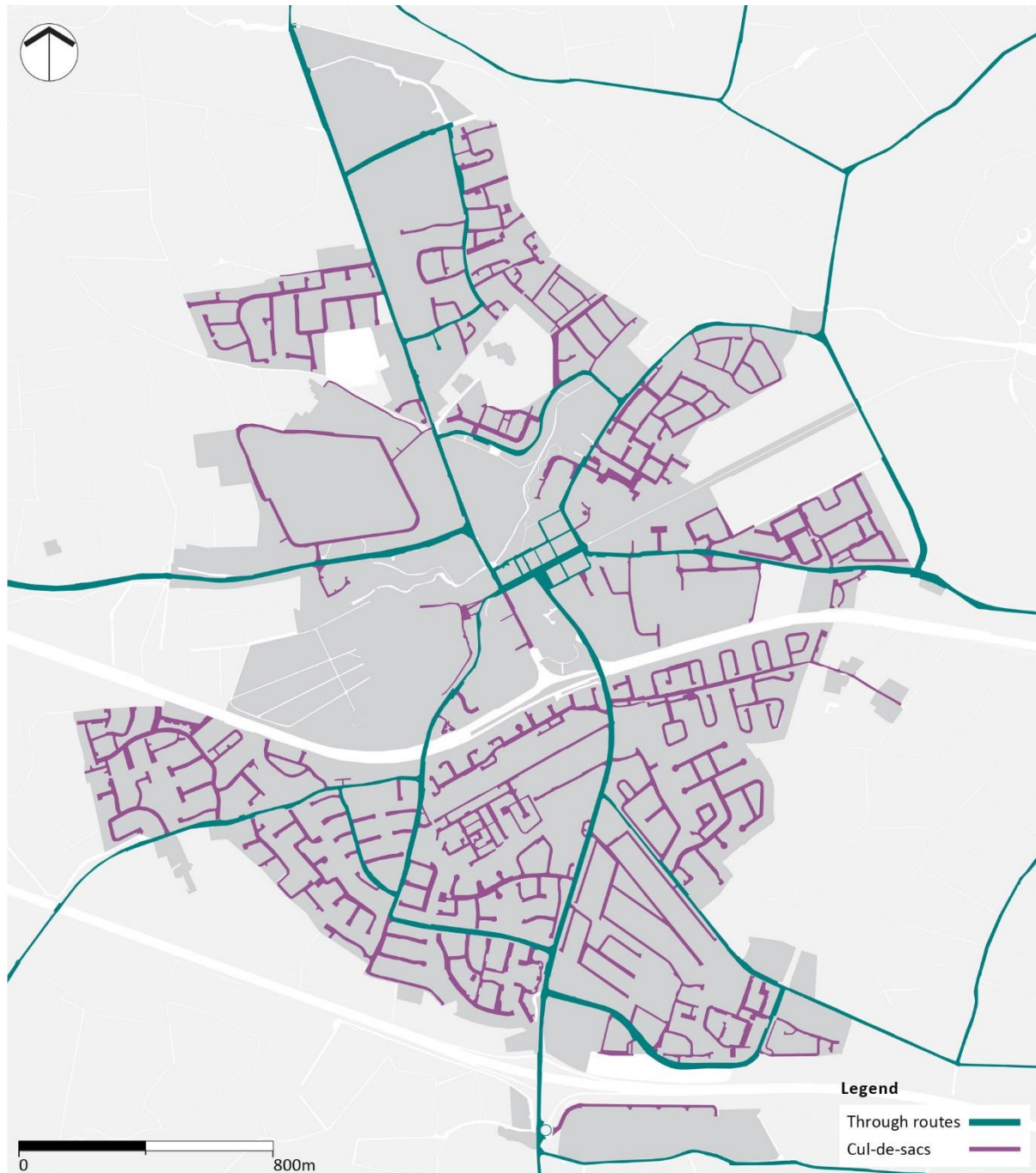
Figure 4.3 (see above) shows the importance of both green open space and water in Maynooth and how it has helped shape the growth of the town. Indeed, green and blue infrastructure features such as Carton Avenue, the Royal Canal, and the Lyreen and Rye Water Rivers are critical in lending Maynooth a distinctive character and sense of place. Such natural and built heritage assets must be both protected and enhanced to safeguard place quality in Maynooth as it continues to grow into the future.

#### 4.3.1 Permeability and Walkability in Maynooth

How the urban structure of a settlement has developed has huge repercussions on its permeability and consequently the overall walkability of a town. Figure 4.4 (overleaf) depicts the key movement routes in Maynooth. This clearly shows that the urban structure of the town mirrors closely that of other similarly sized settlements in the country. This is where the settlement’s historic core is characterised by permeability (i.e., a well-established network of streets and through routes) but is surrounded by development serviced in the main by cul-de-sacs. Accessed from arterial routes and characterised by low density, suburban style housing, this type of development forms the predominant feature of the present-day built environment in Maynooth.



**Figure 4.4** Through Routes and Cul de Sacs in Maynooth



Unfortunately, such development, which typifies the growth in Irish towns over the past number of decades, has created a car-oriented urban structure which strongly discourages active modes of travel. This is because it is a well-established observation of planning and urban design that a 5-minute walk (circa 400 metres) to a local shop or a 10-minute walk (circa 800 metres) to a key public amenity (i.e., a public transport hub or town centre) are the maximum distances that most people will take a decision to walk to rather than drive.<sup>15</sup>

<sup>15</sup> Sources: Urban Design Compendium (2000) and Am Azmi et al. (2012)

**Figure 4.5** Moyglare Abbey Estate**Figure 4.6** Silken Vale Estate

Figures 4.5 and 4.6 provide an interesting insight into how the impermeable nature of the urban structure in Maynooth has effectively locked-in car dependency into residential communities within the town. Figure 4.5 illustrates the situation in the Moyglare Abbey estate, where residents of *The Paddock* must walk approximately 670 metres just to get to the entrance of their estate, which is still a substantial walking distance away from the services of the town centre. Figure 4.6 illustrates the situation in the Silken Vale estate, where residents of *The Arches* must walk approximately 650 metres to get to its only entrance on to Straffan Road. This is despite the houses being directly adjacent to another through road, Meadowbrook Road, though separated by a fence. Such examples, of which there are many present in the town represent a major impediment to realising the goal of the 10-minute settlement principle.

#### 4.3.2 Other Challenges to Implementing the 10-Minute Settlement Principle in Maynooth

Aside from issues relating to permeability there are a number of other challenges which create difficulties implementing the 10-minute settlement principle in the town. Whilst the services of the town centre are noted to be within 800 metres (a 10-minute walk) of a large portion of the population, residents living in the periphery of the settlement who are not within walking distance should be proximate to a neighbourhood centre to cater for their immediate needs at a local level. A survey of the distribution of neighbourhood centres within the town in the Social Infrastructure Audit (SIA) (published alongside the Plan) illustrates that there are a number of areas that are not within a 10-minute walk of a neighbourhood centre. These are generally located within the north and southwest of the built-up area. The SIA also shows that the location of critical infrastructure such as sports and recreational facilities and post-primary schools are concentrated to the north of the railway line. Furthermore, apart from the town centre and Maynooth University, the only other major employment destination (Maynooth Business Campus) is located in a relatively inaccessible location, in terms of active travel opportunities, to the south of the motorway.

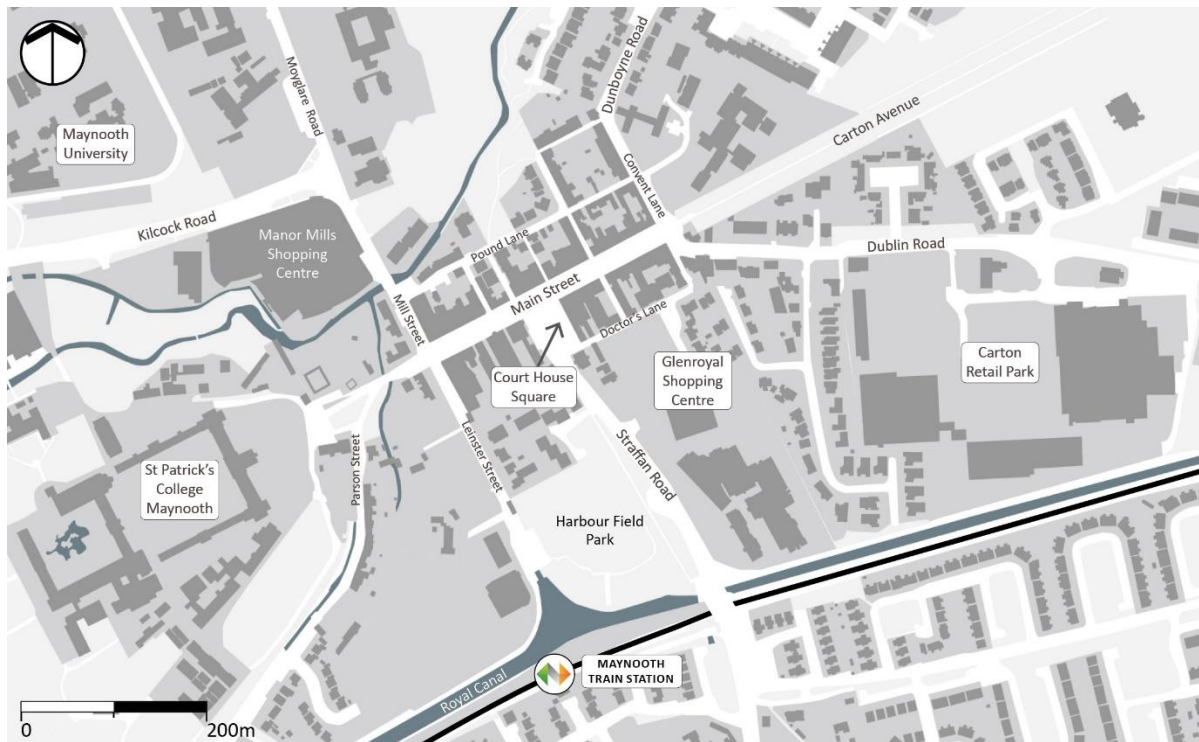
It is acknowledged that there are many practical difficulties in ensuring all areas of the town are within a defined 800 metre catchment of retail, recreational, educational and employment destinations, particularly within the existing built-up area. However, implementation of the 10-minute settlement principle demands an approach that places particular emphasis on ensuring that all residential areas of the town have their immediate recreational, retail and childcare/educational requirements located within a 10-minute walk

of residents' homes. All other trip attractor destinations should be made accessible either via high quality active travel infrastructure or via public transport options.

#### 4.4 Maynooth Town Centre

The town centre of present-day Maynooth is a vibrant and dynamic place and a key destination for retail, commercial and leisure services, serving a wide catchment area. Interestingly, the urban structure of the historic core, particularly its street layout, has remained almost unchanged since the late eighteenth and early nineteenth centuries. Furthermore, its buildings dating from this period have for the most part remained intact, notwithstanding the conversion of many from residential to retail and commercial uses. This ability to change functions shows the capacity of the town centre to adapt in response to the changing needs of its population which has helped it develop and retain its unique and special character that we see today.

**Figure 4.7** Maynooth Town Centre



The town centre continues to evolve with overspill retail schemes being developed to east and west of the historic core in recent years. The demand for increased leisure related uses is also being successfully accommodated in the town, where the wider pavements on Main Street, Courthouse Square and Mill Street are now host to numerous outdoor seating areas for pubs, cafés and restaurants, lending the town an attractive and continental style atmosphere. A survey conducted in the town centre in September 2023 found that 21 establishments

**Figure 4.8** Outdoor Seating on Main Street





provided outdoor seating areas for their customers, which is high considering the nature of the Irish climate.

#### 4.4.1 Active Frontages

An active frontage can best be described as a commercial frontage in which the activity within is easily identifiable and its design helps to enliven the street. For example, an active frontage can take the form of an attractive pub façade or a transparent window displaying shop merchandise. A well-marked entrance leading to uses on the upper floors of a building can also be defined as active as the more doors opening onto a street the more animated it will be. Alternatively, an inactive frontage is one that detracts from the life of the street. Such frontages generally take the form of a blank façade with little or no window openings. These inactive façades create a deadening effect on a street's vitality. A survey of street frontages in Maynooth Town Centre shows that Main Street and Mill Street have a near 100% ratio of active frontage onto the streetscape (see Figure 4.9, below). This is assuming tenancy of all vacant properties over the medium to long term.

**Figure 4.9** Street Frontages in Maynooth Town Centre



The exceptionally high proportion of active frontages have been hugely important in enhancing the town centre's overall attractiveness and helps to explain its appeal as a vibrant and enticing destination for people to visit and spend time in. However, as one moves away from the Main Street, particularly amongst the various lanes, there is an increase in inactive or blank frontages which leads to a corresponding decrease in activities and footfall. This is mainly because of the area's historic backland character which originated as mews and storage buildings. High levels of residential frontages are noticeable to the south and especially to the north of Main Street. These areas have been home to established residential communities since the late eighteenth century.

**Figure 4.10** OS 6" Map of Maynooth in 1837



A comparison with the 1837 Ordnance Survey Map of Maynooth (see Figure 4.10) shows a strong correlation between active street frontages of the present-day town centre and the historic built form. The built fabric dating from this period feature high levels of street frontages that provide a strong definition of urban space and have been adapted to incorporate active retail/commercial frontage and consequently increase the mix in uses within the town centre. It is noted in Figure 4.9 (see previous page) that immediately outside the historic core (i.e., the planned street grid) this well-defined network of spaces breaks down with streets being replaced by arterial routes and cul-de-sacs. In such a car-oriented urban environment there is a total absence of active frontages. This highlights the effects of more recent developments which tend to be lower density and car-oriented in design.

#### 4.5 Maynooth Town Centre Ground Floor Land Use Survey

The ground floor land use survey<sup>16</sup> (see Figure 4.11) highlights that Maynooth has a thriving town centre with a retail vacancy rate of just 5.1%.<sup>17</sup> This is in marked contrast to many other settlements in the State where elevated levels of vacancy well in excess of 20% have become an entrenched characteristic of town centres and represents a major challenge to their future viability. An analysis of the types of activities illustrates that there are a limited number of what is termed lower order uses such as charity shops (1), bookmakers (3) and discount shops (2). Conversely, the town centre has a disproportionate number of leisure service uses (49) which (inter alia) includes pubs, cafés, takeaways and restaurants. Their presence and concentration help to explain Maynooth's attraction as a destination for hospitality and socialising, a characteristic which should be considered a unique selling point

<sup>16</sup> The survey was conducted in October 2024 using the land/building use classifications developed by the Heritage Council in their Collaborative Town Centre Health Check (CTCHC) programme.

<sup>17</sup> Retail vacancy is calculated on the vacancy rate of comparison, convenient and retail services units in the town centre (see Table 4.1, overleaf). The survey found that just 5 out of 98 confirmed retail units in the town were vacant at the time of survey. It is noted that this figure is different to the figure for overall commercial unit vacancies. It is further noted that target town centre retail vacancy rate under normal trading conditions is 5%.

for the town. Despite the low overall rate of vacancy there is a notable number of empty units within the northeast of the Main Street. Furthermore, many of the back lanes are dominated by storage uses and yards. Whilst this may be a legacy of the historic nature of these routes being developed as service lanes, they do create a deadening effect within the town centre. Their potential to be reimagined for alternative uses (both residential and commercial) should be an important consideration in securing the continued vibrancy of the Maynooth Town Centre into the future.

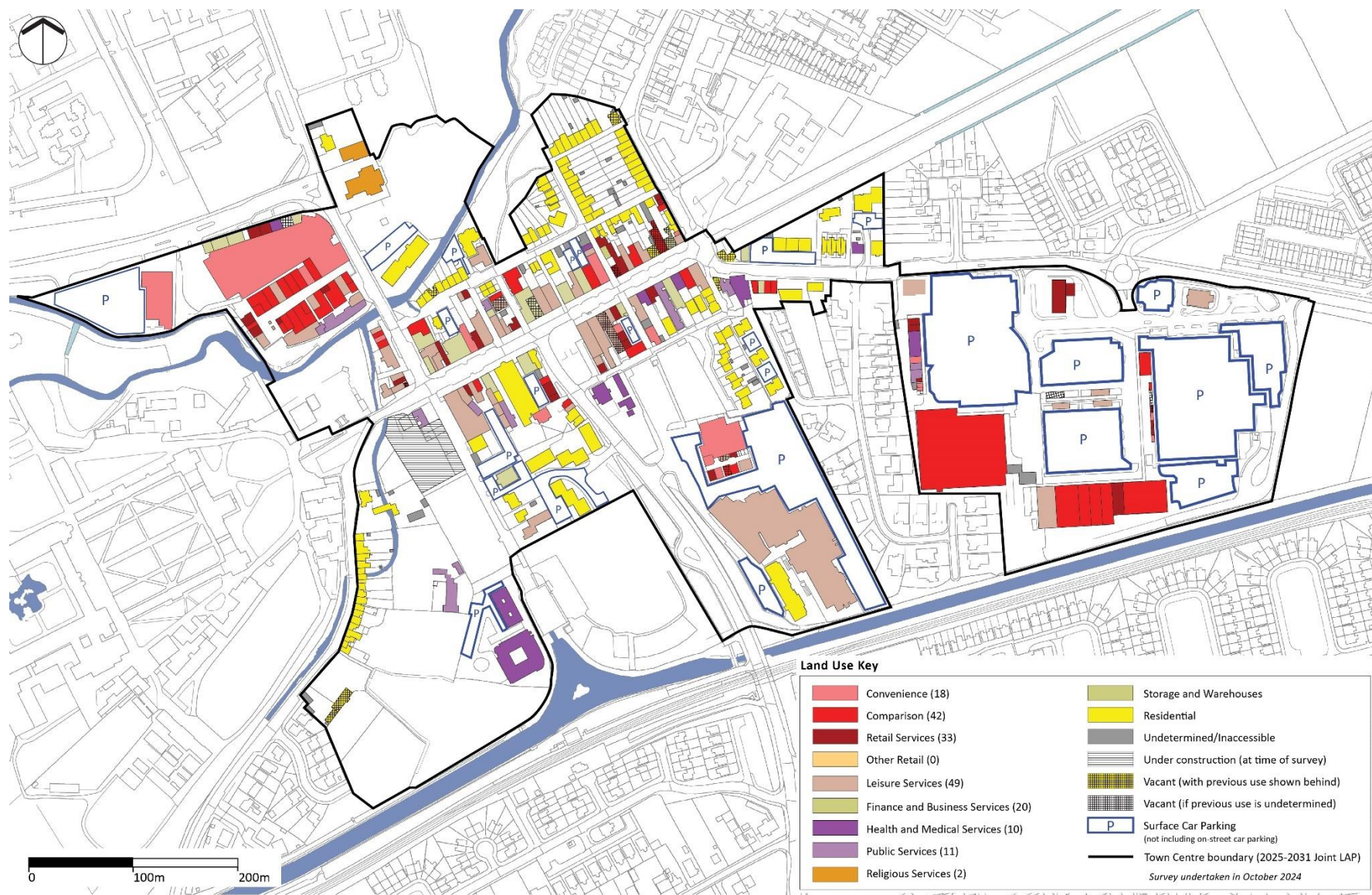
Overall, the success of the town centre can be attributed to several factors including, its location proximate to Maynooth University and the additional footfall that it generates, the relatively high overall level of affluence of the resident population within the town (see Section 5.2.5), the proximity of new retail developments (Manor Mills Shopping Centre and Carton Retail Park) to the Main Street, along with the attractive nature and historic character of the town centre itself.

**Table 4.1** Land Use Classifications – Description of Use

- **Convenience:** Supermarkets, Newsagents, Groceries and Frozen Food, Butchers, Markets, Health Foods, Fishmonger, Delicatessen, Bakers and Confectioners, Tobacconists, Vape Shops, Off-Licence, Shoe Repairs, etc.
- **Comparison:** Non-food, non-Perishable items including Pharmacies, Clothing and Footware, Jewellers, Charity Shops, Opticians, DIY and Hardware, Garden Centre, Booksellers, Electrical Goods, Florists, Furniture shops, Stationers, Office Supplies.
- **Retail Services:** Clothing and Fancy Dress Hire, Dry Cleaner and Laundrette, Filling Stations and Garages, Health and Beauty (e.g., beauticians, nail bars), Hairdressers/Barbers, Other Retail Outlets, Photo Processing, Photo Studio, Post Offices, Repair, Alterations and Restoration, Travel Agents, Vehicle Repair and Services
- **Leisure Services:** Bars, Pubs and Wine Bars, Restaurants, Cafés, Bingo and Amusement, Casino and Betting Offices, Cinemas, Theatres and Concert Halls, Clubs, Disco, Dance and Nightclubs, Fast Food and Takeaways, Hotels and Guest Houses, Sports and Leisure Facilities
- **Finance and Business Services:** Property Services, Retail Banks, Building Society, Building Supplies and Services, Business Goods and Services, Employment and Careers, Financial Services, Legal Services, Other Business Services, Printing and Copying
- **Health and Medical Services:** Dental Surgery, Doctors Surgery, Health Centre, Nursing Home, Osteopath, Chiropodist, Other Health and Medical Service, Rest Home, Veterinary Surgeon
- **Public Services:** Advice Centre, Community Centre, Council Offices, Educational Establishment, Emergency Services, Information Centre, Kindergarten, Library, Museum and Art Gallery, Tourist Information
- **Religious Services:** Place of Worship
- **Storage and Warehouses:** Not including retail warehousing outlets



**Figure 4.11** Maynooth Town Centre Ground Floor Land Use Survey



#### 4.5.1 Land Uses in the Town Centre: The 10-minute Settlement in Action

The most revealing aspect of the land use survey is perhaps the difference it highlights between the pattern of land uses in the historic core and more recent edge-of-centre development in Carton Retail Park. For example, Figure 4.12 illustrates how one urban block in the town centre can successfully accommodate a diverse mix of residential, retail and commercial uses within a block measuring 51.8 metres x 74.9 metres, the size of which is an optimal dimension for facilitating pedestrian movement. In contrast, a unit in Carton Retail Park is currently occupied by a single retail anchor tenant based on a larger footprint of 81.3 metres x 75.8 metres. This unit fronts on to a substantial car park.

**Figure 4.12** A Comparison of Block Sizes and Urban Grain in Maynooth Town Centre



Whilst it is acknowledged that larger floor plates reflect the needs and economies of scale that are required in modern commercial developments, it should be noted that the fine urban grain of the town centre still has the ability to successfully attract and retain a diverse range of uses. Indeed, urban blocks within the historic core of Maynooth can be seen to be representative of the 10-minute settlement principle in practice, a key aspiration of this Plan. It is considered that their present success and vibrancy has been achieved through compact development, the maintenance of a fine urban grain, along with a high quality built environment that has retained its architectural character.

#### 4.6 Public Realm Quality within the Town Centre

A large portion of Maynooth Town Centre has been designated an Architectural Conservation Area (ACA) due to its unique character and value. The appreciation of this historic environment to a great extent depends on the quality of its public realm (i.e., its network of streets and public spaces). A high quality public realm allows a person, be it a resident shopper tourist, student or other visitor, to have a positive and memorable experience of the town, increasing their potential to spend more time in the area and contribute to the local economy. A poor quality public realm detracts from the character and ambience of a settlement and inhibits the use and enjoyment of public space. Poor quality public spaces are often designed around the needs of the car and consequently tend to be dominated by vehicular movement.

Whilst this section highlights issues relating to the current design, layout and standard of public realm in the town, the analysis should be viewed in the context of its future potential



and how it can be re-imagined becoming more people-oriented rather than its present car-centric focus.

#### 4.6.1 Pavement Quality

It is considered that the overall quality of public realm is of a reasonably good standard in Maynooth particularly along Main Street and Court House Square where there is a generous amount of space allocated to the pedestrian. The results of this can be seen in the extent of outdoor seating provided by hospitality businesses (as highlighted in Section 4.4). In this regard, we can see the positive results of such a design decision where an attractive inviting space becomes a destination for people to visit and enjoy in its own right. However, it is noted that there are substantial issues relating to the public realm within the town centre that create difficulties and poor experience of place for people with impaired mobility. These include loose and cracked pavements, slippery surfaces and poor lighting.

There are however a number of issues present which detract from the overall appearance and experience of the town centre's public realm. The design and layout of the Main Street has resulted in conflict occurring between pedestrians and cyclists due to poorly located cycle lanes that have been placed in the centre of both footpaths. Such conflicts are particularly evident around outdoor seating areas and at bus stops where there is little or no provision for pedestrians.

**Figure 4.13** Cycle Lane on Main Street



Furthermore, the public realm in the town centre is characterised by sharp changes in quality, from Main Street to streets such as Pound Lane and Kelly's Lane (see Figure 4.14) where in many instances these lanes are overly dominated by car parking and there is a total absence of footpaths.

**Figure 4.14** Lack of Footpath on Kelly's Lane



#### 4.6.2 Visual Clutter

The level of visual clutter in the town centre is generally at a low level. However, there is a noticeable proliferation of traffic bollards along Main Street, Mill Street and Court House Square. This is mainly to prevent cars from parking on the pavement. Overhead wiring is particularly noticeable on back streets including Pound Lane, Doctor's Lane and along Mill Street.

#### 4.6.3 Street Furniture

The quality and design of the street furniture is generally quite good. As stated in the Statement of Character for Maynooth Architectural Conservation Area the lamp standards along Main Street are bespoke and *'painted in a dark shade of blue. Street names are noted in Irish and English on wall-mounted plaques, adding to a coherent and uniform presentation*

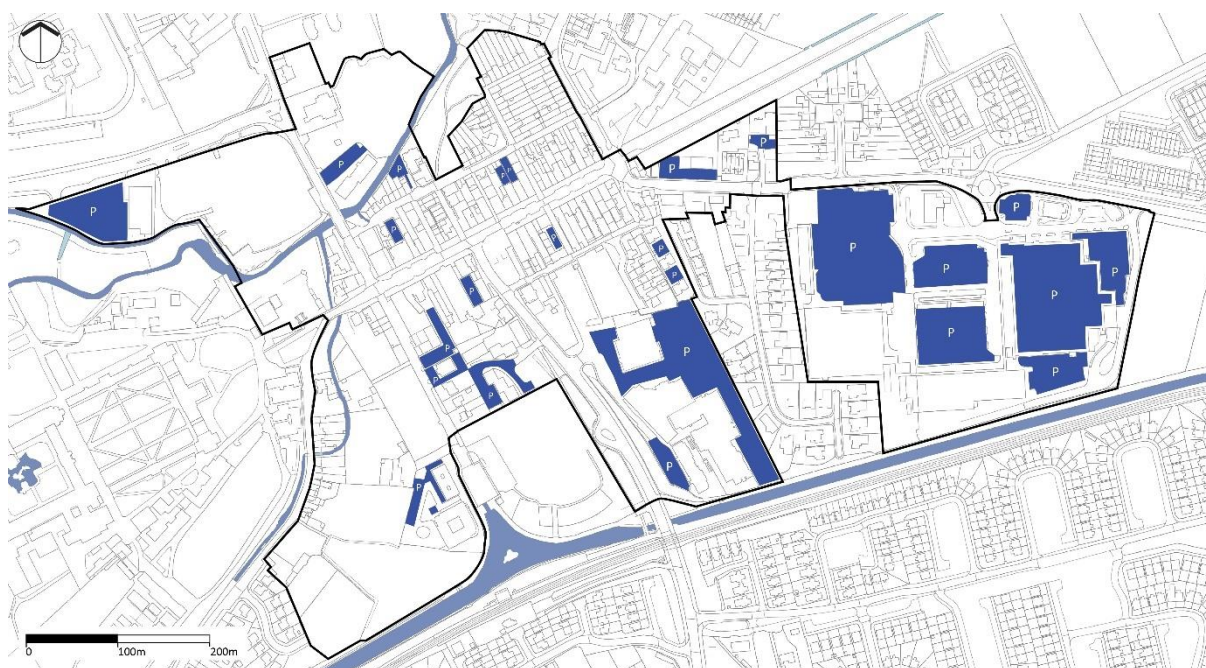


of the town centre’ (page 34, Appendix C). The public refuse bins and seating that have been provided are also generally in keeping with the established blue colour palette. There are, however, issues relating to the general maintenance and upkeep of the street furniture that are becoming evident.

#### 4.6.4 Car Parking within the Town Centre

Surface car parking provision within the town centre as illustrated in Figure 4.15 (below) takes up a surprisingly large portion of its overall area. Whilst it is noted that, many of the smaller car parks service residential developments and public service uses such as health and education facilities, the scale of surface parking within newer edge-of-centre developments such as Aldi (Kilcock Road), the Glenroyal Shopping Centre and hotel as well as Carton Retail Park is so great that it has resulted in the creation of a car-dominated and dependent environment within these locations. Whilst it is acknowledged that the town centre should continue to remain accessible to car-based patrons, it is considered that there are opportunities to reduce the amount of surface level car parking in support of compact growth development opportunities. Furthermore, there is also the potential to reduce the level of on-street parking within the historic core in order to rebalance the public realm towards the needs of the pedestrian visitor, as well as other active travel users.

**Figure 4.15** Extent of Car Parking within the Town Centre (not including on-street parking)



### 4.7 Urban Quality Analysis Overview

The sections above sought to investigate the urban environment in Maynooth in order to understand the overall levels of place quality within the town, across different scalar levels ranging from a broad examination of its urban structure to a more detailed assessment of the town centre. The result of this analysis shows that whilst there are clear challenges present in Maynooth, most notably with regard to its car-oriented and dependent urban structure, the town also possesses enormous attributes which combine to make it a special and unique place. These inherent assets include most notably, its green and blue

infrastructure network, in addition to the historic character of its vibrant and successful town centre.

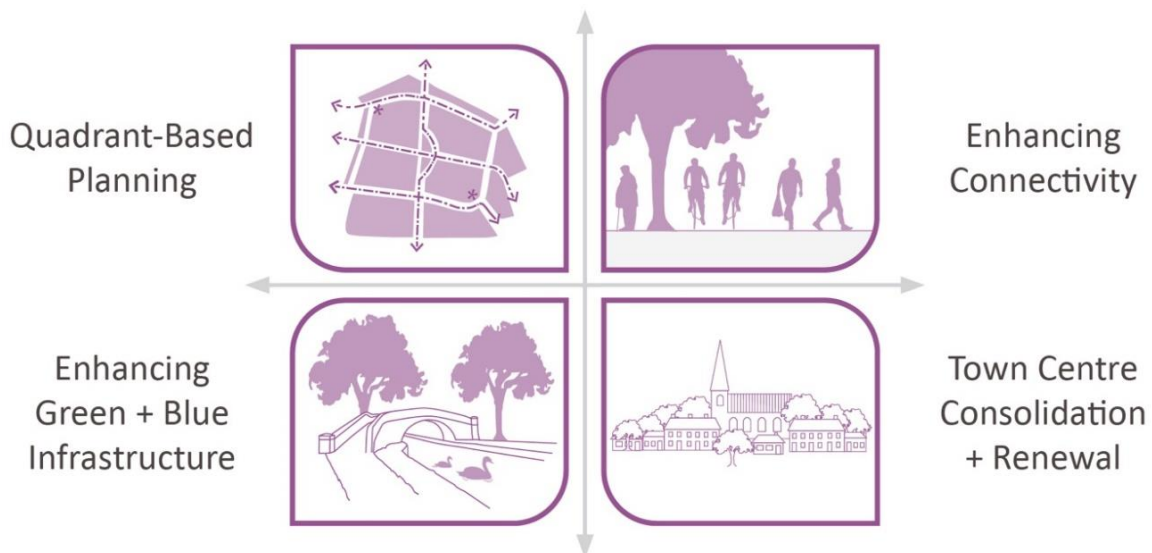
In essence, while Maynooth has all the critical ingredients necessary to ensure high levels of place quality and liveability, such attributes must be both protected and enhanced as the town expands. Furthermore, it is also necessary to address the challenges identified in the town to ensure they not be allowed to continue to undermine residents’ quality of life and the overall visitor experience, thereby affecting Maynooth’s overall potential to develop sustainably in the years ahead.

#### 4.8 Opportunities for Delivering Place Quality in Maynooth

Given that Maynooth is both a fast growing town targeted for further substantial growth and also a designated Decarbonising Zone (DZ), the question arises as to how this expansion can be achieved whilst also securing the delivery of place quality in the town and an improved quality of life for its residents, in parallel with substantially reducing carbon emissions. The answer lies in ensuring that Maynooth becomes a consolidated and integrated settlement that grows in a plan-led, phased and co-ordinated manner, based around the principles of healthy placemaking and people-centred urban design.

Whilst the various statutory requirements relating to the zoning of land, building heights and residential densities outlined in Chapters 3, 5 and 11 will help to deliver compact growth development in Maynooth, the sections below give an overview of provisions in the Plan that seek to maximise opportunities to deliver place quality in the town. These measures in many instances aim to overcome the current spatial weaknesses in Maynooth by utilising its many inherent assets. Accordingly, the key opportunities to create an integrated and legible urban structure are identified in Figure 4.16, below.

**Figure 4.16** Opportunities to Create an Integrated Urban Structure



It is considered that these measures represent the tangible delivery of the six Strategic Development Principles outlined in Section 2.3.1. The sustained implementation of these

measures over the long term will help to transition Maynooth to become a low carbon town which provides a high level of place quality and liveability.

#### 4.8.1 Quadrant-Based Planning

The strategic response of this Joint Plan in planning for the long term sustainable growth of Maynooth is to implement the 10-minute settlement principle in the town through quadrant-based planning. This will provide for the development, over the life of the plan and beyond, of an *“integrated network of well-designed neighbourhoods that can meet day-to-day needs (such as food, healthcare, education, sports and professional services)”* within a 10-minute walk of all homes (as per the Compact and Sustainable Settlement Guidelines, 2024).

In delivering quadrant-based planning in Maynooth, the town centre itself will continue to remain the primary focus for retail, commercial and social activities. However, as Maynooth continues to grow, the strategic focus will be on developing local services and amenities around new and existing neighbourhood centres proximate to all residential areas. In addition to the established neighbourhood centres located at Greenfield Shopping Centre (Maynooth Park) and Beaufield Shopping Centre (Newtown), the Plan provides for new neighbourhood centres to be developed, through the application of a Neighbourhood Centre land use zoning (see Map 11.1) at the following locations:

- To the north of the town, proximate to the Moyglare Road, also serving Maynooth Environs (Moygaddy, County Meath)
- To the west of the town, adjacent to the proposed second train station within the designated Maynooth West Transport-Oriented Development (TOD)
- To the east of the town serving the strategic residential lands at Railpark

The locations for the proposed neighbourhood centres have been selected on the basis of either a lack of such a facility within an existing residential area, or in order to meet anticipated demand from the development of new and walkable neighbourhoods. Furthermore, their proposed locations comply with the provisions of the Compact and Sustainable Settlements Guidelines (2024), insofar as they are all either sited within lands around existing or planned high capacity public transport nodes or they are located within accessible locations i.e., lands within 500 metres (up to 5-6 minute walk) of existing or planned high frequency (i.e., 10-minute peak hour frequency) urban bus services. It is considered that the focusing of development around neighbourhood centres, will be critical in lending a ‘sense of place’ to new and expanding areas of the town. This will also help define a clear and legible urban structure within the town that will underpin its sustainable development over the longer term.

Aside from the delivery of new neighbourhood centres, the quadrant-based planning approach also provides for additional or enhanced facilities to be developed throughout the town (as outlined in Chapters 5 and 9). Not only will new schools and open space facilities be crucial in addressing present social infrastructure deficiencies within the town, but their development at a local level will also help implement the 10-minute settlement principle across Maynooth, making it a more socially inclusive and walkable town. Furthermore, in

keeping with Strategic Development Principle No. 2 (Creating the Right Jobs in the Right Places), the Joint Plan seeks to spread the location of jobs around Maynooth by creating new centres of employment to the west of the town (proximate to Maynooth University) and within the Maynooth Environs (Moygaddy, County Meath).

The quadrant-based approach also depends on the implementation of plan-led development that incorporates the principles of people-centred urban design to ensure that new and expanding neighbourhoods are integrated into the existing built fabric of the town. In this regard, Chapter 11: Implementation contains bespoke urban design frameworks for a number of strategic Key Development Areas (KDAs), in addition to provisions for lands at Maynooth West, the Maynooth Environs and in the town centre. It is noted some of the lands identified will be phased and are reliant on the delivery of transport related infrastructure.

In keeping with Strategic Development Principle No. 6 (Identifying Future Growth Areas), Chapter 11 has incorporated a number of provisions to ensure these lands are developed sequentially in a considered and co-ordinated manner. The primary aim of such measures is to prioritise place quality within expanding areas of the town whilst also providing for a long term development strategy to guide the growth of Maynooth to 2040 and beyond.

#### **4.8.2 Enhancing Connectivity**

The opportunities arising from the implementation of the quadrant-based planning of Maynooth can only be realised if the built fabric of the town is fully integrated. This Joint Plan seeks to ensure that all residential areas are linked to key destinations including education facilities, the town centre, public transport nodes and employment centres by a network of high quality pedestrian and cycle routes. In this regard, Chapter 7 provides for a comprehensive range of measures that are needed to improve permeability and active travel infrastructure in the town with the aim of creating a connected and universally accessible settlement. These measures will provide for a realistic, safe and convenient alternative to the car, particularly for short trips within the town. Such provisions also seek to ensure that the pedestrian and cycle network integrates seamlessly into new and expanding neighbourhoods of the town.

#### **4.8.3 Enhancing Green and Blue Infrastructure**

It is acknowledged that the objectives for housing and employment growth within Maynooth will inevitably place pressure on the settlement's existing natural heritage. As a response to this Chapters 9 and 11 of the Plan incorporate specific and targeted provisions which not only seek to protect and enhance the town's existing natural heritage assets but also envisages the creation new spaces dedicated to nature.

In applying Strategic Development Principle No. 5 (Making Room for Nature) this Joint Plan seeks to ensure Maynooth grows in a responsive and responsible manner which fosters greater levels of biodiversity, connects new and existing natural spaces and provides for enhanced accessibility to such spaces for residents and visitors alike. Key to achieving this are measures to protect and expand the green and blue infrastructure network in Maynooth. This will be achieved through requirements to increase biodiversity within certain identified sites along with support for the implementation of the Maynooth

Biodiversity Action Plan and the adoption of site-specific Nature-Based Solutions (NBS) to surface water drainage. Key natural assets in Maynooth which form a critical component of its green and blue infrastructure network that will be safeguarded and enhanced include the Royal Canal, the Lyreen and Rye Water Rivers along with its existing network of hedgerows and treelines.

#### 4.8.4 Town Centre Consolidation and Renewal

Whilst Maynooth currently has a thriving town centre, experience from other towns across the country shows such a situation cannot be taken for granted. In order to continue to thrive in the long term, Maynooth Town Centre will need to attract people with new recreational, tourist, cultural, employment and residential opportunities. The historic core is already noted as being an example of the 10-minute settlement principle in practice. However, it is considered that there is considerable potential for the town centre further contribute to compact growth in the settlement by utilising development opportunities within existing vacant buildings, and through brownfield/backland development. Allied to this is recognition of the need to improve place quality within the town through targeted investment in the public realm. The sections below outline measures that will provide for town centre consolidation and renewal by focusing on crucial place quality issues such as enhanced liveability, sustainable movement (10-minute settlement principle) and regeneration/development (compact growth) opportunities.

##### 4.8.4.1 Maynooth Central Settlement Consolidation Site

The Section 28 Development Plans – Guidelines for Local Authorities (DHLGH, 2022) notes that settlements, particularly those with population of more than 10,000 persons, would normally have sites within the built-up area of a particular size and scale that if developed would make a meaningful contribution to achieving NPF policy objectives relating to consolidation and compact growth. The Guidelines state that such 'Settlement Consolidation Sites' shall be:

- Located within the existing built-up area and in many cases be within or adjoining the core city or town centre of the settlement.
- Have the potential to develop significant housing provision or commercial or employment and/or mixed-use development.
- Have the potential for wider regeneration of the existing built-up area and in particular the core town centre area.

Having regard the criteria, this Joint Plan has identified a Settlement Consolidation Site (SCS) on lands at a strategic location within the southwest of the town centre adjacent to Maynooth Train Station (a future DART station). This 5.7 hectare site, referred to as Maynooth Central Settlement Consolidation Site (SCS), has also been identified for the purposes of regeneration (Canal Harbour) in the Regional Spatial and Economic Strategy 2019-2031. It is envisaged that Maynooth Central SCS (see Map 11.2) has the potential to accommodate a mix of uses including residential units, student accommodation and a new Community Hub for the town, whilst also improving critical linkages between Maynooth Train Station, Maynooth Town Centre and St Patrick's College / Maynooth University. This Plan includes an overarching Urban Design Framework for the site (see Chapter 11) which



seeks to ensure the development of a walkable, legible and integrated urban neighbourhood that maximises its central location adjacent to what is a high capacity public transport corridor.

#### 4.8.4.2 *Maynooth Town Renewal Masterplan*

The opportunity to prioritise place quality within Maynooth Town Centre dovetails with the Plan’s objectives relating to low carbon development and the shift towards sustainable mobility. In this regard, the potential for improving the liveability of the town centre for residents, as well as improving the overall visitor experience should be seen in light of the proposed Maynooth Eastern Ring Road (MERR) and the Maynooth Outer Orbital Route (MOOR). The completion of these projects will, over the longer term, allow for the realisation of transformative place-based change within the historic core which will facilitate the development of a high quality and people-centred public realm that prioritises sustainable movement transport options over private vehicular travel.

In seeking to secure the long term vibrancy of Maynooth Town Centre the Strategic Projects and Public Realm unit of Kildare County Council successfully applied to the Urban Regeneration and Development Fund (URDF) to undertake a range of bespoke Delivery Projects, informed by urban design analysis, as follows:

- Maynooth Town Centre Renewal - Preparation of a masterplan informed by an urban design analysis and stakeholder and public consultation.
- Development of key town renewal projects (identified in the masterplan)
- Harbour Field Park redevelopment project (approved Part 8 planning scheme)
- Participatory urban design project with academics and students from Maynooth University to inform the masterplan process.
- District Heating Exploration project in the historic grid town centre – in collaboration with the Climate Action Regional Office (CARO), a feasibility study is to be prepared.

During the public consultation process for the Maynooth Town Renewal project and for the Joint Plan a number of areas were highlighted as being important in terms of their present role in the contributing to the social, cultural and civic life of the town or their future potential in this regard. Accordingly, a series of public ‘*gathering spaces*’ are highlighted in Figure 4.17 overleaf which should be addressed as priority areas for public realm interventions in the Town Renewal Masterplan, either as projects of the masterplan itself, or as part of any subsequent Public Realm Strategy proposed as an action of the masterplan. Additionally, the Town Renewal Masterplan shall seek to promote the concept of a ‘living town’ by investigating the potential of underutilised/vacant sites within the historic grid.

This Joint Plan fully supports the preparation and implementation of the Town Renewal Masterplan and considers it a significant tool in both ‘future proofing’ the commercial and historic core of the town whilst also ensuring it continues to provide a ‘sense of place’ and central point of focus in an expanding urban settlement that is located within a fast growing metropolitan region.



**Figure 4.17** Priority Intervention Areas within Maynooth Town Centre



### **Town Centre Consolidation and Renewal Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- TCO 1.1** Promote the town centre as the priority location for commercial, civic, social and cultural development and facilitate the renewal of derelict sites and brownfield land to support compact growth development that consolidates and regenerates the existing urban core.
- TCO 1.2** Encourage and facilitate the full use of existing buildings and sites and in particular the use of upper floors and backlands, having particular regard to high quality urban design and materials used, as well as integration and linkages.
- TCO 1.3** Protect the inherent character of the town centre and ensure that new development responds positively to its established built form, fine urban grain, and human scale to sustain and improve its attraction for living, working, visiting and investment.
- TCO 1.4** Require that all new development enhances the quality of the public realm. This includes the facilitation of a connected network of streets and spaces which prioritise pedestrians and cyclists and provides for the possibility of connections to future development on adjacent lands.
- TCO 1.5** Protect the vibrancy, ambience, quality and vitality of the town centre by:
  - i. Promoting an appropriate mix of day and night-time uses.
  - ii. Preventing an excessive concentration of non-desirable uses including takeaways, off-licences, bookmakers, phone repair shops and vape shops (where planning permission is required).
  - iii. Facilitating development that will attract and retain commercial and retail activities in the town centre.
  - iv. Encouraging the reuse of vacant units for alternative functions and uses such as live-work units, residential units, remote working hubs, enterprise incubation, tourist spin-off enterprises, tourist accommodation, niche retail including food or craft enterprises and cultural offerings such as a theatre or museum.
- TCO 1.6** Continue to actively engage with the community, landowners, developers and other agencies to secure resources for the enhancement, renewal and regeneration of Maynooth Town Centre.
- TCO 1.7** Support and facilitate the regeneration of the Maynooth Central Settlement Consolidation Site for town centre uses and compact growth development with appropriate residential density, in accordance with the Urban Design Framework set out in Section 11.1 and the density ranges set out in Table 5.5 which align with the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024).

- TCO 1.8** Support the preparation and implementation of a Town Renewal Masterplan for Maynooth. This plan will incorporate a Health Check and detailed urban design analysis and implement its recommendations on a phased basis over the lifetime of the Plan and beyond.
- TCO 1.9** Prepare a Public Realm Strategy either as part of, or as an action of the Town Renewal Masterplan for Maynooth. Such a strategy shall prioritise the following areas within the town centre for spatial interventions and seek to implement its provisions on a phased basis over the life of the Plan and beyond:
1. Main Street
  2. Laneways and side streets
  3. Court House Square
  4. Maynooth Castle Civic Space
  5. Harbour Field Park (subject to an existing Part 8 Planning Scheme)
- All public realm improvements must ensure universal accessibility.
- TCO 1.10** Support the Town Team and the Town Regeneration Officer in the carrying out of their duties in Maynooth in respect of prioritising the regeneration of the town centre through the application of the government’s *Town Centre First* policy (2022).

## 5 Homes and Communities

### 5.1 Overview

A key function of the Joint Plan is to act as a driver in delivering an appropriate quantum of different housing types, tenures and densities within Maynooth to provide for a greater range of choice for both the existing and future population of the town. However, this Plan will require this residential development to occur in a sustainable manner, in keeping with the Strategic Development Principles set out in Section 2.3.1. In achieving this, it is acknowledged that Maynooth needs to overcome its existing deficiencies in social infrastructure, as identified in the Maynooth Social Infrastructure Audit (SIA) which has been published alongside this Plan. The Joint Plan, therefore, incorporates a series of measures and safeguards which respond to the challenge of sustainably accommodating the requirements of the existing residents of Maynooth, in addition to the projected population growth for the settlement over the life of the Plan.

### 5.2 Socio-Economic Profile

#### 5.2.1 Population Change

Table 5.1. below details the sustained and at times rapid increase in the population of Maynooth over the past several decades. This growth continued apace over the intercensal period between 2016 and 2022 where the town recorded a substantial increase of 18.3% or 2,674 persons. In comparison, County Kildare and County Meath grew by 11.4% and 13.2% respectively, while the national increase was lower again at 8.1% over the same period.

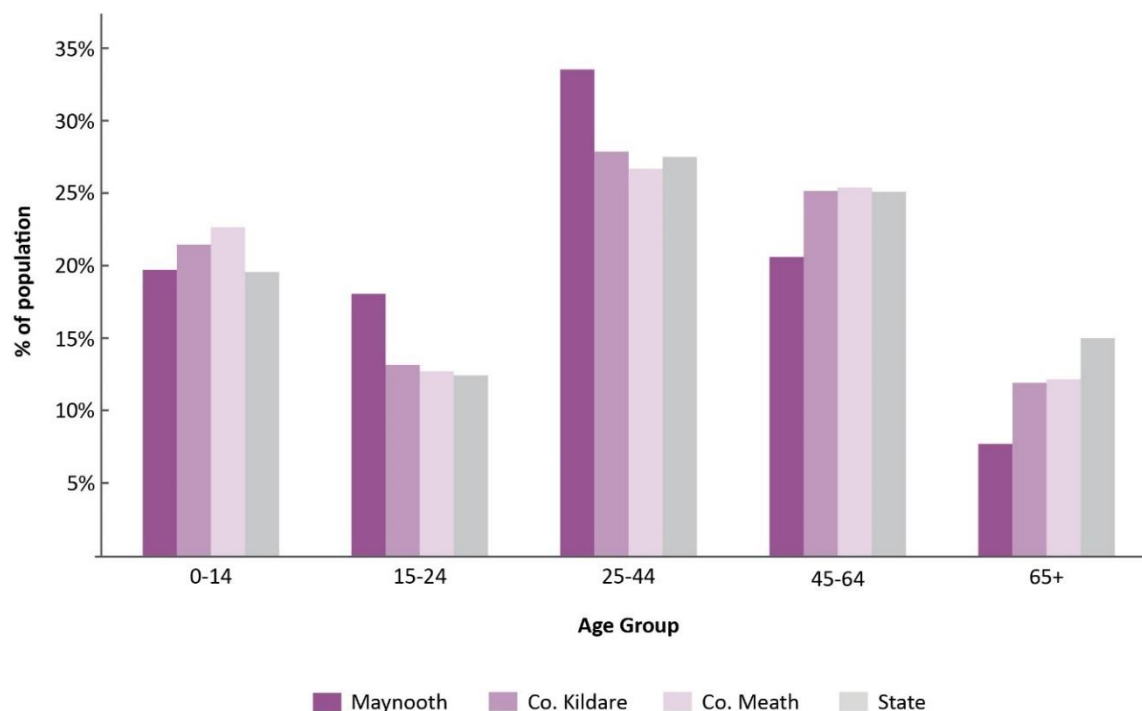
**Table 5.1** Population Change in Maynooth 1996 to 2022

Census Year	1996	2002	2006	2011	2016	2022
<b>Population</b>	8,528	10,151	10,715	12,510	14,585	17,259
<b>% Growth</b>	41%	19%	6%	16.8%	16.6%	18.3%

#### 5.2.2 Age Profile

According to Census 2022, Maynooth had a slightly lower proportion of its population within the 0-14 age group (19.8%) than either County Kildare as a whole (21.5%) or County Meath (22.8%) (see Figure 5.1 overleaf). However, the town recorded a noticeably higher proportion of its population belonging to the 15–24 age group (18.1%) than either County Kildare (13.2%) or County Meath (12.8%). This is reflective of Maynooth’s status as a university town. Conversely, Maynooth recorded a much lower percentage of population aged 65+ (7.8%) when compared with the 2016 average for County Kildare and County Meath of 12% and 12.3% respectively.

The town maintains a young demographic profile with an average age in 2022 of 34 years, compared to the national average of 38.8 years. However, it is noted that echoing similar trends at both county and national levels, Maynooth is ageing, with the average age rising from the figure of 31.9 years recorded in Census 2016.

**Figure 5.1** 2022 Population Profile of Maynooth by Age Group

### 5.2.3 Housing Tenure

Census 2022 records 61% of all homes in Maynooth as being owner occupied whilst 29% of the housing stock is privately rented and 5% being social rented.<sup>18</sup> Collectively, Maynooth has a higher proportion of social and privately rented housing than either Kildare, Meath or the national recorded figures in 2022 (see Table 5.2 below).

**Table 5.2** Housing Tenure Breakdown 2022

	Maynooth	County Kildare	County Meath	State
<b>Owner Occupied</b>	61%	71%	75%	65.9%
<b>Privately Rented</b>	29%	15%	12.5%	18%
<b>Social Rented</b>	5%	10%	7.1%	10%

Source: CSO, Census 2022

The town in 2022 recorded a vacancy rate of 5.1% which is the same as the figure for County Kildare (5.1%) and lower than that for County Meath (5.6%).<sup>19</sup> Furthermore, the town was first designated a Rent Pressure Zone (RPZ) in 2017. The standardised average monthly rent for new tenancies in the Maynooth Local Electoral Area as of Q4 2023 was €1,666, which is higher than that of either County Kildare (€1,632) or County Meath (€1,490).<sup>20</sup> This indicates both a high demand for residential accommodation and a constrained availability of supply of rental properties within the town.

<sup>18</sup> The term 'social rented' in this instance means units that are available to rent either from the Council, a housing association (known as Registered Providers) or other affordable housing providers.

<sup>19</sup> Note: The vacancy figures referred to excludes holiday homes and homes where people are temporarily absent.

<sup>20</sup> Source: Residential Tenancies Board Rent Index for Quarter 4 2023 (May 2024)

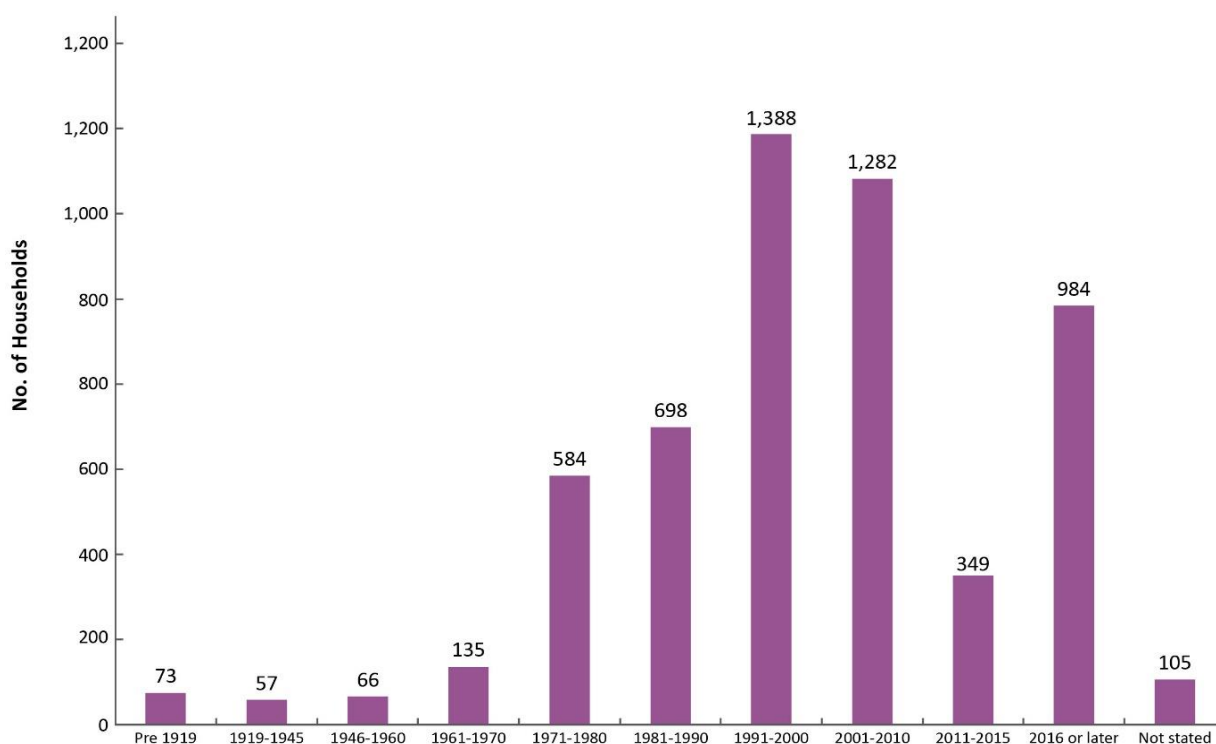


### 5.2.4 Housing Stock and Household Size

Census 2022 recorded that the vast majority of the population of Maynooth (82.3%) live in a bungalow/house while another 17.5% live in an apartment/flat. The figure for persons living in apartments is noticeable higher than that recorded in either County Kildare (9.7%) or County Meath (7.7%) and is considered to be reflective of Maynooth's location within the Dublin Metropolitan Area and the fact that it is home to two third level institutions.

The results of Census 2022 show there to be 6,277 permanent dwellings within the settlement of Maynooth. Over a two-decade period from 1991 to 2010 some 2,670 residential units were constructed in the town. This equates to 42.5% of all private households recorded in 2022 and is indicative of its growing role as a commuter town over that period. During the recessionary period between 2011 and 2015 the rate of building activity decreased sharply with only 349 units reported as being completed during this time. As the economic recovery took hold residential development in the town recovered significantly with 984 units (or 17.1% of the total private housing) recorded as being constructed between 2016 and Census Day (3<sup>rd</sup> April) in 2022. This contrasts sharply with nearby settlements such as Leixlip and Dunboyne where only 9.8% and 4% respectively of all units were reported as being constructed in these settlements over the same period.

**Figure 5.2** Private Households Built by Year



The results of Census 2022 record the average household size in Maynooth as being 2.97 persons per household. This is similar to figures for County Kildare and County Meath (see Figure 5.3 overleaf) but noticeably higher than the national average of 2.75.



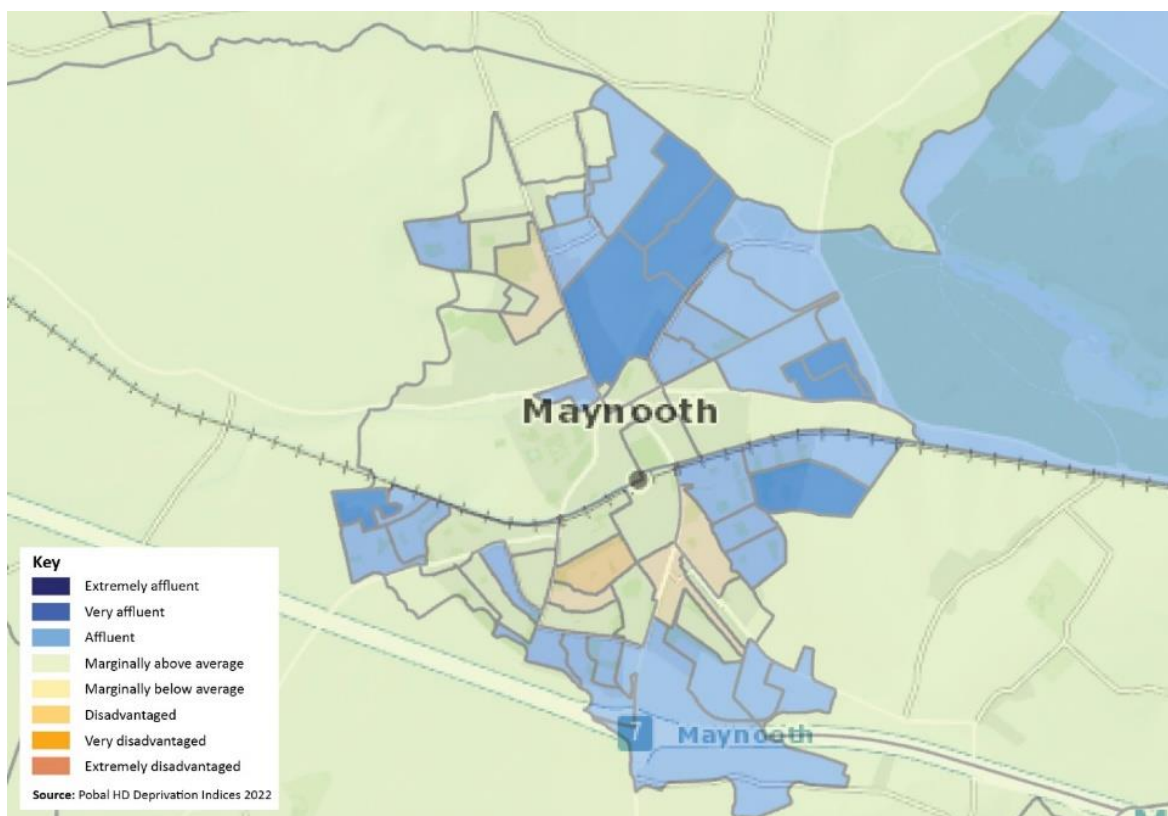
**Table 5.3** Average Number of Persons per Private Household

Maynooth	County Kildare	County Meath	State
2.97	2.98	3.02	2.75

Source: CSO, Census 2022

### 5.2.5 Social Deprivation

The Pobal Trutz Haase and Jonathan Pratschke (HP) Deprivation Index for 2022 recorded that the town of Maynooth and its environs is generally either 'Marginally above average', 'Affluent' or 'Very Affluent' when compared to the national average. It is however noted that there are a number of small areas that are 'Marginally Below Average' and one that is categorized as 'Disadvantaged'. These are for the most part, clustered around established residential areas of the town located to the south of the railway line. According to Census 2022 some 2% of the population lived in disadvantaged areas (small areas) in Maynooth.

**Figure 5.3** Pobal HP Deprivation Map 2022 for Maynooth and Environs

### 5.2.6 Educational Attainment

The most striking aspect of the figures set out in Table 5.4 overleaf is that the proportion of people aged 15 years and over in Maynooth who have obtained a third level qualification is 56.5% which is more than 20 percentage points higher than either the national or county averages for Kildare or Meath. This shows that the town is home to one of the most highly educated populations in the country, which is reflective of Maynooth being a university town. This is considered a critical asset for the town which will contribute greatly to attracting high-end employment activities into the settlement.

**Table 5.4** Percentage Breakdown of Educational Attainment in 2022 for Persons Aged 15 and Over

	No formal Education / Primary	Higher Secondary	Technical / Apprentice / Certificate	Third level or higher
<b>Maynooth</b>	3.9%	13%	14.3%	56.5%
<b>Kildare</b>	8%	18.6%	19.6%	36.6%
<b>Meath</b>	8.9%	19.8%	21.1%	32.3%
<b>State</b>	9.8%	18.1%	18.7%	33.7%

Source: CSO, Census 2022

### 5.3 Residential Development: Capacity and Delivery

This Joint Plan seeks to develop Maynooth in a manner that is consistent with its status as a designated Metropolitan Key Town in line with the principles outlined in the Metropolitan Area Strategic Plan (Chapter 5, RSES). Key to achieving this is ensuring the delivery of the residential units allocated to Maynooth and Environs under both NPO 68 (see Section 3.2.1) and the respective Core Strategies of the Meath and Kildare County Development Plans. The Settlement Capacity Audit (SCA) which accompanies this Plan, notes that the lands identified for new residential uses have the ability to accommodate such development subject to the delivery of specified servicing infrastructure (see Section 11.5 Implementation and Infrastructure Delivery Schedule).

Residential delivery will be achieved through a combination of the following measures:

- i. Supporting intensification and consolidation within the existing Built-Up Area (BUA) including redevelopment and infill opportunities, where appropriate.
- ii. Implementing the active land management measures set out in Section 3.3.2 having specific regard to prioritising residential development within the town centre and adjacent to high-capacity public transport corridors.
- iii. Developing new residential lands at sustainable densities in appropriate locations, as identified in the Settlement Capacity Audit (SCA) which has been published alongside the Joint Plan.
- iv. Delivering the required physical and social infrastructure in tandem with residential development to support the continued development of a healthy, attractive, and liveable town.

#### Residential Development Objectives

It is an objective of Kildare County Council and Meath County Council to:

- HCO 1.1** Promote new residential development that occurs in tandem with the delivery of supporting physical and social infrastructure identified in the Social Infrastructure Audit (SIA) and set out in Section 11.5 Implementation and Infrastructure Delivery Schedule.
- HCO 1.2** Encourage the appropriate redevelopment of brownfield and infill sites for a mix of uses (including residential) within the existing built-up area (BUA), including within Maynooth Central Settlement Consolidation Site (SCS).

- HCO 1.3** Support and facilitate the application of the Residential Zoned Land Tax (RZLT) to all serviced residential zoned lands (including mixed-use lands) within the Joint Plan area.
- HCO 1.4** Manage the provision of one-off housing on lands zoned as ‘I: Agriculture’ within County Kildare. Limited one-off housing will be permitted in this zone subject to compliance with the rural housing policy of the Kildare County Development Plan and all other normal siting and design considerations.

## 5.4 Residential Density, Mix and Design

Government policy as outlined in the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024), the Urban Development and Building Heights – Guidelines for Planning Authorities (DHPLG, 2018) and the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (DHLGH, 2023) contain a range of provisions which seek to deliver compact growth within settlements in order to maximise the efficient use of land. The requirements outlined in the guidelines also aim to increase the overall mix and affordability of housing in urban areas, in addition to supporting a transition to lower carbon living.

The Sustainable Residential Development and Compact Settlements Guidelines (2024) provide, inter alia, for density standards to be applied to the hierarchy of settlements depending on their population size and location. For Maynooth, which is a settlement that has a population greater than 1,500 persons and is located within the Dublin Metropolitan Area, a range of densities, as set out in Table 5.5 below, is applicable.

**Table 5.5** Residential Density Ranges Applicable to Maynooth

Location within Settlement	Definition	Density Range (dwellings per hectare – dph)
<b>Centre and Urban Neighbourhood</b>	This includes (i) the town centre and immediately surrounding neighbourhoods, (ii) strategic and sustainable development locations, and (iii) lands around existing or planned high capacity public transport nodes or interchanges.	50 – 150 dph
<b>Suburban and Urban Extension</b>	Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development.	35-50 dph
<b>‘Accessible’ suburban / urban extension locations</b>	Such ‘accessible’ locations are identified as: <ul style="list-style-type: none"> <li>▪ Lands within 1,000 metres walking distance of existing or planned high capacity urban public transport node or interchange, or locations within 500 metres walking distance of an existing or planned BusConnects ‘Core Bus Corridor’ stop.</li> <li>▪ Lands within 500 metres (i.e., up to 5-6 minute walk) of existing or planned high frequency (i.e., 10 minute peak hour frequency) urban bus services.</li> </ul>	Up to 100 dph (net) – Open for consideration

The housing unit allocation in Maynooth and Environs for new residential zoned lands (see Section 3.4.2) applies a notional range of varying density bands on the basis of each site's specific characteristics and locational attributes, as per the requirements of Table 5.5. In this regard, the proximity of sites to high capacity public transport services (i.e., Bus Connects, DART+ West and the proposed new train station at Maynooth West) will be of critical importance for determining site specific residential densities. Furthermore, given Maynooth's designation as Metropolitan Key Town, it should be noted that the overall residential density levels required in the town will be higher than that of other settlements outside the MASP in Kildare and Meath.

It is important to note that the average density with respect to the provision of group/special needs housing (Section 5.4.1 refers) may be less than the minimum average of 35 dph for new residential development on suburban and 'edge of town' sites within Maynooth.

While Maynooth does have more apartment type dwellings than other settlements in either counties Kildare or Meath (see Section 5.2.4), semi-detached units remain the dominant dwelling type in the town. This Plan aims to disrupt the continuation of this monotype development by seeking to ensure a greater mix and variety of housing within individual sites. In this regard, Specific Planning Policy Requirement (SPPR) 4 of the Guidelines on Urban Development and Building Height (2018) states that in planning for the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must:

1. Ensure the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 Sustainable Residential Development in Urban Areas (2007) or any amending or replacement Guidelines;<sup>21</sup>
2. Ensure a greater mix of building heights and typologies in planning for the future development of suburban locations; and
3. Avoid monotype building typologies (e.g., two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.

Accordingly, new residential schemes in Maynooth should therefore provide for both a mix of dwelling sizes and types to cater for a diverse range of housing needs. Dwellings should also be designed to accommodate the changing requirements of residents, specifically the need to incorporate age-friendly features. Furthermore, the overall design and layout of residential development should be of high-quality and comply with the urban design and placemaking provisions contained in each respective County Development Plan, along with the provisions of the relevant Section 28 Ministerial guidelines.

#### **5.4.1 Group/Special Needs Housing**

There are a number of groups with specific design and planning needs. These include older people, people with disabilities and members of the travelling community. This Plan places emphasis on universal design in order to provide for those with specific housing needs

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<sup>21</sup> It is noted that the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024) are the most recent published Section 28 Guidelines with regard to the application of residential density requirements in settlements.

across all units being constructed. The assessment of current and projected needs for traveller accommodation detailed in Kildare County Council’s Traveller Accommodation Programme 2019-2024 identified a projected need for 14.5 units for the Maynooth Municipal District area.

The mix and design of new housing for group/special needs housing in Maynooth will be influenced by a range of factors including:

- Consideration of the nature of the existing housing stock and social mix in the area.
- Desirability of providing for mixed and integrated communities.
- Provision of a range of new housing types and tenures at varying densities.
- The need to provide a choice of new housing types, suitable and adaptable for all age groups and abilities.
- The need to cater for groups with specific needs.

#### 5.4.2 Low Energy Buildings

Statistics from the Kildare Local Authority Climate Action Plan (LACAP) show that the residential sector in Maynooth was responsible for 38.5% of baseline greenhouse gas emissions in the town in 2018. It is the aim of the LACAP to achieve a reduction of at least 51% in emissions from this sector in Maynooth by 2030. As the town is a designated Decarbonising Zone (DZ) the LACAP has identified opportunities for delivering an even greater reduction of 59% within the residential sector in the town. In support of this, the LACAP has included an objective to promote the retrofit of existing buildings and ensure that all new buildings are zero energy buildings. This objective is supported by specific actions for buildings within various sectors and includes Action DZB4 of the Kildare LACAP which seeks to deliver the retrofit of all social housing in the town to achieve a Building Energy Rating (BER) B2 standard by 2030. Objective DO 1.1 of this Joint Plan supports the implementation of the LACAP, including its provisions relating to Low Energy Buildings.

It is recognised that the reuse of existing historic buildings has a much-reduced overall environmental impact. It is acknowledged that historic building stock needs careful consideration in any energy-efficiency upgrading to avoid inadvertently compromising the proper functioning of historic fabric. In supporting the retrofit of existing historic building stock, due regard should be given to relevant best practice guidance including, *‘Energy Efficiency in Traditional Buildings’* (2012) and *‘Improving Energy Efficiency in Traditional Buildings, Guidance Specifiers and Installers’* (2023), published by the Department of Housing, Local Government and Heritage.

#### 5.4.3 Housing for Older People

Kildare County Council and Meath County Council have comprehensive age friendly programmes in place that seek to work within existing community structures, networks and service providers in order to make each county a great place to grow old. For example, it is a requirement of Kildare County Council that a minimum of 20% universally designed units in all residential schemes (Objective HO O15 of the Kildare County Development Plan (CDP) 2023-2029, refers). Policy SH POL 6 of the Meath CDP 2021-2027 supports the provision of accommodation for older people that would allow for independent and semi-independent living in locations that are proximate to town and village centres, as well as key amenities and services.



In the event that older people can no longer reside in their own homes; other housing alternatives such as supported housing and longer-term residential care facilities are required. It is, however, important that older people should remain fully integrated into the local community. The suitability of locations for such facilities should be served by good transport links, pedestrian and cycling facilities close to key services and facilities.<sup>22</sup>

McAuley Place in Naas has become a best practice model for housing and the delivery of services for older people. The Kildare County Development Plan 2023-2029 includes a specific objective (SC O40) to emulate this model within each of the five municipal districts in the county. Accordingly, the Joint Plan includes an objective which supports the development of such facilities in Maynooth, particularly on lands located within Maynooth Town Centre or on 'UZ1: University Zone 1' lands proximate to the town centre, subject to appropriate siting and design considerations.

### **Residential Density, Mix and Design Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- HCO 2.1** Require that a good mix of housing types and sizes (including dwellings incorporating green, universally accessible and innovative designs) is provided in all new residential developments, to meet the needs of the population of Maynooth, including the provision of specific purpose-built housing for older people to facilitate 'right sizing' and assisted living accommodation designed for older people and people with disabilities.
- HCO 2.2** Require a high standard of urban design to be integrated into the layout and design of all new residential development in Maynooth and ensure compliance with the principles of healthy placemaking by integrating opportunities for physical activities, social interaction and active travel, through the creation of compact, permeable developments which feature high-quality pedestrian and cyclist connectivity.
- HCO 2.3** Support the actions set out in the Kildare Age Friendly Strategy 2023 – 2027 and the Meath Age Friendly Strategy 2023 – 2028 (and any subsequent strategies in each county) regarding the implementation of age friendly principles in the planning, design and delivery of physical infrastructure in Maynooth.
- HCO 2.4** Seek to provide Traveller Specific Accommodation at appropriate locations close to key services, including education, community, health, recreation and public transport facilities in accordance with Kildare County Council's Traveller Accommodation Programme 2019-2024, and any successive strategy.

<sup>22</sup> Pre-planning Guidance for Residential Care Homes (2021).

- HCO 2.5** Support the development of age-friendly housing in Maynooth, particularly on lands located within Maynooth Town Centre or on ‘UZ1: University Zone’ lands proximate to the town centre, subject to appropriate siting and design considerations.
- HCO 2.6** Require that residential schemes in close proximity to heavily trafficked roads or the rail line are designed and constructed to minimise noise disturbance. A suitably qualified acoustic specialist shall be engaged in the development design process, paying particular attention to the Kildare Noise Action Plan 2019-2023 (or any subsequent plan) and the EPA ‘Environment and Wellbeing’ Maps.<sup>23</sup> An Acoustic Design Statement, including proposals for post-construction noise monitoring, clearly demonstrating that significant adverse noise impacts will be avoided shall be submitted with development applications.

## 5.5 Social Infrastructure

As part of the plan-making process a Social Infrastructure Audit (published alongside this Plan) was carried out to examine the availability and capacity of existing social infrastructure facilities in Maynooth and Environs, to determine future requirements and make recommendations based on anticipated settlement growth.

In addition to the actual activity and function, social infrastructure facilities can provide an invisible platform of community and social interaction which many residents may rely upon for personal wellbeing. The provision of the appropriate levels of social infrastructure within Maynooth is therefore important and vital to support the needs and quality-of-life of the existing and planned residential base as well that of the local catchment area.

### What is social infrastructure?

‘Social infrastructure’ also referred to as community infrastructure relates to the provision of services and facilities which are essential for health, wellbeing and the social development of an area or settlement. Social infrastructure facilities include but are not limited to schools, health services, community facilities, and sports/recreational spaces.

The audit has been structured as follows:

1. Assessing the existing social infrastructure provision.
2. Future demand analysis based on the projected population increase.
3. Recommendations for social infrastructure required during the Plan period.

Assessing the existing situation included:

- Establishing a social and demographic profile of the community living in Maynooth.
- Identifying existing community infrastructure features (including where relevant, their capacity) under a number of predefined themes including Education/Training, Childcare, Health, Social and Community, Faith, Arts and Culture, Sports, Recreation and Open Space, Neighbourhood Centres and Student Accommodation.

<sup>23</sup> Online [available from] <https://gis.epa.ie/EPAMaps/>

- A walkability analysis based on defined walking distances from specific community facilities in order to evaluate proximity, accessibility and coverage of those facilities to target user groups.

The Audit also considered the existing infrastructure provision relative to the present/projected population and best practice provision. A summary of the findings from the Social Infrastructure Audit is presented in the following sections.

### **5.5.1 Education and Training**

The SIA identified five primary schools, three post-primary schools, one special education school and six third level / further education / training facilities under this theme.

#### ***Primary Schools***

Primary schools in Maynooth are currently at capacity (average operating level of 94%) and it is determined that an additional 1,248 student places will be required over the plan period to cater for the projected population growth. This requirement can be reduced to 1,102 pupil places when considering the available capacity in the existing primary schools (69 pupils) and the extant planning permission for a new school building for Gaelscoil Ruairí<sup>24</sup> which will increase the existing capacity of the school by 77 pupil places. As the SIA determined that 48 additional classrooms are required over the Plan period, it is considered pertinent that additional lands are identified for educational purposes.

The Joint Plan has identified lands for one/two new primary schools (with a combined capacity for approximately 1,100 pupils) to the north of Laraghbryan Cemetery on lands zoned E (2): Community and Education. It is considered that this site will accommodate the projected increased demand for school places in the town while also catering for a growing catchment population within the Maynooth West lands over the longer term. Furthermore, access from the southwest of Maynooth (Newtown), which the SIA found is currently not served by a primary school within a notional 10-minute (800 metre) walk, will be improved in the long term through the realisation of new permeability measures and the construction of the Maynooth Outer Orbital Route (MOOR).

#### ***Post-Primary Schools***

One of the post-primary schools is currently at capacity (100%) whilst the other two schools are currently expanding. The Kildare and Wicklow Education and Training Board (KWETB) is in the process of delivering a new school building for the existing Gaelcholáiste Mhaigh Nuad which is currently based in the Manor Mills Shopping Centre. The proposed location for this school is on Moyglare Road, on the site previously occupied by Maynooth Post Primary School.

The SIA determined that approximately 1,248 additional pupil places will be required over the Plan period to cater for the projected population growth. The Department of Education has indicated that the requirement for additional pupil places could be addressed by extending the existing post-primary schools in the town. Furthermore, it is considered appropriate that a site be reserved for a new post-primary school within the plan area to address emerging needs beyond the life of the Plan. Accordingly, the Joint Plan has

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<sup>24</sup> Gaelscoil Ruairí is currently located in a prefabricated building located on the Maynooth Education Campus.

identified a 4.38 hectare site to the rear of the existing Maynooth Educate Together National School and adjacent to the Maynooth Eastern Ring Road (MERR). It is considered that the site (zoned as ‘E(3): Community and Education’) represents an appropriate location for a new post-primary school to serve a growing catchment population in the southern part of the town along with the wider rural hinterland.

### ***Special Education Needs***

There is one special education needs school in Maynooth, Stepping Stones Special School located on Moyglare Road. It caters for pupils from 4 to 18 years of age and currently has capacity for 36 students. Special education needs within Maynooth are also served through special classes in mainstream schools. The National Council for Special Education (NCSE)<sup>25</sup> listing as of August 2024 indicates a number of special education classes in the Presentation Girls Primary School, Maynooth BNS, Maynooth Educate Together NS, Maynooth Post Primary School and Maynooth Community College.

### ***Further Education and Training Facilities***

Maynooth is home to two universities (Maynooth University and St Patrick’s College) and four other education and training facilities; Maynooth Further Education and Training Centre, Divine Word School of English, the National Learning Network and the St John of God Genil Training Centre.

Maynooth University (National University of Ireland) has an enrolment of 15,000 students in the 2024/25 academic year. This is envisaged to grow to 20,000 students and 2,000 staff within the next five years and the student body is anticipated to further expand to 22,000 over the lifetime of the Plan to Q1 2031.<sup>26</sup> St Patrick’s College, Maynooth intends to maintain its present enrolment levels over the short to medium term.

### **Education and Training Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- HCO 3.1** Support and facilitate new schools, and improvements/expansion of existing educational facilities, including third level and further educational opportunities which may arise, at appropriate locations in Maynooth.
- HCO 3.2** Continue to engage with the Department of Education in respect of the identification and phased delivery of one/two new primary school(s) (with a combined capacity for approximately 1,100 pupils) at Laraghbryan East on lands zoned ‘E(2): Community and Education’ and a new post-primary school (with capacity for approximately 1,250 pupils) at Celbridge Road on lands zoned ‘E(3): Community and Education’ to facilitate the projected population growth in this Plan.

<sup>25</sup> Source: NCSE List of Special Classes in Mainstream Schools August 2024 (dated 28-08-2024).

<sup>26</sup> Information obtained from submission received to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 from Maynooth University (July 2024).

- HCO 3.3** Support and facilitate the Department of Education in the expansion of existing facilities or the provision of new facilities for Special Education Needs at both primary and post primary level within the plan area.
- HCO 3.4** Support the Kildare and Wicklow Education and Training Board (KWETB) in respect of the delivery of a new post-primary school building for Gaelcholáiste Mhaigh Nuad on Moyglare Road.

### 5.5.2 Childcare

The nine childcare facilities identified in the SIA are well-distributed around the town. The majority of these facilities operate waiting lists for full time care or ECCE<sup>27</sup> morning classes or both. The SIA determined that an additional 979 childcare places are anticipated to be required in Maynooth over the plan period.

It is noted that there are four extant permissions for childcare facilities as part of permitted new residential schemes which could accommodate circa 352 additional childcare places when developed. It is considered appropriate to zone lands specifically for childcare provision where the purpose-built childcare facility has not been constructed to date as part of a permitted residential scheme. Furthermore, Objective SC O79 of the Kildare County Development Plan 2023-2029 now requires childcare provision to be delivered in Phase 1 of any new residential or commercial development within the county.

#### Childcare Objectives

It is an objective of Kildare County Council and Meath County Council to:

- HCO 4.1** Encourage the integration and co-location of childcare facilities, including after-school care facilities with educational institutions to improve accessibility and convenience.
- HCO 4.2** Support the provision of appropriately located and purpose-built early learning and childcare facilities to resolve the current capacity issues and to meet the pro-rata childcare needs of housing development during the plan period. Childcare facilities will be required, by a condition of planning permission, to be developed within the first phase of any new residential development where such facilities are required to be delivered.

### 5.5.3 Health

The SIA indicated a total of 33 health facilities comprising of one health centre, seven general practitioners (GPs),<sup>28</sup> four residential care settings for older people (two are located outside the plan area), one dermatology clinic, six pharmacies, four opticians and audiologists, one speech and language therapy clinic, five physiotherapists, and five dentist practices.

<sup>27</sup> Early Childhood Care and Education (ECCE) Programme

<sup>28</sup> There are 4 full-time GP's and 6 part-time GP's practicing in Maynooth. For accuracy purposes all calculations are based on 7 GPs in Maynooth. Excluding the GPs of NUIM Medical Centre which exclusively serve full-time students.



### **Primary Care Centres**

The HSE states that a typical primary care centre can serve a population of between 10,000-20,000 people, subject to appropriate resourcing. Based on the HSE standards and considering the anticipated population growth of Maynooth to 2031, the SIA determined that another primary care centre within Maynooth, in addition to the existing facility on Leinster Street may be required over period of the Plan. Accordingly, the Joint Plan has identified two potential sites, one to the north of Laraghbryan Cemetery which can accommodate a new primary care centre for the town on lands zoned 'E(2): Community and Education'. It is envisaged that these lands will also host a primary school(s). The second potential site comprises of the 'G1: Community Infrastructure' zoned lands within the Maynooth Environs. Furthermore, the design framework for Maynooth Central Settlement Consolidation Site (SCS) provides for the opportunity for the upgrading/redevelopment of the existing Maynooth Health Centre at this location (see Section 11.1).

### **General Practitioners (GPs)**

The Irish College of General Practitioners (ICGP) and Irish Medical Organisation (IMO) recommend a minimum of 12 GPs per 10,000 population to ensure a safe and effective healthcare service. The current doctor-to-population ratio in Maynooth (excluding hospital services) is 4 GPs per 10,000 population, with four full-time GPs and six part-time GPs practicing from five different surgeries. It is noted that if the population is to grow by the anticipated 9,906 persons by the end of the Plan period to 2031, the ratio of existing doctors per population will fall to 2.6 per 10,000 population<sup>29</sup> which is far below the recommended ratio. While the provision of medical facilities is outside the scope of this land-use plan, proposals to address this identified need will be supported by both local authorities.

### **Residential Care Settings for Older People**

The four residential care facilities for older people located within or in close proximity of Maynooth are at 85% capacity. The population of Maynooth aged 65 and older compose 7.8% of the population in 2022 up from 6% in 2016. Projecting forward this level of increase in the over 65 population cohort and applying it to the 2031 target population would indicate the need for an additional 243 bed spaces for older people in residential care setting by 2031.

#### **Healthcare Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- HCO 5.1** Support and co-operate with promoters and operators of public and private healthcare facilities by facilitating and encouraging the provision of improved facilities in appropriate locations in Maynooth in order to address the current deficit in provision and to meet future needs during the lifetime of the Plan.
- HCO 5.2** Support the delivery of a new primary care centre on land zoned 'E(2): Community and Education' at Laraghbryan and/or on land zoned 'G1: Community Infrastructure' in the Maynooth Environs (Moygaddy, County Meath), subject to planning and design considerations.

<sup>29</sup> (7 GPs / 27,332 population) \* 10,000 = 2.56 GPs per 10,000 population

<b>HCO 5.3</b>	Support the upgrading/redevelopment of the existing Maynooth Health Centre building located on Leinster Street in order to provide expanded and enhanced health services to meet the needs of the community.
<b>HCO 5.4</b>	Support and facilitate the Health Service Executive (HSE) and other key stakeholders in the expansion/upgrading of the Maynooth Community Care Unit building located on Leinster Street, subject to planning and environmental considerations.
<b>HCO 5.5</b>	Support the provision of GP practices in Maynooth within the town centre, in designated neighbourhood centres and on lands zoned for community purposes, subject to planning and design considerations.
<b>HCO 5.6</b>	Require any planning application for new Neighbourhood Centre developments within Maynooth to be accompanied by a feasibility study for a GP practice to be located within the respective development.
<b>HCO 5.7</b>	Support the provision of residential care facilities and services for older people, subject to appropriate siting and design considerations, in order to meet future needs during the lifetime of the Plan.

#### 5.5.4 Open Space, Sports and Recreation

##### **Open Space**

The Kildare County Development Plan (CDP) requires 2.5 hectares of open space to be provided per 1,000 population. Currently, there are 91.5 hectares of existing public open space within the plan area which would exceed the CDP standard for both the present and the projected population over the period of the Plan. However, there are issues with current provision as highlighted during pre-draft public consultation which are considered below.

In 2023, the Kildare County Development Plan Implementation Team conducted a survey to inform an Allotment Strategy for the county. 1,356 surveys were completed, of which 165 (or 12% of respondents) indicated a demand for allotment space in Maynooth. The resulting strategy recommends that 1.74 hectares of land would be required in Maynooth to meet the demand for individuals and community groups. It is considered important to include an objective in this Plan to support the delivery of allotments in the town. Carton Avenue and the Railpark Key Development Area (KDA) are proposed as appropriate locations where allotments could be suitably integrated into the receiving environment.

##### **Public Parks**

No national standards exist regarding public parks provision, so consideration has been given to the 2015 Fields in Trust ('FIT', UK) recommended benchmark guidelines for 'outdoor space'. Whilst it is not the policy of Kildare County Council or Meath County Council to implement FIT standards, these are referred to in the Plan for the purposes of highlighting potential deficits in provision. These Guidelines recommend a standard of 0.8 ha of parks and gardens to be provided per 1,000 persons. If no further parks and gardens

were to be provided, the ratio in Maynooth would be 1.1 hectares per 1,000 persons<sup>30</sup> by 2031 which exceeds the FIT benchmark guidelines.

Having regard to both the present open space provision in the town and the projected population targeted in the Joint Plan, it is critical to greatly expand both the type and quantum of public parks within the town. Accordingly, it is considered appropriate that the following spaces be brought forward and developed as public parks over the life of this Plan and beyond:

- Railpark Key Development Area (Local Park)
- Lands at Carton Avenue (Local Park)
- Lyreen-Rye Water Linear Park (Local Linear Park)
- Lands within Maynooth West (Urban Neighbourhood Park and Local Park)<sup>31</sup>

### ***Playgrounds***

Regarding playgrounds the SIA identified the existing Harbour Field playground which provides facilities for a range of age groups and five pocket parks which includes play areas aimed at very young children. Furthermore, in accordance with the approved Part 8 planning application for the redevelopment of Harbour Field Park, several new facilities are set to be developed, including a playground, a new path network, a boardwalk adjacent to the Royal Canal, a skate park with an associated pump track, a new formal lawn area and an adult gym area.

According to the FIT guidelines for playing space there is an existing deficit in this provision and 6.83 ha of playing space are required over the plan period in order to meet the FIT guidance of 0.25 ha of playing space per 1,000 population. It is therefore considered appropriate to accommodate additional playgrounds in existing and new public open spaces in Maynooth.

The location of the existing play areas in Maynooth is not evenly distributed around the town as they are all located north of the railway and canal corridor. An additional playground south of this corridor would address current geographical deficiencies.

### ***Sports and Recreation***

There are 25 sports facilities/clubs in Maynooth. These facilities provide 28 hectares of outdoor sports areas. This provision marginally exceeds the Fields in Trust (FIT) Benchmark Guidance (2015) for the existing population. If the overall quantum of land allocated to these facilities were to remain the same over the course of the Plan the provision of outdoor sports areas would fall below the FIT (2015) standards. However, most outdoor sports areas are associated with educational facilities with limited public access, therefore the provision of public outdoor sports areas will be a requirement over the plan period.

The Kildare County Development Plan 2023-2029 (CDP) includes an objective (SC O12) to proactively seek a suitable site within Maynooth for the provision of a Municipal Sporting Facility where shared amenities are provided for sports clubs and the general public.

<sup>30</sup> (30.8 hectare / 27,332 population) \* 1,000 = 1.1 ha per 1,000 population

<sup>31</sup> For further information on open space requirements within Maynooth West refer to Section 11.2.2.3.

It is an objective of this Joint Plan to locate a Municipal Sports Facility on lands at Crewhill as part of the Crewhill Key Development Area (see Chapter 11), whereby the Facility is clustered with a new neighbourhood centre and residential area, the existing Moyglare multi-school campus, and accessed via the proposed Maynooth Outer Orbital Route. The site zoned 'F (1): Open Space' at Crewhill for the Municipal Sports Facility is 16.71 hectares in area. Ongoing consultation with Kildare Sports Partnership and Maynooth University / St Patrick's College, as well as other stakeholders, will be critical in this regard.

### **Open Space, Sports and Recreation Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- HCO 6.1** Support and facilitate the delivery of public parks on 'F: Open Space and Amenity', 'S: Carton Avenue', 'SR(1): Strategic Reserve', and 'H1: High Amenity' zoned lands at the following locations:
- Lands at Carton Avenue
  - Lands along the Lyreen and Rye Water Rivers
  - Lands within the Railpark Key Development Area
  - Lands within Maynooth West
- HCO 6.2** Support the redevelopment of Harbour Field Park in accordance with the approved Part 8 planning scheme and ensure the commencement of its redevelopment within two years of the adoption of the Joint Plan, subject to funding availability.
- HCO 6.3** Require all new housing developments to deliver safe areas for children to play as part of the public open space provision, in accordance with the standards for new developments set out in the relevant County Development Plan along with the applicable Section 28 Guidelines.
- HCO 6.4** Improve existing open space areas in housing developments that have been taken in charge by Kildare County Council and to provide additional play facilities, pocket parks and outdoor seating where feasible and appropriate.
- HCO 6.5** Facilitate the development of a network of universally designed playgrounds, amenity spaces and recreational areas throughout the town in accordance with Table 5.6 of this Plan.
- HCO 6.6** Promote community-managed gardens/allotments at appropriate locations in Maynooth, including but not limited to lands under the ownership of Kildare County Council at Carton Avenue and the Railpark Key Development Area.
- HCO 6.7** Facilitate sports clubs, community groups and educational institutions in the acquisition and/or use of lands for sports and recreation purposes (including Maynooth Educate Together National School to address the deficit in recreational space for students) and support the delivery of multi-use sports facilities (including play facilities and a universally accessible swimming pool) on appropriately zoned land within the Joint Plan area.

- HCO 6.8** Support and facilitate the provision of appropriately sited, accessible and multi-functional community facilities to meet the needs of the population of Maynooth, including an all-weather Multi-Use Games Area (MUGA) and the potential development of a swimming pool in Crewhill Key Development Area as part of the Municipal Sports Facility, and a MUGA on 'C: New Residential' zoned lands in Railpark Key Development Area.
- HCO 6.9** Acquire lands zoned 'F(1): Open Space' at Crewhill for the delivery of a Municipal Sporting Facility and work with key stakeholders including the Kildare Sports Partnership, Maynooth University and St Patrick's College to deliver a shared amenity for sports clubs and the general public.
- HCO 6.10** Actively seek funding from relevant agencies and government sources including the Large Scale Sports Infrastructure Fund (LSSIF) to secure financial support to develop the proposed Municipal Sports Facility on lands zoned 'F(1): Open Space' at Crewhill.
- HCO 6.11** Investigate the feasibility of providing a dog park within lands designated for Open Space and Amenity.
- HCO 6.12** Support Maynooth's designation as an AsIAm Autism Friendly Town through supporting the development of a sensory garden on the grounds of Maynooth Community Church.

### 5.5.5 Social and Community

Social and community facilities are varied in nature and include general civic services as well as services targeted to specific sections of the community. There are 12 social/community services identified within the study area, which includes facilities such as the library and the garda station. Most of these facilities are located within Maynooth Town Centre.

There are no national standards for the provision of social or community services. However, it is noted that good neighbourhood planning can be achieved by following the recommendation of 0.3 community facilities per 1,000 population.<sup>32</sup> Maynooth currently maintains a ratio of 0.57 facilities per 1,000 population (based on ten facilities, excluding the garda station and fire station). Applying the current figure to take account of the wider catchment to the projected population growth during the lifetime of the Plan to 2031 (9,906 persons) indicates a requirement of six additional social/community facilities.

The Joint Plan will ensure that lands are appropriately zoned and located for community purposes throughout the plan area to support the provision of social and community services as the need and funding opportunities arise. The location of future community services should be provided relative to the location of target user groups and their level of accessibility insofar as is practical.

<sup>32</sup> Barton et al. (2010). Shaping Neighbourhoods: For Local Health and Global Sustainability 2<sup>nd</sup> Edition. London: Routledge.



### ***Maynooth Community Library***

The Maynooth Community Library is based on the Main Street and is a hub of the community, providing a range of services and facilities including educational supports, space for community groups and other community initiatives. Whilst the library is the second busiest in County Kildare after Naas, the current building's size and lack of ability to further extend its footprint has severely limited its capacity to offer expanded services to a growing population. For this reason, Kildare Library Services seeks to develop a new purpose-built library at an alternative central and universally accessible location within the town, with one potential option being the Kildare County Council owned lands at Leinster Street. Accordingly, while this Plan supports the further upgrade of the existing library it also actively supports its relocation to the Leinster Street area to enable it to better service an increased population base.

### ***Maynooth Community Hub***

Several submissions received during the pre-draft consultation stage of the Joint Plan concerned the lack of a community centre or civic centre in Maynooth. Given the existing deficit and the anticipated future growth of Maynooth up to 2031, it is considered prudent for the Plan to support the development of a community hub for the town.

The Kildare County Council owned lands on Leinster Street that are currently home to the Maynooth Fire station and the Clane-Maynooth Municipal District Office occupy a strategically important site. A new replacement Fire Station which is to be constructed on Mullen Park / Griffin Rath Road has received Part 8 planning permission. It is envisaged that work on the new station will commence in the short to medium term. Accordingly, these lands which form part of the designated Maynooth Central Settlement Consolidated Site (see Section 11.1 and Map 11.2) are considered a potential location for the development of a community hub alongside a new purpose-built community library.

Envisaged uses within such a community hub may include, but are not limited to, the following:

- A new and expanded community library for Maynooth
- A new community centre incorporating facilities and spaces for sports/recreation and a space for cultural activities and performing arts (theatre space)
- Civic office space for the Municipal District / Kildare County Council
- Age friendly / social housing scheme
- A youth centre
- A community garden
- A community-run crèche

**Social and Community Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- HCO 7.1** Actively support the development of a new community hub for Maynooth within a central and universally accessible location within the town. This purpose-built community hub should incorporate a range of uses as outlined in Section 5.5.5 of this Plan.
- HCO 7.2** Actively support the relocation of Maynooth Community Library to a central and universally accessible location within the town to enable an enhanced level of service to be offered to the expanding population of Maynooth.
- HCO 7.3** Support the long term retention of the existing library building on Main Street for community uses, to ensure the property retains its role as a centre for community and civic activities, in accordance with the Government’s *Town Centre First* policy (2022).

**5.5.6 Arts and Culture**

There are circa 17 arts and cultural organisations/facilities in Maynooth most of which are related to music, dance, and drama. The majority of facilities are located north of the railway line with a concentration of facilities in the town centre. In addition to the facilities and groups listed above, festivals form a significant part of the arts and cultural identity of Maynooth. These include the Maynooth University Arts and Minds Festival, Maynooth Community Church Annual Arts Festival and the Kildare Readers Festival. Typical benchmarking standards for arts and cultural facilities relate to the spend per capita in a given area, as opposed to the provision of physical infrastructure. This Plan will support the development of cultural, arts and performance spaces at appropriate locations within the town.

**Arts and Culture Objective**

It is an objective of Kildare County Council and Meath County Council to:

- HCO 8.1** Support, promote and facilitate the development of cultural, arts and performance spaces in Maynooth.

**5.5.7 Faith**

A total of nine faith facilities were identified in Maynooth, comprising of seven places of worship and two cemeteries. There are no known benchmarking standards for this category of infrastructure provision. ‘Place of worship’ is a land use provided for under Table 11.9. Laraghbryan cemetery is the only local authority managed cemetery in the town and figures from the Environment Section of Kildare County Council (November 2023) indicate that there are approximately 350 grave spaces left, which equates to about seven years capacity. This assumes that all available spaces are not compromised by issues such as the presence of tree roots, invasive species (Japanese Knotweed) and underground utilities. The cemetery also includes a columbarium which is at 35% capacity with 96 niches in total, and 62 spaces available at the time of writing.

The SIA determined that in order to ensure adequate burial space for the future, land needs to be identified for the provision of an additional cemetery. The three key considerations in selecting the optimal location for a cemetery are local soil conditions, flood risk and traffic access. A suitable location in the town that could accommodate an additional cemetery has been identified on a two-hectare site situated to the north of the existing cemetery at Laraghbryan on lands zoned ‘E(1): Community and Education’.

#### **Faith Facility Objective**

It is an objective of Kildare County Council and Meath County Council to:

**HCO 9.1** Support the development of an additional cemetery on the ‘E(1): Community and Education’ zoned lands at Laraghbryan to the immediate north of the existing cemetery, subject to detailed design and environmental assessment.

#### **5.5.8 Neighbourhood Centres**

There are two neighbourhood centres in Maynooth which meet the definition outlined in the Retail Planning Guidelines (2012). Additionally, there are a number of convenience stores throughout the town which serve a local retail function however they would not fall within the definition of a neighbourhood centre.

Considering the catchment areas of these neighbourhood centres and the individual convenience stores in Maynooth and having regard to the Kildare County Development Plan 2023-2029 policy to create 10-minute settlements in urban areas, it is considered that additional neighbourhood centres located in a number of spatial appropriate locations would improve local service provision and sustainable movement within the plan area. Accordingly, land has been zoned Neighbourhood Centre in accordance with the locations detailed under Objective HCO 10.1.

#### **Neighbourhood Centre Objective**

It is an objective of Kildare County Council and Meath County Council to:

**HCO 10.1** Support and facilitate the development of a neighbourhood centre in the following locations:

- To the north of the town, adjacent to Moyglare Road, also serving Maynooth Environs (Moygaddy, County Meath)
- To the west of the town, adjacent to the proposed second train station within the designated Maynooth West Transport-Oriented Development (TOD)
- To the east of the town serving the strategic residential lands at Railpark

The provision of these neighbourhood centres shall have regard to (where relevant) the Implementation and Infrastructure Delivery Schedule set out in Section 11.5, as well as any other relevant provision set out in Section 6.7, Objective IO 5.1 and Chapter 11: Implementation.

### 5.5.9 Student Accommodation

Results from a targeted pre-draft consultation exercise with students in Maynooth (see Section 1.7) showed that 78% of survey respondents felt that issues relating to the availability, cost and quality of accommodation in the town are of greatest concern for students attending both institutions. In supporting the continued growth of Maynooth University and St Patrick's College, Maynooth seeks to facilitate the development of an adequate quantum of purpose-built student accommodation to cater for the needs and requirements of the existing student population, in addition to anticipated growth over the life of the Plan. It is noted that Maynooth University envisages the provision of 1,000 new on-campus student bedspaces, whilst it is the intention of St Patrick's College to develop 400 bedspaces. Furthermore, two schemes with a combined total of 210 bedspaces are under construction in the town centre.

In keeping with the stated strategic development principles of this Joint Plan, including the goal of implementing the 10-minute settlement principle, it is considered that the optimal location for student accommodation is within the grounds of Maynooth University and St Patrick's College. Other areas which are considered suitable for the location of purpose-built student accommodation include:

- Maynooth Town Centre
- Along existing and planned high quality public transport routes, including within Maynooth West Transport-Oriented-Development (TOD)
- Maynooth Environs (Moygaddy, County Meath) (with sites to be determined as part of a masterplan for the lands, see Section 11.3)

Furthermore, in order to secure the provision of student accommodation at appropriate locations within the town, the Joint Plan has included a specific land use zoning objective (J: Student Accommodation, Map 11.1) which provides for the development of professionally managed, purpose-built undergraduate and graduate student accommodation on three sites within the town. One site is located within St Patrick's College campus and the other two are located in the adjacent to the Moyglare Road to the east of Maynooth University.

With respect to the pattern and distribution of student accommodation in the locality, the provisions of Kildare County Development Plan (Section 15.4.11) state that '*an over concentration of such schemes in any one area with the exception of on-campus facilities will be resisted*'. In this regard, the Plan seeks to maintain the overall balance of uses within Maynooth Town Centre to ensure its continued vibrancy into the future. Therefore, the Land Use Matrix (Table 11.9) provides for purpose-built student accommodation to be 'open for consideration' rather than 'permitted in principle' on lands zoned 'A: Town Centre'.

### **Student Accommodation Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- HCO 11.1** Support the provision of high-quality, professionally managed, purpose-built undergraduate and graduate student accommodation, preferably on campus, or alternatively in accessible locations adjacent to existing or planned high quality public transport corridors and cycle routes. Such accommodation should be developed in a manner which respects the residential amenities of the locality and does not impact negatively on the provision of other uses (including retail, commercial and general residential development) within Maynooth Town Centre.
- HCO 11.2** Support the provision of new on and off-campus student accommodation in appropriate locations where high levels of design quality is achieved (including adequate communal facilities and external communal space). Where sites are developed for student accommodation, the portion of the site relating to this will be exempt from the social and affordable housing requirements of Section 96(1) of the Planning and Development Act 2000 (as amended).
- HCO 11.3** Restrict applications for change of use from student housing to any other form of housing without adequate demonstration that an over-provision of student housing exists.



### 5.5.10 Summary of Social Infrastructure Requirements

Table 5.6 below sets out the social infrastructure requirements of Maynooth up to the end of the Plan period as determined by the Social Infrastructure Audit.

**Table 5.6** Social Infrastructure Requirements

Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
<b>Education and Training</b>					
<b>Primary Schools</b>	E	Education	<b>New school building for Gaelscoil Ruairi<sup>33</sup></b> <ul style="list-style-type: none"> <li>1.28 hectares</li> <li>Capacity for 232 pupil places</li> </ul>	<ul style="list-style-type: none"> <li>Maynooth Education Campus, Moyglare Road</li> </ul>	Department of Education
			<b>One school or two smaller schools to facilitate forecasted growth</b> <ul style="list-style-type: none"> <li>2 x 1.5 hectares<sup>34</sup></li> <li>Capacity for 1,102 additional pupil places (48 classrooms)</li> </ul>	<ul style="list-style-type: none"> <li>Lands to the west of the town at Laraghbryan zoned 'E(2): Education and Community'</li> </ul>	Department of Education
			<u>Identified requirement:</u> Additional 1,248 places potentially required		

<sup>33</sup> Planning Application File Ref. No.: 20/1296

<sup>34</sup> Based on Table 1 (8 to 16 classroom school) in the Technical Guidance Document TGD-025 'Identification and Suitability Assessment of Sites for Primary Schools' (2019).

Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
Post-Primary Schools	E	Education	<b>New school building for Gaelcholáiste Mhaigh Nuad</b> <ul style="list-style-type: none"><li>Capacity for 350 pupil places<sup>35</sup></li></ul>	<ul style="list-style-type: none"><li>Site along Moyglare Road, previously occupied by Maynooth Post Primary School<sup>36</sup></li></ul>	KWETB/ Department of Education
			<b>Extension of the existing post-primary schools in Maynooth</b>	<ul style="list-style-type: none"><li>Maynooth Education Campus, Moyglare Road</li></ul>	Department of Education
			<b>Reserve a site for a new post-primary school</b>	<ul style="list-style-type: none"><li>Lands on Celbridge Road zoned ‘E(3): Education and Community’</li></ul>	Department of Education
Childcare					
Childcare Facilities	Refer to zoning matrix	Childcare Facility	<ul style="list-style-type: none"><li>979 additional childcare places<sup>37</sup></li><li>To be developed in tandem with new residential developments in accordance with Section 28 Guidelines and CDP requirements</li><li>Where childcare facilities have not been built as part of a permitted residential scheme that these lands be zoned specifically for childcare</li></ul>	<ul style="list-style-type: none"><li>Various</li></ul>	Private developer-led alongside new development

<sup>35</sup> House of the Oireachtas, School Building Projects Dáil Éireann Debate, Thursday 29 June 2023 [Online] available from: <https://www.oireachtas.ie/en/debates/question/2023-06-29/275/#pq-answers-275> Date of Access: 06/11/2023.

<sup>36</sup> Communication with the Department of Education (31 January 2024)

<sup>37</sup> There are four extant permissions for childcare facilities which could deliver circa. 352 childcare places.

Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
<b>Health</b>					
<b>Primary Care Centre</b>	Refer to zoning matrix	Health Centre	<ul style="list-style-type: none"> <li>One primary care centre</li> <li>1 hectare approx. (subject to detailed design)</li> </ul>	<ul style="list-style-type: none"> <li>Lands to the west of the town at Laraghbryan zoned 'E(2): Education and Community'; and/or to the north of the town on lands zoned 'GI: Community Infrastructure' in the Maynooth Environs.</li> </ul>	Health Service Executive (HSE)
<b>General Practitioners (GPs)</b>	Refer to zoning matrix	Medical Consultant	<ul style="list-style-type: none"> <li>Up to 26 additional general practitioners (GPs)</li> <li>A feasibility study for a GP practice to be submitted with all new Neighbourhood Centre developments</li> </ul>	<ul style="list-style-type: none"> <li>Neighbourhood Centres</li> <li>Lands zoned 'E: Community and Education' and 'A: Town Centre'</li> </ul>	Private developer-led
<b>Residential Care Settings for Older People</b>	Refer to zoning matrix	Nursing Home	<ul style="list-style-type: none"> <li>243 additional bed spaces in residential care facilities for older persons</li> </ul>	<ul style="list-style-type: none"> <li>Lands zoned 'E: Community and Education', 'A: Town Centre' and 'B: Existing Residential / Infill'</li> </ul>	Private developer-led
<b>Sports, Recreation and Open Space</b>					
<b>Urban Neighbourhood Park</b>	F(2)	Open Space and Amenity	<ul style="list-style-type: none"> <li>Development of an Urban Neighbourhood Park</li> <li>12.6 hectares</li> </ul>	<ul style="list-style-type: none"> <li>Maynooth West</li> </ul>	Kildare County Council / St Patrick's College
<b>Public Parks</b>	F	Open Space and Amenity	<ul style="list-style-type: none"> <li>Redevelopment of the existing Harbour Field Park.</li> <li>2.27 hectares</li> </ul>	<ul style="list-style-type: none"> <li>Harbour Field Park</li> </ul>	Kildare County Council
			<ul style="list-style-type: none"> <li>Development of a local park</li> <li>Development of a local linear park</li> </ul>	<ul style="list-style-type: none"> <li>Lands at Carton Avenue</li> <li>Railpark Key Development Area</li> <li>Lyreen and Rye Water Linear Park</li> </ul>	Kildare County Council (Carton Avenue) Private developer-led

Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
Public Open Spaces	F	Open Space and Amenity	<ul style="list-style-type: none"> <li>Public Open Space</li> <li>Provision in new residential developments in accordance with the Kildare County Development Plan (Section 15.6.6), Meath County Development Plan (Section 11.5.11) and the Design Standards for New Apartments Guidelines (Section 4.10-4.14).</li> </ul>	<ul style="list-style-type: none"> <li>Key Development Areas.</li> <li>All new residential developments.</li> </ul>	Private developer-led
			<ul style="list-style-type: none"> <li>Community-managed gardens/allotments</li> <li>1.74 hectares</li> </ul>	<ul style="list-style-type: none"> <li>Carton Avenue and the Railpark Key Development Area.</li> </ul>	Kildare County Council
Playgrounds	F	Open Space and Amenity	<ul style="list-style-type: none"> <li>Additional playgrounds in existing and new public open spaces in Maynooth.</li> </ul>	<ul style="list-style-type: none"> <li>A playground to be located in the southern part of Maynooth, south of the railway/canal corridor.</li> <li>Provision in new residential developments in accordance with the Kildare County Development Plan (Section 15.6.6), Meath County Development Plan (Section 11.5.11) and the Design Standards for New Apartments Guidelines (Section 4.10-4.14).</li> </ul>	Kildare County Council
Outdoor Sports Areas	F	Open Space and Amenity	<p><b><u>Municipal Sports Facility</u></b></p> <ul style="list-style-type: none"> <li>Approximately 16 hectares</li> </ul>	<ul style="list-style-type: none"> <li>Crewhill Key Development Area</li> </ul>	Kildare County Council, Kildare Sports Partnership, Meath County Council, Maynooth University, St Patrick's College and

Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
					other key stakeholders
			<b><u>Multi Use Games Area (MUGA)</u></b> <ul style="list-style-type: none"><li>▪ Each to be approximately 1 hectare in size</li></ul>	<ul style="list-style-type: none"><li>▪ Municipal Sports Facility (Crewhill Key Development Area)</li><li>▪ Railpark Key Development Area</li><li>▪ Maynooth West Local Park</li></ul>	Kildare County Council, Kildare Sports Partnership, Meath County Council, Maynooth University, St Patrick’s College and other key stakeholders
Social and Community					
Social and Community Facilities	E	Community and Education	<ul style="list-style-type: none"><li>▪ Six additional community facilities, it is suggested that these are:<ul style="list-style-type: none"><li>○ A community centre (including a theatre space)</li><li>○ A community garden/allotments (<i>See the ‘Public Open Spaces’ theme above</i>)</li><li>○ A community-run crèche</li><li>○ A Multi Use Games Area (<i>See the ‘Outdoor Sports Areas’ theme above</i>)</li><li>○ A new/expanded public library</li><li>○ A youth centre</li></ul></li></ul>		Kildare County Council
			<ul style="list-style-type: none"><li>▪ Maynooth Community Library</li></ul>	<ul style="list-style-type: none"><li>▪ A centrally located and universally accessible site within the town</li></ul>	



Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
			<ul style="list-style-type: none"> <li>Maynooth Community Centre, including a youth centre</li> </ul>	<ul style="list-style-type: none"> <li>A centrally located and universally accessible site within the town</li> </ul>	
<b>Faith</b>					
<b>Cemeteries</b>	E	Community and Education	<ul style="list-style-type: none"> <li>Additional cemetery (2 hectares)</li> </ul>	<ul style="list-style-type: none"> <li>Lands zoned E(1) to the north of the existing cemetery at Laraghbryan</li> </ul>	Kildare County Council
<b>Neighbourhood Centres</b>					
<b>Neighbourhood Centres</b>	N	Neighbourhood Centre	<ul style="list-style-type: none"> <li>Additional neighbourhood centres to serve catchment areas within approximately 800 metres (10-minute walk)</li> </ul>	<ul style="list-style-type: none"> <li>North of the town serving the Crewhill Key Development Area</li> <li>Within the designated Maynooth West Transport-Oriented Development (TOD) adjacent to the proposed location of the Maynooth West Train Station to the north of the Royal Canal</li> <li>East of the town serving the Railpark Key Development Area</li> </ul>	Developer-led
<b>Student Accommodation</b>					
<b>Further Education and Training</b>	E	Community and Education	Growth of Maynooth University to accommodate 4,000 additional students <ul style="list-style-type: none"> <li>2.5 hectares<sup>38</sup></li> </ul>	<ul style="list-style-type: none"> <li>Lands west of Maynooth University</li> </ul>	Maynooth University (National University of Ireland)
			1,000 student bed spaces for Maynooth University students	<ul style="list-style-type: none"> <li>Grounds of Maynooth University</li> </ul>	

<sup>38</sup> Communication with the Interim Director of Estates and Capital Development of Maynooth University (24 February 2022).

Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
			400 student bed spaces for St Patrick's College students	<ul style="list-style-type: none"> <li>▪ Grounds of St Patrick's College</li> </ul>	St Patrick's College (Pontifical University)

## 6 Economic Development

### 6.1 Policy Context

National Strategic Outcome 5 (NSO 5) of the National Planning Framework (NPF) seeks the realisation of a strong economy supported by enterprise, innovation and skills. Acknowledging that the long term attainment of such an outcome will depend on creating places that foster enterprise and innovation whilst also attracting investment and talent, the NPF outlines a number of areas which should be the subject of focus. These include the need to support entrepreneurialism and the building of competitive clusters, the requirement to sustain talent and boost human capital through investment in education and upskilling opportunities, along with the necessity to invest in digital and data innovation, including the delivery of enhanced IT infrastructure.

The Regional Spatial and Economic Strategy (RSES) outlines in greater detail the parameters for delivering sustained economic growth in the Eastern and Midland Region and provides a model for economic development based on smart specialisation, clustering, placemaking, orderly growth and future proofing (see Figure 6.1). Whilst the NPF notes that the performance of the Dublin Metropolitan Area is critical to the competitiveness of the country as a whole, the RSES expands upon this and outlines how Maynooth as a Metropolitan Key Town can utilise and develop its existing asset base to support the future growth and success of the capital, as well as acting as an economic driver for north Kildare (Regional Policy Objective 4.34).

**Figure 6.1** The RSES Economic Strategy



Further details regarding the economic development of Maynooth are provided in the Metropolitan Area Strategy Plan (Chapter 5, RSES) where the town has been identified as a strategic location within the North-West Corridor of the Dublin Metropolitan Area (DMA) for economic development and employment growth opportunities.

#### 6.1.1 Economic Development Policy of County Kildare and County Meath

The 2014 Local Government Reform Act has given local authorities a stronger and more effective role in assisting economic development and job creation. Having a statutory mandate as the lead agency providing business support and promoting enterprise has enabled Kildare County Council and Meath County Council prepare bespoke and targeted policies to guide and promote economic development within their respective functional areas.

In Kildare, such policy is set out in both the Local Economic and Community Plan (LECP) and *Kildare 2025 Economic Development Strategy*. Kildare 2025 is 5-year plan that aligns with

both the NPF and RSES and is intended to provide a strategic policy framework to guide economic development in the county. While it contains eight focus areas<sup>39</sup> supported by three enabling actions (Investment in Place, Investment in People and Strengthening Bidding Capacity for Funds), a key priority of the Plan is '*ensuring that investment priorities align the growth ambitions of Kildare's designated Key Towns*' of Naas and Maynooth.

The provisions of both the LECP and Kildare 2025 have been transposed into Kildare County Development Plan 2023–2029 where Maynooth, alongside Naas has been placed at the top of the Economic Development Hierarchy. The Development Plan has also designated the MASP area within Kildare as an economic cluster. The MASP Economic Cluster which encompasses the settlements of Maynooth, Leixlip, Celbridge and Kilcock seeks to acknowledge and expand upon the existing relationships and synergies that have developed between these settlements, and in particular, the role that certain towns within this cluster have as strategic employment and education destinations. Aligning with the provisions of the RSES, the Development Plan has identified lands to the west of Maynooth University as the focus for knowledge-based employment centring on the potential for ICT and manufacturing opportunities through the development of a research and technology campus at this location.

County Meath's local economic development policy is also driven by its LECP and a dedicated *Economic Development Strategy for County Meath 2014–2022*, which sets out a comprehensive vision and roadmap for economic and employment growth and is supported by a range of measures aimed at bringing the vision to life. The LECP and the Economic Development Strategy both align with the Economic and Employment Strategy of the Meath County Development Plan (CDP) 2021–2027 (as varied). It is noted that a new Economic Development Strategy for County Meath is currently being advanced by Meath County Council.

A key feature of both the Economic Development Strategy and the Meath CDP is to support the development of 'live-work' communities, in which employment, residency and sustainable transport facilities are located in close proximity to each other, to reduce long-distance commuter trends and traffic congestion. The Meath CDP identifies the Maynooth Environs (Moygaddy, County Meath) as the location for such a community, with significant emphasis being placed on the delivery of strategic employment uses and housing at this location. Acknowledging the provisions of the RSES and in particular the MASP, which has identified the lands for '*Science and Technology*' uses, the Meath CDP seeks to focus on the development of Life Sciences, High Tech, Bio Tech, ICT, Research and Development, which it is envisaged will benefit from synergies with third level institutions including Maynooth University, along with major employers already established in the area. Objective ED OBJ 12 of the Meath CDP seeks to work with Kildare County Council to further develop the area as an attractor for Life Sciences, High Tech, Bio Tech, ICT, Research and Development employment. Objective ED OBJ 14 of the Meath CDP seeks to deliver on the significant potential of the lands in the Maynooth Environs, a designated strategic employment site to

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<sup>39</sup> The eight focus areas are as follows: (1) Indigenous Industries, (2) Foreign Direct Investment, (3) Knowledge Economy, (4) Equine Industry, (5) Agri Food Sector, (6) Retail, (7) Sustainable Tourism, Hospitality and Leisure, and (8) Climate Action and Green Economy.

create a unique employment hub centred on a high tech/bio tech campus within the lands, supported by a ‘live work’ community.

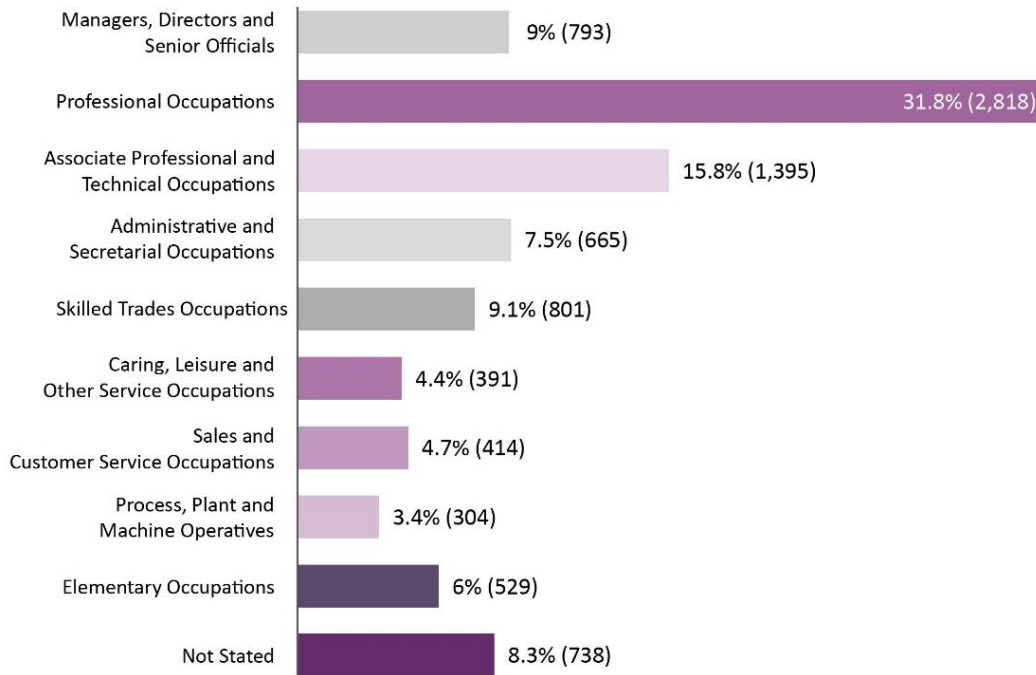
## 6.2 Economic Profile of Maynooth

Maynooth is a dynamic and expanding town situated in a highly urbanised and fast-growing location within the Dublin Metropolitan Area (DMA). Not only is it an established centre for education and research, but it is also an important employment destination and centre for retail services serving a large catchment area. Indeed, Maynooth’s designation as a Metropolitan Key Town in the RSES both acknowledges its existing scale, function, and asset base and also recognises the interdependencies and synergies that have developed between the town and other settlements in the area. Another critical asset which the town benefits from is its high levels of human capital; Maynooth’s resident population is one the most highly educated in the country (see Section 5.2.6). The town has a rich natural and built heritage which contributes much to its character and sense of place, and provides for an attractive location to live, work, study, visit and invest in. Boasting high levels of connectivity and good quality infrastructure, Maynooth is well-placed to exploit its strategic location on the ‘M4 Knowledge Corridor’ and future DART+ West rail line to grow sustainably and seek to develop employment opportunities with a particular focus on sectoral areas identified in the RSES.

### 6.2.1 Employment Profile

Census 2022 recorded that there were 6,898 jobs based within the Built-Up Area (BUA) of Maynooth. Jobs in the town range across various sectors with significant employment centres in the town including Maynooth University, St Patrick’s College, Maynooth Business Park (home to circa 90 businesses), Carton Retail Park and Manor Mills Shopping Centre. Maynooth is also proximate to established employment destinations in nearby settlements such as Intel and the Kildare Innovation Campus (former HP site) in Leixlip, and the Takeda Pharmaceutical Company Ltd. (formerly Shire) in Dunboyne. Of the workers which Census 2022 recorded as living in Maynooth, over half (56.6%) were employed in management roles, professional occupations or associate professional and technical occupations (see Figure 6.2 overleaf). This is reflective of the high levels of educational attainment within Maynooth’s resident population.

**Figure 6.2** Occupation by Category (at work or unemployed) in Maynooth in 2022



Source: Census 2022

Of the workforce employed and living in Maynooth, 26.2% worked in the town, 13.5% worked elsewhere in the county, and 45.3% commuted outside of Kildare. In this regard, it is seen that Maynooth's attractive location, with high levels of connectivity to adjacent employment centres within the Dublin Metropolitan Area, particularly Dublin City Centre, has played a critical role in determining its status as a well-established commuter town.

While Census 2022 shows that 4,939 persons left Maynooth to go to work, it recorded 4,698 workers commuted into the town daily for employment and of these, 26% (1,805 persons) commuted from elsewhere in County Kildare and 42% (2,893 persons) commuted from outside the county. The key origins for those who commute to Maynooth are as follows: Dublin City and Suburbs (17.1% or 1,180), Celbridge (5.1% or 354), Kilcock (4% or 279) and Leixlip (3.5% or 241). Workers from rural parts of Kildare and Meath account for 10.1% (702) jobs in Maynooth. This illustrates that Maynooth also plays an important role as an employment destination for a wider hinterland area.

Overall, Census 2022 shows that the town has a job ratio of 0.816 indicating that there are not enough jobs for every worker living in the town, i.e., for every 100 workers living in Maynooth there was only 81.6 jobs based in the town in 2022.

#### What is a job ratio?

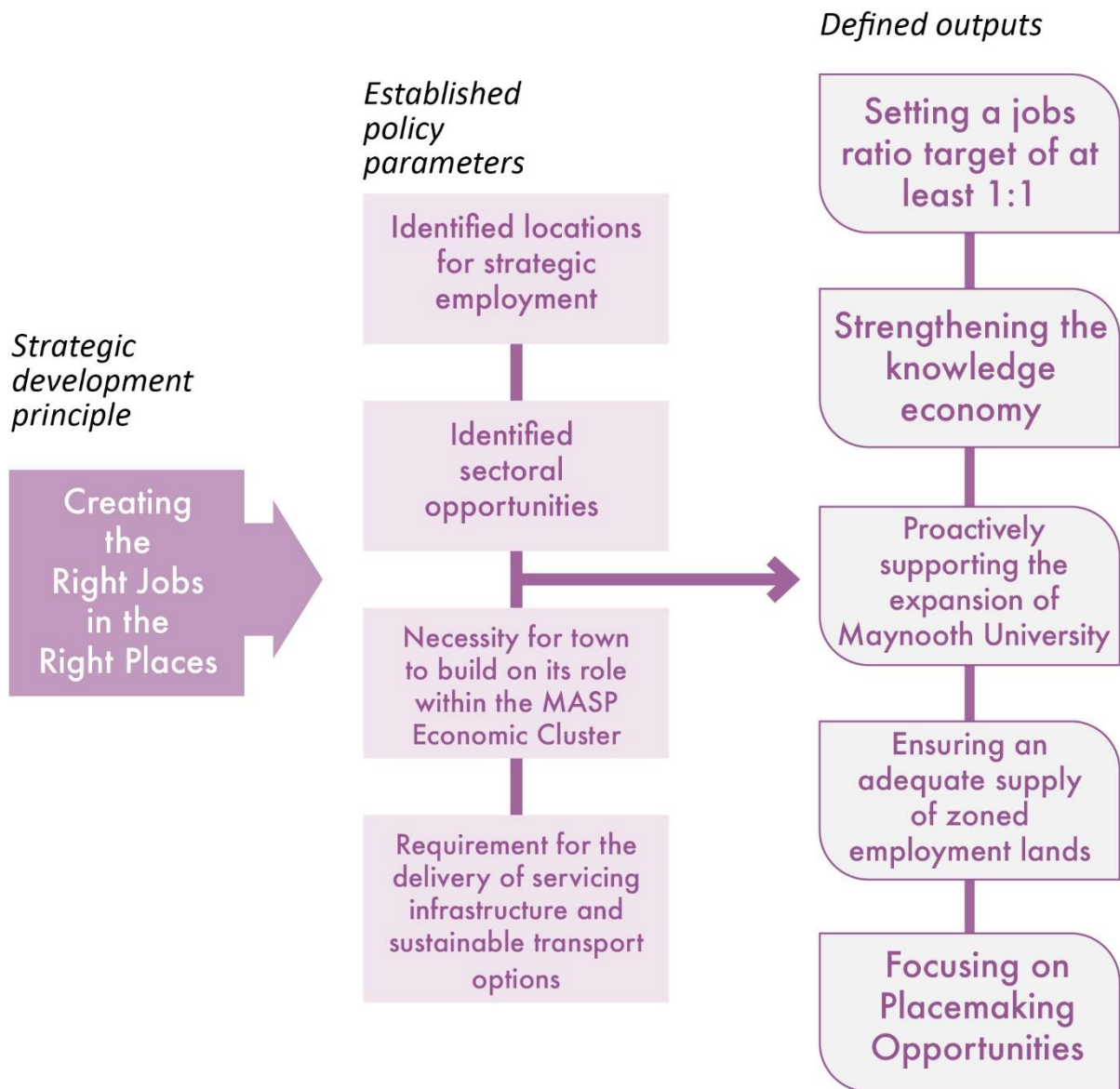
The term job ratio (i.e., employment to population ratio) relates to the number of jobs based in a settlement area divided by its resident workforce; it does not factor in employees commuting in or out of the town to work. For example, a job ratio of 1 (or 1:1) for a town would mean that theoretically, there is one job available for every resident worker.



### **6.3 Maynooth and Environs Economic Development Strategy**

A successful economic development strategy for Maynooth and Environs must be ambitious yet realistic, long term in intent yet readily implementable over the life of the Plan. The strategy must seek to maximise the town's existing asset base whilst also promoting new development opportunities which focus on key sectors and emerging technologies. Above all, the strategy should ensure that the town grows sustainably, with employment lands being developed in a plan-led, orderly and sequential manner. In this regard, established policy parameters must be respected and the plan hierarchy, most notably the provisions of the RSES relating to economic development in the town, should be a central feature of the strategy.

Whilst land use plans such as this Joint Plan have by their nature limitations in terms of deliverability, it is considered that by virtue of their statutory status and robust evidence base, they have a critical role in directing, facilitating and promoting the creation of the right jobs in the right places (as per Strategic Development Principle 2). Accordingly, this Plan will focus on a number of specific areas, as outlined in Figure 6.3 (see overleaf), which will seek to ensure that Maynooth effectively fulfils its role as a Metropolitan Key Town in supporting the future growth and success of Dublin as Ireland's leading global city of scale and acting as a driver for economic growth for both north Kildare and south Meath.

**Figure 6.3** Economic Development Strategy for Maynooth and Environs

### 6.3.1 Setting a Jobs Ratio Target of At Least 1:1

Central to the delivery of this Economic Development Strategy is the aim to increase the number of jobs based in Maynooth. A jobs ratio (i.e., population and employment ratio) target of at least 1:1 will help to ensure that the growth in the number of jobs will, over the life of the Plan, match the growth in the population of people of working age in the town. This will enable Maynooth to transition from its role as a commuter town, becoming a key employment destination in the Dublin Metropolitan Area (DMA). Such a target is consistent with the plan hierarchy, particularly the MASP (Chapter 5, RSES) and is considered to be highly deliverable given the identification, at regional level, of lands within the town for strategic employment opportunities. Additionally, the continued expansion of Maynooth University along with the development of key transport infrastructure (DART+ West and BusConnects) will make the town a more accessible and attractive location for employers to locate. Accordingly, the Economic Development Strategy targets 6,568 extra jobs and a projected job ratio target of 1:1 at a minimum for the town by 2031 (see Table 6.1 overleaf).

**Table 6.1** Employment Requirements in Maynooth and Environs to 2031

	2022 Census	2031 Projected	Total change (2022 – Q1 2031)
Population	17,259	27,332	<b>+10,073 persons</b> (58.35% increase)
Labour Force Participation Rate	64.6%	65%	0.4 percentage point increase
Total Resident Labour Force (At Work and Unemployed)	8,934	14,235*	+5,301 persons (59.3% increase)
Unemployment Rate / Projected Unemployment Rate	5.4%	5.4%	No change
Labour Force at Work	8,451	13,466	5,015 further persons at work (59.3% increase)
Jobs Ratio	0.816	1	0.184 increase in jobs ratio
Total no. of jobs existing / required in Maynooth and Environs	6,898	13,466**	+6,568 more jobs
<b>Extra jobs required:</b>	-	<b>6,568</b>	-

\* Represents an increase in the resident labour force in line with projected population growth of 58.35% between 2022 and 2031 whilst also incorporating a 0.4 percentage point increase in the labour force participation rate (i.e., a 58.36% increase in the 2022 Total Resident Labour Force of 8,934 = 14,148. Then applying a 65% participated rate is 14,148/64.6 x 65 = 14,235)

\*\* This figure is calculated by applying a 5.4% unemployment rate to the total resident labour force and a providing a jobs ratio of 1 to project the extra jobs required by 2031.

### 6.3.2 Strengthening the Knowledge Economy

It is recognised that not only increasing the overall quantum of jobs based in the town is important but the type and nature of these jobs being created is also critical to Maynooth successfully fulfilling its role as an economic driver within the Dublin Metropolitan Area. Whilst all employment generating activities in the town will be encouraged, subject to the land use zoning matrix (see Table 11.9), the specific locations will focus on identified sectoral opportunities, as follows:

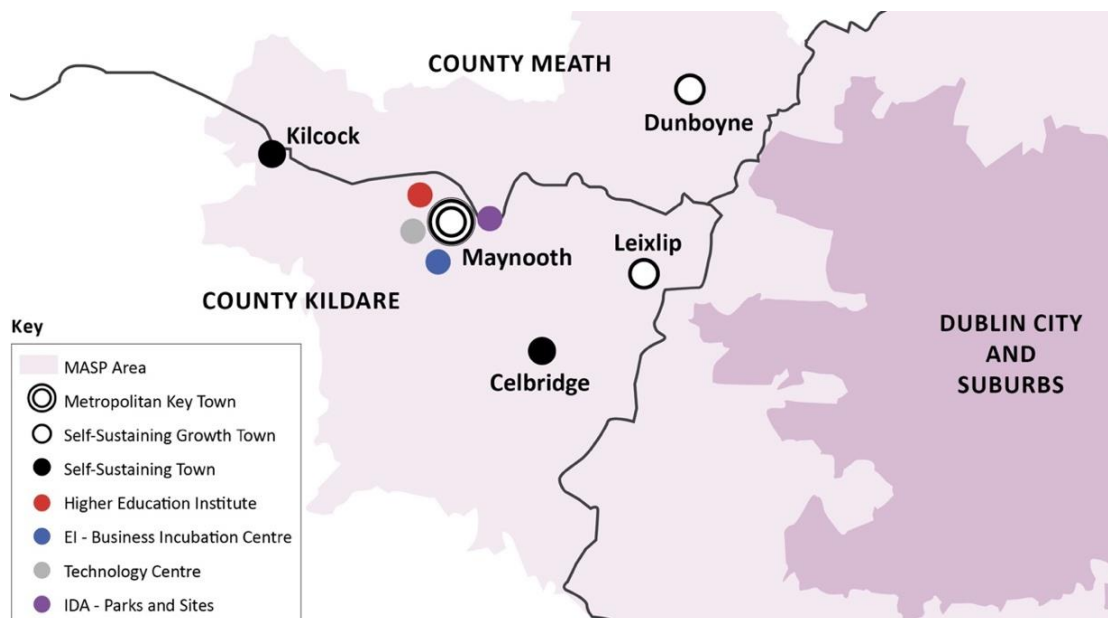
**West of University:** Knowledge-based employment focusing on ICT and manufacturing through the development of a research and technology campus.

**Moygaddy:** The development of Life Sciences, High Tech, Bio Tech, ICT, Research and Development and seeks to benefit from synergies with third level institutions which may include Maynooth University.

Delivering high quality locally based jobs within these locations will enable a greater proportion of the well-educated resident population within Maynooth to work near where they live, thereby reducing commuting levels and improving the overall levels of sustainability and liveability in the town. Crucially, the development of such lands will support competitiveness and smart specialisations. This will in turn further underpin Maynooth's intended role as the preeminent settlement driving the growth of the MASP Economic Cluster – helping to achieve overall critical mass and economies of scale in the area – a central component of the preferred development strategy of the Kildare County

Development Plan. Furthermore, targeting the development of such knowledge-based employment in Maynooth acknowledges and capitalises on the presence of several of enterprise development and innovation assets which are located in the town, the most notable of which is Maynooth University.

**Figure 6.4** Enterprise and Innovation Assets within the MASP Area of Kildare and Meath



**Source:** Figure 6.6, Regional Spatial and Economic Strategy 2019-2031 (as adapted)

The Plan also notes the potential of developing synergies and clustering with centres of economic activity in the wider MASP area. This includes supporting the potential of the Maynooth Environs (Moygaddy, County Meath) to foster relationships with other designated employment sites such as Dunboyne North. This is also an objective (ED OBJ 9) of the Meath County Development Plan 2021-2027 (as varied).

### 6.3.3 Proactively Supporting the Expansion of Maynooth University

The presence of Maynooth University is a unique asset for the town and consequently its continued expansion is inextricably linked to the town's sustained economic growth over the longer term. For Maynooth, the benefits of being a university town are manifold. Not only does it provide direct economic benefits in terms of purchase of goods and services and student population expenditure, but it is also the largest employer in the town, providing a substantial number of knowledge-based jobs, including 441 lecturing and research positions in the academic year 2019/20. Overall, according to a 2021 study commissioned by St Patrick's College, Maynooth (SPCM), both it and Maynooth University together generated a combined total of 2,588 jobs, both directly and indirectly in 2019. This study also noted that the total economic output yielded from the activities of the two institutions in 2019 amounted to €439.92 million.

Universities such as Maynooth have come to play an increasing role in fostering and developing the knowledge economy. This occurs on a number of different levels. In the first instance, it is the activities of the university itself in pursuing research-led opportunities and associated entrepreneurial spin-off activities. In this regard, the past number of years have

witnessed Maynooth University establishing dedicated research institutions such as the Hamilton Institute, the National Institute for Research and Spatial Analysis (NIRSA) and the Irish Climate Analysis and Research Units (ICARUS) among several others. These bodies have attracted significant research funding (€45.3 million awarded in 2019/20) which has resulted in the university advancing its reputation as an international centre of research excellence. This has led to the development of spin-off enterprises such as the All-Ireland Research Observatory (AIRO) which is a research and consultancy unit based at the NIRSA. Furthermore, the university also plays an important growing role in collaborating with external partners in industry such as Intel and Microsoft.

#### **Maynooth University: Planning for Long Term Strategic Growth**

Maynooth University (MU) traces its origins to the Royal College of St Patrick, which was founded in 1795 to educate priests. While the institution became a recognised College of the National University of Ireland in 1910, it was only formally established as a separate university in 1997, making it both one of Ireland's oldest and youngest higher education institutions. Divided into a North Campus and a South Campus the university has undergone rapid expansion in recent years, its development both in terms of student numbers but also in terms of staff has led it to become the biggest employer in the town.

The growth of the university over the past number of years has been underpinned by a Maynooth University Strategic Plan which informs a Campus Masterplan. The Strategic Plan 2023 - 2028 charts an ambitious direction for the development of the university, which focuses on advancing student learning, excelling in research and creating societal impact, expanding internationalisation, and fostering strong engagement and partnerships. The Strategic Plan commits to having sustainability as a guiding principle to develop an *'open and inclusive campus to meet our future needs and strategic objectives and to connect with our region'*.

Acknowledging the vital role that Maynooth University now has in supporting enterprise and advancing the knowledge economy, it is critical that this Plan proactively supports its strategic long term expansion, in addition to supporting the development of its ongoing activities in the areas of research and development, the development of spin-off businesses, enterprise incubation and increased levels of collaboration with industry. In this regard, the strategic growth of the university is considered to be crucial for attracting both indigenous and Foreign Direct Investment (FDI) into the town and the wider Dublin Metropolitan Area. It is further acknowledged that expanding the university in line with stated national policy will require the provision of a substantial increase in purpose-built student accommodation in the town (Section 5.5.9 refers).

#### **6.3.4 Ensuring an Adequate Supply of Zoned Employment Lands**

One of the key enablers in attracting potential investment and employment to Maynooth will be to ensure the availability of an adequate quantum of appropriately located and serviced employment lands. Under the Maynooth Local Area Plan 2013 – 2019 approximately 97.1 hectares of land was zoned for employment, industry, and research and technology purposes in Maynooth (County Kildare). This figure solely relates to lands zoned primarily for employment uses and does not include such land uses as Town Centre, Retail, Community and Education which would also provide an element of employment generation.

According to a survey conducted as part of the preparation of the Joint Plan, 76.7 hectares of lands zoned for employment purposes in the 2013-2019 Local Area Plan remain undeveloped (see Table 6.2 below).

**Table 6.2** Survey of Employment Lands zoned under the Maynooth Local Area Plan 2013 - 2019\*

Area in hectares (ha) zoned for employment uses**	97.1 ha
Area zoned for employment uses undeveloped as of Q3 2023	76.7 ha
Area zoned for employment uses undeveloped (%)	79 %
Area zoned for employment uses which have been developed but are currently unoccupied***	0.7 ha

**Source:** KCC Planning Department Survey, June 2024

\*The Maynooth Environs (Moygaddy, County Meath) are outside of the 2013-2019 Local Area Plan area and are consequently not included in the survey. However, it should be noted all of the lands zoned for employment in the Maynooth Environs (i.e., Strategic Employment Zones (High Technology Uses), and Tourism) were undeveloped at the time of the survey.

\*\* The term 'employment uses' relates to the lands zoned 'H2: Office / Light Industry and Warehousing', 'P: Research and Technology', and 'T: General Development' in the Maynooth Local Area Plan 2013 – 2019.

\*\*\* This figure includes the developed part of Maynooth Business Campus which is operating at almost 100% levels of occupancy.

In addition to the above employment lands survey and having regard to the provisions of the Development Plans – Guidelines for Planning Authorities (DHLGH, 2022), an Enterprise and Employment Zoning Methodology (see Appendix B) has been undertaken to determine the overall quantum of lands to be zoned. Additionally, the Settlement Capacity Audit (published alongside this Plan) assessed a range of sites to help determine land use zoning decisions vis-à-vis the location of employment lands in the plan area.

Accordingly, having regard to:

- (a) the quantum of lands built-out;
- (b) the level of occupancy as noted in Table 6.2;
- (c) the projected increase in employment of 6,568 jobs to the end of the plan period in 2031; and
- (d) providing that all lands are developed for employment at a range of density levels taking into consideration site-specific characteristics (see Appendix B).

As outlined in Appendix B it is projected that Maynooth and Environs will require 71.29 hectares (net developable area) of undeveloped land to be zoned for employment purposes.<sup>40</sup> It should be noted that this figure solely relates to lands zoned for employment such as industrial warehousing and commercial and does not consider potential job creation on other lands zoned for town centre, retail or leisure and amenity uses.

Table 6.3 (see overleaf) provides further information in relation to the location of the main employment areas in Maynooth and the quantity of zoned undeveloped land available for

<sup>40</sup> Note: A substantial quantum of the employment lands zoned under this Plan have previously been zoned under the Maynooth Local Area Plan 2013 – 2019 and the Meath County Development Plan 2021-2027 (as varied).



employment uses. As noted previously, in addition to the main employment zoning categories such as Research and Technology, Enterprise and Employment, and Industry / Office Park / Warehousing, there are other zoning categories which allow for employment creation in relation to leisure activities and various commercial uses such as retail and tourism. Reference should be made to Chapter 11: Implementation for further detail in relation to the individual land use zonings throughout the town.

The zoning of employment lands in the Maynooth and Environs Joint Local Area Plan 2025–2031 is considered to align with the principles set out in the RSES by providing appropriate quantum at strategically identified locations within the town to accommodate and maximise synergies between third level institutions and business enterprises, including start-up companies. In this regard, Kildare County Council and Meath County Council undertake to collaborate with each other over the life of the plan to co-ordinate the servicing and sequential delivery of lands identified for strategic employment development, as per the provisions of Regional Policy Objective (RPO) 4.35.

**Table 6.3** Development of Employment Lands zoned under the Maynooth and Environs JLAP 2025–2031

Location of employment lands	Employment Opportunities/Sectoral Strengths
<b>Town Centre</b>	Capacity for retail and residential development, office and small-medium sized enterprise. Also, capacity for innovative retail / tourism / mixed use / cultural development on brownfield town centre sites.  Promotion of live/work units is encouraged as well as the purposing of existing and vacant buildings as incubation/start-up units.
<b>Maynooth Business Campus</b>	Consolidation of existing businesses and services industries which occupy the campus along with opportunities for infill development.
<b>Maynooth University</b>	Capacity for increase in academic roles in tandem with the projected increase in students attending the university. Opportunities for increased employment in the area's research/development and incubation/start-up units as part of Maynooth University initiatives.
<b>Dublin Road</b>	Opportunities for the development of a small scale bespoke campus for high quality office-based employment including, business starter units and co-working facilities
<b>Maynooth West (West of Maynooth University)</b>	Opportunity to provide for a large scale campus style research and technology park for knowledge-based employment focusing on ICT and manufacturing benefiting from strong links and synergies to Maynooth University.
<b>Maynooth Environs</b>	Opportunities for the development of Life Sciences, High Tech, Bio Tech, ICT, Research and Development which will benefit from synergies with third level institutions, including Maynooth University.

**Note:** This table is indicative of the main employment zones and their employment opportunities. For further detail in relation to zoned land, refer to Chapter 11: Implementation and Map 11.1: Maynooth and Environs Land Use Zoning Objectives.

### 6.3.5 Focusing on Placemaking Opportunities

Quality of life issues are becoming an increasingly important consideration for both multinational and indigenous companies investing in new enterprise operations. In this regard, the IDA recognises the potential of placemaking in helping to enhance Ireland's attractiveness to foreign direct investment (FDI) and has stated that *'the creation of urban environments that offer good quality of life is important in allowing investors to attract and retain the talent necessary to support their establishment and growth. Placemaking offers the opportunity to differentiate Ireland from other locations by delivering attractive urban areas in which to reside.'*<sup>41</sup> Factors that make a town attractive, include the quality of its social infrastructure, the presence of quality transport options, along with the availability of housing proximate to employment are therefore considered to play an important role in securing the delivery of inward investment to the town, and consequently in realising the successful implementation of the Plan's Economic Development Strategy.

The Joint Plan seeks to ensure that the town and its environs grows in a design-led and people-centred manner, in keeping with the principles of healthy placemaking and the 10-minute settlement principle. Accordingly, this Plan contains a number of targeted urban design, liveability and regeneration measures supported by objectives which will ensure that the delivery of improved place quality in Maynooth is a vital consideration guiding the growth and development of the town over the life of the Plan.

## 6.4 Focus of Economic and Employment Activity

### 6.4.1 Small and Medium Enterprise (SME)

The development of small and medium scale projects with longer-term employment potential are essential to securing the continuing economic prosperity of Maynooth. Emphasis should be placed on recognised best practice approaches to stimulating SME activity, to include incubation units, clustering of similar enterprises and networking. Small and medium enterprises should seek to capitalise on the sectoral opportunities identified for the town, as outlined in Section 6.3.2. A key economic objective for Maynooth is the continued promotion and development of a 'dynamic partnership' and synergies between indigenous Small and Medium-sized Enterprises (SME's), multi-national companies, and third level institutions, including Maynooth University. This Plan also encourages the development of service-based enterprises within Maynooth Town Centre. Such developments whether they take the form of business starter units (Section 6.4.3), co-working / remote hub facilities (Section 6.4.4) or live-work units (Section 6.4.5) are considered vital in ensuring the town centre retains its role as the commercial heart of the settlement.

### 6.4.2 St Patrick's College, Maynooth

St Patrick's College, Maynooth (SPCM), also known as St Patrick's Pontifical University, currently serves approximately 700 students, studying a range of philosophy and theology programmes at undergraduate and postgraduate levels, employing over 70 lecturing positions. The SPCM conference and accommodation business employs additional staff, and the College provides employment for a range of contractors including maintenance,

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<sup>41</sup> Source: IDA Press Statement, 6<sup>th</sup> March 2020 [online] available from: <https://www.idaireland.com/newsroom/importance-of-placemaking-highlighted-local-auth>

building, catering, and security companies. The college’s current strategy envisages overall student numbers being maintained at current levels with most increases being focused on hybrid courses composed of a mix of distance and in-person learning. An important feature of SPCM is its co-location with Maynooth University (MU) which sees the college share its campus and facilities with MU.

In keeping with the provisions of the Kildare County Development Plan 2023-2029 which provides for a mix of uses to be created within St Patrick’s College campus, this Plan supports the sensitive development of the campus and its attendant grounds at appropriate locations. The planning and design of any new built form should be of the highest quality, fully acknowledging the important built heritage and overall historic setting of the college, whilst also protecting and enhancing the area’s green and blue infrastructure network.

#### **6.4.3 Business Starter Units and Workshops**

The provision of appropriate infrastructure is important in creating the conditions that attract enterprise and employment creation. Incubation units, workshops and business starter units provide small and medium businesses with a base to engage in the production, research and development and enterprise activities. Having regard to current trends and forecasts it is considered that there will be demand for smaller units c.50-80m<sup>2</sup> providing for greater letting ability and lower rents. Kildare 2025 notes that the availability of sites for new start-ups and small businesses in the region is low. Accordingly, a specific development objective is included in the Plan to support the development of starter units in the town centre, and on the grounds of Maynooth University and St Patrick’s College, Maynooth.

#### **6.4.4 Remote Working Hubs and Co-Working Facilities**

Remote working hubs and co-working spaces have an important role to play in the emerging flexible work model by providing workers and entrepreneurs with office or desk space and shared facilities. Hubs can also provide aspects of the social entrepreneurial network or the ‘ecosystem’ for clients and their staff and valuable services such as reception, meeting rooms, canteen facilities, storage and parking. Such facilities also play an important societal function in promoting a quality of life and healthy work-life balance.

It is important to note that there are different categories of remote working facilities which cater for varying and often bespoke needs.<sup>42</sup> For example, Maynooth is currently home to two different hubs, one type of hub is the co-working / remote work hub based in the Maynooth Business Campus. This facility provides flexible desk and office terms, smart access and booking, along with fast broadband. The other hub is a research and development hub based in MaynoothWorks. This specialist hub is attached to Maynooth University and provides a focus on clients in early stage development of new products and services. The hub employs a full-time manager and other staff to support business development through incubation and acceleration.

Both Kildare 2025 and the Meath County Development Plan (as varied) specifically reference the provision of ‘live-work’ communities in which employment, residency and sustainable

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<sup>42</sup> For further information on the varying types and facilities of hubs and co-working spaces, please refer to the Kildare Hub Strategy 2022-2025 (p. 17).

transport facilities are in close proximity to each other to reduce commuting and associated congestion. A key aspect of this is supporting the use of town centre locations for new service focused enterprises and the need to identify suitable locations and support for the provision of co-working facilities, digital hubs/eHubs and eWorking centres. This Plan actively supports the development of such hubs in Maynooth Town Centre, as they will contribute to the vitality and sustainability of the historic commercial core, whilst also adhering to the Government’s Town Centre First policy (2022).

#### 6.4.5 Home-Based Economic Activity

Working from home can make a positive contribution towards reducing car travel and associated reduction in carbon emissions along with increasing the vibrancy of an area. Census 2022 recorded that 45.9% of the working population living in Maynooth worked at least part of the week from home. This is higher than the corresponding figure for workers living in Dublin City and Suburbs (41%), Naas (38.5%) and Navan (25.8%). While this Plan supports the concept of home working, it is important that such activity does not result in the disamenity of a predominantly residential area and therefore employment use in a dwelling should be restricted to the occupier(s) of the dwelling and such use should be subordinate to the main use of the dwelling as a residence.

In addition to home working, this Plan supports the concept of the “live-work unit” which can be defined as a single unit within a building that is both a place to live and a place of business or commerce. The development of live-work units, within appropriate locations, can lead to a more sustainable land use pattern, by providing for a mix of uses, ensuring a balance between day and night-time activity and reducing commuting.

#### 6.4.6 Equine Industry

The equine industry represents a significant employment generator in both County Kildare and County Meath. This Plan recognises the importance of the bloodstock and sport horse industry and will encourage its further development in the Maynooth and Environs area.

#### Economic Development Objectives

It is an objective of Kildare County Council and Meath County Council to:

- EDO 1.1** Encourage economic development and employment growth in Maynooth and Environs, in accordance with its designation as a ‘*Metropolitan Key Town*’, while adhering to the overall Economic Development Strategy of this Plan.
- EDO 1.2** Encourage the development of existing enterprises in the town and promote new sectoral development opportunities for Maynooth and Environs, as identified in the Regional Spatial and Economic Strategy 2019 – 2031, whilst ensuring all such development takes place in a phased, sequential and sustainable manner which is co-ordinated by the two local authorities. Such designated employment lands will, notwithstanding exceptional circumstances, be protected from inappropriate development that would prejudice any long-term development for these uses.

- EDO 1.3** Ensure that lands zoned for employment generating uses in Maynooth and Environs are developed in accordance with the principles of people-centred urban design and healthy placemaking, delivering high quality outcomes in terms of building design, use of materials and layout. Such development should also seek to incorporate both existing and new green and blue infrastructure features such as trees, hedgerows along with watercourses and waterbodies as an integral part any overall design scheme.
- EDO 1.4** Promote the development of Maynooth and Environs as a ‘live-work’ community in order to reduce unsustainable commuter patterns, particularly the dependency on the private car.
- EDO 1.5** Ensure new enterprise and employment uses provide Workplace Travel Plans / Mobility Management Plans to reduce dependency on private modes of travel consistent with the principles set out in the National Transport Authority’s guidance document for Local Authorities: *‘Achieving Effective Workplace Travel Plans’* (2013).
- EDO 1.6** Engage with IDA Ireland and the Department of Enterprise, Trade and Employment in seeking to attract Foreign Direct Investment within the employment zoned lands to the west of Maynooth University and in Maynooth Environs (Moygaddy, County Meath).
- EDO 1.7** Promote innovative economic sectors and encourage business clusters that exploit links, and transfer knowledge and skills to develop synergies with one another and with third level education institutions, including Maynooth University.
- EDO 1.8** Actively support the growth of Maynooth University in accordance with national policies on Higher Education, including the phased and plan-led development and expansion of its campus, subject to planning and environmental considerations.
- EDO 1.9** Actively support Maynooth University’s research-led activities in spearheading knowledge transfer, enterprise partnership and entrepreneurship innovation.
- EDO 1.10** Actively support the growth of St Patrick’s College, Maynooth, including the appropriate development of its campus for education and mixed-use opportunities, subject to planning and environmental considerations.
- EDO 1.11** Promote the provision of incubation/start-up units and office spaces suitable for small businesses and start-up and scale-up companies in general, and particularly within locations including the town centre, Maynooth University and St Patrick’s College, Maynooth.
- EDO 1.12** Support and encourage *‘living over the shop’* initiatives, and the provision of ground floor live-work units and/or co-working spaces as part of mixed-use



and residential developments in appropriate locations with access to high quality public transport and/or active travel routes, as a means of enlivening streets and to provide flexible accommodation for small businesses and remote working opportunities.

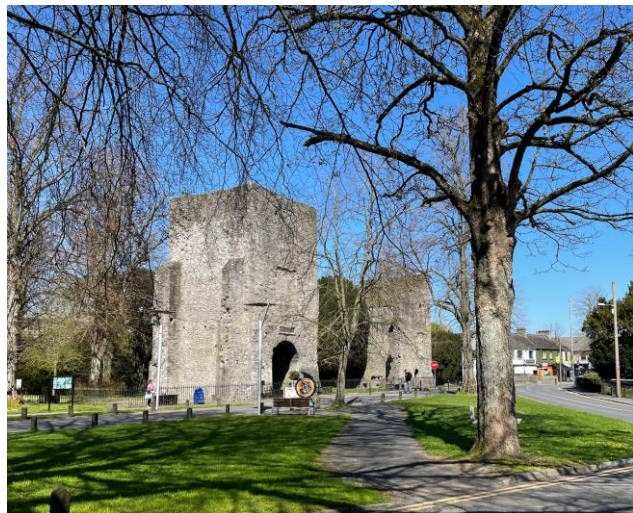
**EDO 1.13** Facilitate home-working and other innovative forms of working which reduce the need to travel but are subordinate to the main residential use of the dwelling and do not result in a disamenity in an area.

**EDO 1.14** Encourage the development of equine related enterprises on I: Agriculture zoned lands within the Joint Local Area Plan boundary.

## 6.5 Tourism

Maynooth is located within Ireland’s Ancient East; Fáilte Ireland’s marketing platform which promotes the 15 eastern counties of Ireland as a unique destination steeped in 5,000 years of history and culture. The town’s rich architectural, industrial and historic character represents a critical tourism asset which can be further utilised and enhanced to benefit both the general visitor experience and the overall liveability of the settlement for its residents.

**Figure 6.5** Maynooth Castle



The town itself boasts an array of visitor attractions including Maynooth Castle, St Patrick’s Collage, the Royal Canal, and nearby Carton House, a 5-star hotel resort featuring two championship golf courses. Maynooth’s thriving historic centre also is home to an array of hospitality establishments, including cafés, pubs, eateries and restaurants. These assets, in addition to its strategic and well-connected location via road, rail, canal and greenway make Maynooth an ideal base for tourists to explore the wider hinterland of North Kildare and South Meath. Indeed, the town is identified as part of the Maynooth-Leixlip-Celbridge-Kilcock tourism cluster in the County Kildare Tourism Strategy 2022-2026. Accordingly, this Joint Plan seeks to support and promote the many tourism opportunities in Maynooth and Environs, acknowledging the contribution of the tourism sector to economic growth and its role in creating sustainable locally based employment.

It is considered that Maynooth appeals to two key tourist market segments comprising the ‘*culturally curious*’ and the ‘*great escapers*’, as identified in the County Kildare Tourism Strategy 2022-2026. The culturally curious can best be described as independent active sight seekers looking to visit new places and expand their experience by exploring landscape, history and culture. whilst great escapers are most attracted to the outdoor activity opportunities. Great Escapers are all about getting away from it all, renewing family bonds



and spending time together in a beautiful place. There are clearly opportunities to utilise the existing built and natural assets within Maynooth to increase its attractiveness as a destination to these key visitor cohorts. These include the development of niche tourism areas including water-based tourism, cultural and heritage tourism, equine tourism, and other leisure pursuits, including passive recreation.

#### 6.5.1 Water-based Tourism – Boating, Fishing, Walking, Cycling, Canoeing and Nature

At the heart of Maynooth's waterways tourism offer is the Royal Canal which is becoming an increasingly important tourism asset for the town on foot of the completion of a 130 km section of the Royal Canal Greenway linking Maynooth with the River Shannon in Cloondara, County Longford. The remaining sections of the greenway, linking Maynooth Harbour to Spencer Dock in Dublin City Centre, are in various stages of completion, with the entire route scheduled to be complete by Quarter 2 2025. The greenway which runs along a national waymarked trail (the Royal Canal Way) also forms part of Euro Velo Route 2, a pan-European walking and cycling route, connecting Dublin to Galway. This route, which is currently accessible as far as Athlone via the Old Rail Trail which branches off the Royal Canal Greenway in Mullingar, offers further opportunities for the growth of water-based tourism over the longer term once fully developed.

The development of the Royal Canal Greenway is being led by Waterways Ireland and follows the preparation of a number of environmental and economic studies into the development of waterways tourism along Ireland's canal system. The *Recreation, Tourism and Commercial Product Identification Study – Royal Canal Rural* (2014) noted that projects such as the Royal Canal Greenway have '*the highest potential to attract increased numbers of recreational users and offer facilities to excite and enthuse visitors*'. The study identifies the importance of Maynooth as a key destination along the greenway due to

its harbour and its close proximity to the historic core of the town, along with its associated visitor infrastructure, and recommends it be a designated Canal Activity Zone. The purpose of such a zone is to encourage greater use of the canal by local residents, effectively creating a linear park within their community. Such a zone would, inter alia, incorporate facilities such as enhanced surface treatment, seating, lighting, picnic areas and signage, along with canoe/kayak launch areas. It is noted that Kildare County Council's proposed redevelopment of Harbour Field Park will assist in making the Harbour area in Maynooth a more attractive place for both visitors and residents alike (see Section 5.5.4 and Objective HCO 6.2).

Kildare County Council and Meath County Council are committed to working with Waterways Ireland in order to harness the potential of the Royal Canal sensitively and appropriately, as both a local amenity and a tourist attraction for boat users, as well as for

#### What are Greenways?

The Government's Greenway Strategy (2018) defines a greenway as '*a recreational or pedestrian corridor for non-motorised journeys developed in an integrated manner which enhances both the environment and the quality of life of the surrounding area*'. Importantly, greenways are for everyone. While they might be designed specifically to meet the needs of cyclists in terms of gradient and surface, they are also used by pedestrians, wheelchair users and children's buggies.

fishing, walking/cycling and nature enthusiasts. While the canal is a noted destination for angling activities, Maynooth is also the location of the Lyreen Angling Centre. This privately run facility is a key fishing attraction which hosts three separate lakes containing a range of species, including rainbow trout and carp. It is further noted that the Rye Water has stocks of brown trout and pike, though opportunities for angling are generally located to areas downstream from Maynooth and outside the plan area. It is intended to maximise the amenity potential of these waterways in Maynooth through the sensitive provision of greenways along these routes, where deemed environmentally appropriate (see Objective EDO 2.4).

### 6.5.2 Cultural and Heritage Tourism

Maynooth is home to a number of cultural attractions, the most prominent being Maynooth Castle, which is managed by the Office of Public Works (OPW) and received 26,505 visitors in 2022.<sup>43</sup> This represents a 20.8% increase on the pre-COVID-19 pandemic figure recorded in 2019. Another attraction is the National Science and Ecclesiology Museum, based in St Patrick's College, Maynooth. This has two main collections: a collection of scientific instruments associated with the 19<sup>th</sup> Century scientist and inventor Nicholas Callan and a collection of ecclesiastical artifacts. Both the museum and castle have limited (summer time) opening hours and there is huge potential to expand access to these facilities and develop them as flagship cultural venues for the town, in order to enhance Maynooth's overall attractiveness as a cultural and heritage destination, over the longer term.

It is also noted that lands within the Maynooth Environs have specific land use objectives relating to tourism/amenity development. These objectives are based on the historical, cultural and ecological qualities and character of Carton Demesne and Moygaddy Castle and House.

**Figure 6.6** Artifacts on Display in the National Science and Ecclesiology Museum



<sup>43</sup> Source: These figures are obtained from Fáilte Ireland's *Visitor Numbers of Attractions Dashboard* which gives an overview of visitor numbers for attractions that have participated in its Annual Visitor Attractions Survey. 2022 represents the most recent year for which figures are available at the time of writing.

### 6.5.3 Tourism Development Opportunities

This Plan has identified a number of projects and proposals which, if realised, have the potential to have a transformative effect in the improvement of Maynooth's tourist offer and the promotion of the town as a Royal Canal Greenway destination town.

The Plan, through its various provisions and objectives supports and promotes the following tourism development projects/proposals:

- The completion of the Royal Canal Greenway, subject to the appropriate environmental considerations and assessment.
- The development of new waterways amenities infrastructure including pontoons, kayak friendly jetties, triathlon/swim entry/exit points and other waterways amenities infrastructure, subject to the appropriate environmental considerations and assessment.
- The rejuvenation of the public realm within Maynooth Town Centre as part of an overall renewal masterplan (see Section 4.8.4.2).
- The delivery and implementation of a conservation plan and masterplan for Carton Avenue (see Section 9.10).
- The delivery of the regeneration of Harbour Field Park.
- The enhancement of the walking routes and trails in the town including the National Famine Way, Maynooth Slí Na Sláinte, and the recently established Maynooth Heritage Trail, along with creation of other dedicated greenways and connections.
- Potential new tourist accommodation options at appropriate locations within the town including at Jackson's Farm to the west of the town (located on the grounds of St Patrick's College, Maynooth) and at Moygaddy House and Castle.

## Tourism Objectives

It is an objective of Kildare County Council and Meath County Council to:

- EDO 2.1** Promote and facilitate the development and upgrading of accessible tourism infrastructure in Maynooth and Environs with particular emphasis on utilising and harnessing, in an appropriate and sustainable manner, the potential of the town's natural and built heritage assets to increase its overall attractiveness as a key tourism destination.
- EDO 2.2** Work with Waterways Ireland to support their development of a masterplan for the Royal Canal Greenway and Canal Harbour in Maynooth as a multi-use tourism and amenity resource, subject to planning and environmental considerations.
- EDO 2.3** Support and facilitate the development of Maynooth as a greenway destination town and an '*activity hub*' for water-based activities and associated recreational uses, including safe and convenient mooring facilities, and a service block, subject to the required planning and environmental assessments.
- EDO 2.4** Support and facilitate the development of an integrated network of greenways, heritage/tourist trails and looped walks (and associated facilities) within the town centre, along the Royal Canal Greenway, Lyreen River, Rye Water River and the Blackhall Little Stream, subject to planning and environmental assessments.
- EDO 2.5** Encourage the sustainable development of alternative tourism activities including green/eco-tourism, religious tourism, agri-tourism, farmers' markets, as well as local and other craft type activities to diversify the overall tourism offering in Maynooth.
- EDO 2.6** Support the continued operation and appropriate development of Maynooth Castle, as a key tourist attraction, including the extension of its opening hours, and potential feasibility for arts and cultural uses, subject to the agreement of the Office of Public Works (OPW).
- EDO 2.7** Support the continued operation and development of National Science and Ecclesiology Museum as a key tourist attraction, including the extension of its opening hours.
- EDO 2.8** To encourage the sympathetic reuse or rehabilitation of Moygaddy House and outbuildings and encourage their sensitive conversion to residential or tourist accommodation or other appropriate use in accordance with the land use objective applicable to the lands.
- EDO 2.9** Facilitate the erection of bespoke bilingual signage (Irish and English) for tourism amenities throughout the town, including bilingual interpretative panels and directional signage along designated tourist trails.

- EDO 2.10** Support tourism initiatives including Fáilte Ireland’s ‘Ireland’s Ancient East’ tourism marketing platform which promotes Maynooth as a visitor destination.
- EDO 2.11** Promote festivals and sporting events to increase the tourism, cultural and lifestyle profile of Maynooth including the use of appropriate green areas throughout the town.
- EDO 2.12** Facilitate the provision of a range of additional tourist accommodation types throughout Maynooth to facilitate the expansion of the tourism offering, taking cognisance of the vibrancy and vitality of Maynooth Town Centre.
- EDO 2.13** Support Maynooth in gaining and retaining a ‘Purple Flag’ status as a high-quality evening and night-time destination.
- EDO 2.14** Continue to apply for funding from the relevant national sources to support the development of the projects/proposals outlined in Section 6.5.3 Tourism Development Opportunities.
- EDO 2.15** Facilitate the provision of universally accessible public toilets (including a Changing Places facility, or similar) within the town centre.
- EDO 2.16** Work in conjunction with Into Kildare and Fáilte Ireland to develop a tourist information centre within the town centre.

## 6.6 Retail

Maynooth is designated a *Level 2 – Major Town Centre and County (Principle) Town Centre* in the County Retail Hierarchy, as outlined in the Kildare County Development Plan. The range of retailing which is deemed appropriate in the County Retail Strategy for centres at this level is *major convenience and comparison*.

Maynooth acts as a retail and service destination for the wider north Kildare and south Meath areas. As noted in the Regional Spatial and Economic Strategy (RSES), actions to increase the liveability and attractiveness of the town centre such as alleviating traffic congestion will further enhance its potential to act as a major shopping destination. A key priority for this Plan is to ensure that Maynooth continues to successfully fulfil its designated role within the County Retail Hierarchy. Therefore, in keeping with regional policy objectives on retail development and the Government’s Town Centre First Policy (2022), it is a priority of this Plan to protect the existing retail primacy of

**Figure 6.7** Maynooth within the Kildare County Retail Hierarchy



Maynooth’s designated Core Retail Area, with the focus on promoting a ‘*retail-led experience*’ which includes a blend of retail services (including food and drink), leisure, entertainment, and cultural uses.

Unlike many other urban settlements in Kildare and Meath, Maynooth has a thriving town centre featuring a retail vacancy rate of just 5.2% (September 2023). However, long term challenges, including changing retail habits and trends must be acknowledged and addressed. In this regard, the Plan incorporates a suite of co-ordinated measures which seek to ensure that the town centre remains the focal point for retail, commercial, civic, cultural and recreational activities of Maynooth (see Chapter 4 Delivery Place Quality in a Low Carbon Town).

### 6.6.1 The Retail Offer

Research carried out in 2016 by Kildare County Council on the trading retail floorspace within its major settlements found that Maynooth ranked 3<sup>rd</sup> in the county, accommodating a total of 12.1% of all retail floor space surveyed. This is in keeping with its designated position within the retail hierarchy. It is noted that no substantial retail development has occurred in the town since the survey was conducted in 2016.

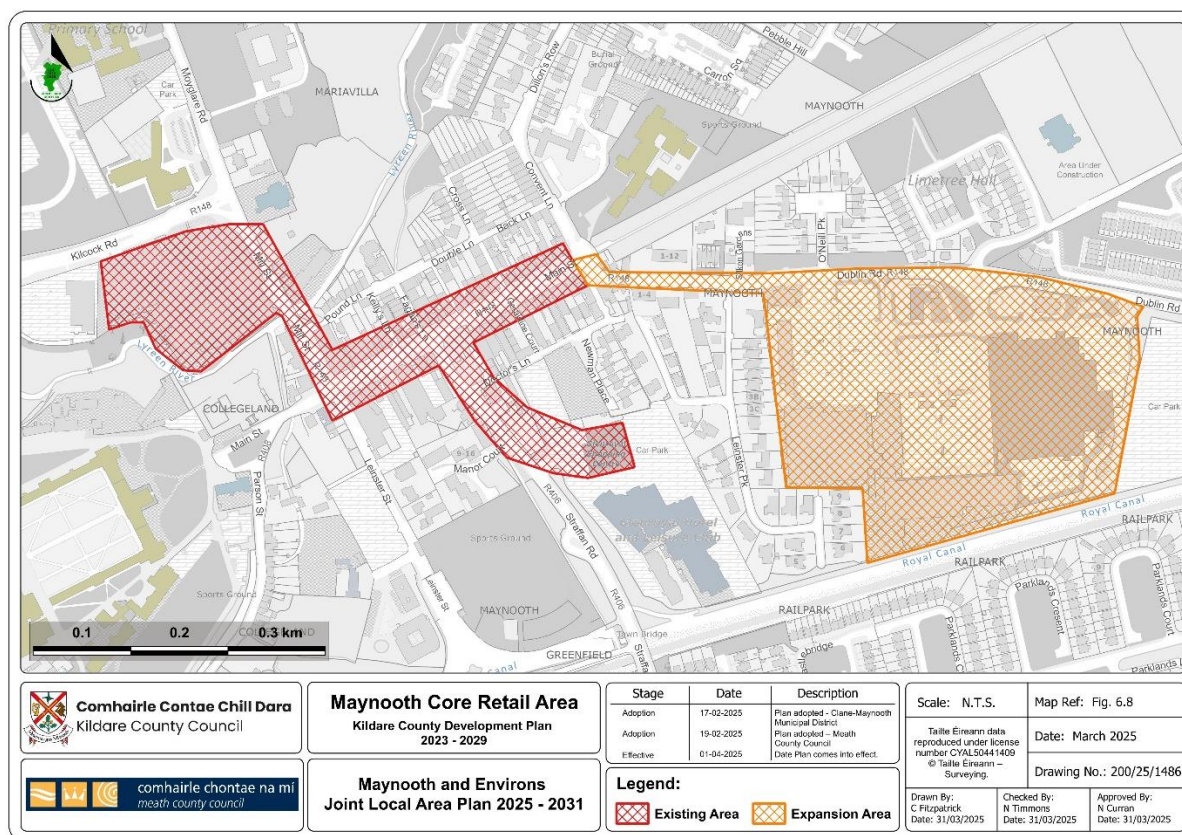
**Table 6.4** Maynooth Net Retail Floorspace Trading in 2016 (Metres<sup>2</sup>)

Convenience	Comparison	Retail Warehousing	Total	Ranking in County
8,732	14,266	0	22,998	3

A further examination of the figures shows that overall, the town is well served in the area of convenience retail, having 13.9% of the total surveyed in County Kildare. Maynooth is also has a sizeable proportion of the county’s comparison retail offer with 15.6% of total comparison retail floorspace survey being located in the town. It is also noted that the 2016 survey recorded that there is no retail warehousing in the town.

The Core Retail Area of the town is defined in the Kildare County Development Plan as focusing along Main Street, Mill Street and the Straffan Road (see Figure 6.8). This area is the preferred location for retail development. This Plan anticipates that new retail provision in the town centre will be achieved through a combination of appropriate infill, regeneration and renewal of sites. A retail expansion area has also been identified which focuses on Carton Retail Park and the Tesco Extra store on Dublin Road.



**Figure 6.8** Maynooth Core Retail Area and Retail Expansion Area

Source: Kildare County Development Plan 2023 – 2029 (as adapted)

### 6.6.2 Edge-of-Centre

Edge-of-centre sites are identified as those that are in easy walking distance from the Core Retail Area. The Retail Planning – Guidelines for Planning Authorities (DECLG, 2012) state that the distance of such sites is generally not more than 300 – 400 metres from the core retail area. Maynooth has a number of potential regeneration sites located in edge-of-centre locations that could provide additional retail/commercial provision alongside other cultural, community, residential and amenity uses. These are outlined in Section 4.8.4.1 of this Plan and Map 11.2: Implementation.

## 6.7 Neighbourhood Centres

The Retail Planning Guidelines (DECLG, 2012) define a neighbourhood centre as a small group of shops, typically comprising a newsagents, small supermarket/general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population. This Plan has zoned a number of locations to provide regular convenience and lower order comparison shopping and retail services for the needs of surrounding communities. Such retail development will have a limited retail function and will strictly be intended to serve the immediate neighbourhood in which it is located.

### Retail Objectives

It is an objective of Kildare County Council and Meath County Council to:

- EDO 3.1** Protect and promote the vitality and viability of the Core Retail Area of Maynooth as illustrated in Figure 6.8, as the primary location for retail development, through the application of a sequential approach to retail development, in accordance with the Retail Planning – Guidelines for Planning Authorities (DECLG, 2012) or any subsequent guidelines.
- EDO 3.2** Encourage the retention of the retail function of ground floor uses within the Core Retail Area identified in Figure 6.8 and carefully consider development which would individually or cumulatively undermine the primary use of the Core Retail Area for retail purposes taking cognisance of the need to address vacancy and the move towards '*experience-led*' retailing.
- EDO 3.3** Support and facilitate the development of retail, retail services, independent retailers and niche retailing in the town centre area, including new/infill development and redevelopment of an appropriate scale.
- EDO 3.4** Align, as far as is practicable, new retail development with existing and proposed public transport infrastructure and services and encourage access by active modes of travel (walking and cycling), in accordance with the 10-minute settlement principle.
- EDO 3.5** Ensure the scale of retail development within neighbourhood centres shall reflect the size of the catchment population of the area it is intended to serve in order to provide for the immediate needs of local residents.
- EDO 3.6** Support the provision of accommodation for a high-quality regular farmers' market at a central and universally accessible location in Maynooth.
- EDO 3.7** Ensure that new shopfront and signage design within Maynooth (County Kildare) contributes positively to and enhances the streetscape and is in accordance with the guidance set out in the County Kildare Shopfront Guidelines (July 2013) and Kildare County Council Policy on Signage (April 2013).
- EDO 3.8** Encourage the upkeep of retail properties within Maynooth Town Centre through the application of Kildare County Council's Shopfront Improvement, Accessibility and Age Friendly Grant Scheme, or any successor of same.

## 7 Movement and Active Travel

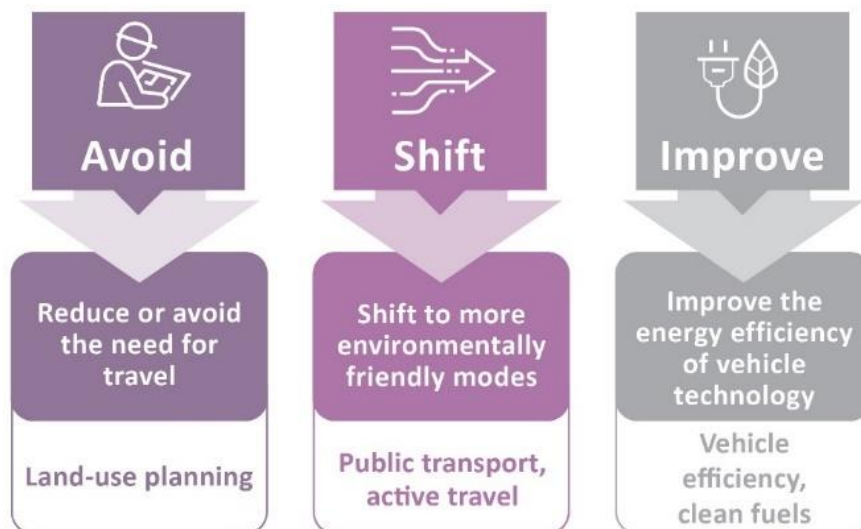
### 7.1 Policy Overview

Over the past number of years, a comprehensive national and regional policy framework has been developed which seeks to pivot away from the ‘*business as usual*’ model of development and initiate a meaningful shift towards sustainable forms of movement including active travel (i.e., walking and cycling). For example, the National Planning Framework (NPF) supports the realisation of sustainable movement (National Strategic Outcome 4). The Greater Dublin Area (GDA) Transport Strategy 2022–2042 provides a framework to implement and expand upon the sustainable movement objectives outlined in both the NPF and in the Regional Spatial and Economic Strategy (RSES) 2019–2031. Furthermore, it sets out how the transport sector in the GDA is going to be rebalanced in order to achieve major reductions in greenhouse gas emissions to 2030 and beyond, as mandated by the Climate Action and Low Carbon Development (Amendment) Act 2021.

The Department of Transport’s National Sustainable Mobility Policy (2022) seeks to support national targets to achieve the emissions reductions required in the transport sector by setting out a strategic framework to 2030 to promote active travel and public transport. Sustainable mobility is defined in the policy as connecting people and places in a sustainable way by supporting:

- Safe, accessible, comfortable and affordable journeys to and from home, work, education, shops and leisure;
- Travel by cleaner and greener public transport; and
- A shift away from the private car to greater use of active travel and public transport.

**Figure 7.1** The Avoid-Shift-Improve Principle



**Source:** National Sustainable Mobility Policy (2022, as adapted)

This policy approach is based on the *Avoid-Shift-Improve Principle* (see Figure 7.1, above) which advocates the realisation of sustainable mobility through measures which focus on reducing the frequency and distance of trips, a move towards more environmentally friendly modes of transport, and the promotion of efficient fuel and vehicle technologies.

Efforts to secure sustainable movement are also supported by the government’s National Investment Framework for Transport in Ireland (NIFTI). Published in 2021, this is the Department of Transport’s high-level strategic framework to support the consideration and prioritisation of future investment in land transport. It aligns fully with delivery of the 10 National Strategic Outcomes of the National Planning Framework and also supports the implementation of other key policies, such as the Climate Action Plan.

A critical component of the NIFTI is its *Intervention Hierarchy* whereby investment in transport projects is classified into four high level categories of investment which is to be used to inform intervention decisions (see Figure 7.2). The hierarchy states that the best use of existing transport assets should be the first solution considered. This is followed by maximising the value of the network through optimising its use. Investment will then be considered after these two categories have been assessed as inappropriate, with upgrades to existing infrastructure to be considered before outright new infrastructure is proposed. Lastly, new infrastructure should only be considered once all other options have been discounted.

**Figure 7.2** Transport Infrastructure Intervention Hierarchy



**Source:** National Investment Framework for Transport in Ireland (2022, as adapted)

The framework is designed to encourage both value for money and the use of active travel and public transport ahead of solutions reliant on private transport. All transport infrastructure measures proposed in this Joint Plan are required to comply with the NIFTI Investment Hierarchy.



## 7.2 Movement and Active Travel in Maynooth

Maynooth is affected by chronic levels of traffic congestion which is particularly concentrated within its historic town centre. While its role as a university town further exacerbates both morning and evening peak time traffic volumes there are a number of other factors which also contribute to the problem. Maynooth's accessible location on the periphery of metropolitan Dublin and adjacent to other large and growing towns results in heavy volumes of through traffic using the town to travel to these settlements, or as is often the case, to access the M4 Motorway. In this regard, figures show that a daily average of almost 45,000 vehicles use the M4's Junction 7 (including overbridge) at Maynooth in 2022.<sup>44</sup>

**Figure 7.3** Traffic Congestion on Main Street



While the lack of an alternative orbital route to divert through-traffic away from the town centre is a notable external cause of congestion, Maynooth's car-oriented urban structure also compounds the problem. Section 4.3 of this Plan and the Maynooth and Environs Area Based Transport Assessment (see Section 7.4) highlight several factors that combine to hinder the development and potential of active travel modes and consequently lock-in car-dependency for short journeys within the town. These include the unconnected pattern of development within the town, as evidenced by a proliferation of cul-de-sacs within low density residential estates, the limited extent of active travel infrastructure, along with the peripheral location of some key destinations.

## 7.3 Planning for Sustainable Movement in a Low Carbon Town

Over-dependency on the private car has not only blighted our urban settlements with traffic congestion and poorer air quality but also contributed greatly to increased greenhouse gas emissions. For example, the transport sector contributed to 17.7% of total national emissions in 2021, up from 9.3% in 1990, while over the same period the number of cars increased by 178%.<sup>45</sup> In the race to comply with legally binding targets, it is clear that there is huge potential for reductions within the transport sector. It is noted that the GDA Transport Strategy 2022–2042 sets a target for a 50% reduction to the 2018 emissions figure for the GDA of 3.2 MtCO<sub>2</sub>eq (Mega tonnes CO<sub>2</sub> equivalent) to 1.6 MtCO<sub>2</sub>eq by 2030.

Maynooth, despite having better public transport options than many settlements, faces a number of challenges in transitioning to a sustainable movement transport model. In this regard, results from Census 2022 recorded that 57.9% of resident workers living in Maynooth travelled to work by private car.<sup>46</sup> The need to rethink the town's transport and movement system is therefore real and urgent. The Joint Plan has the potential to play a

<sup>44</sup> Figure obtained from Kildare National Roads Design Office (Kildare NRDO) and Transport Infrastructure Ireland (TII).

<sup>45</sup> Source: Environmental Protection Agency (2022)

<sup>46</sup> This figure from the Central Statistics Office (CSO) includes both car drivers (54.7%) and car passengers (3.2%).

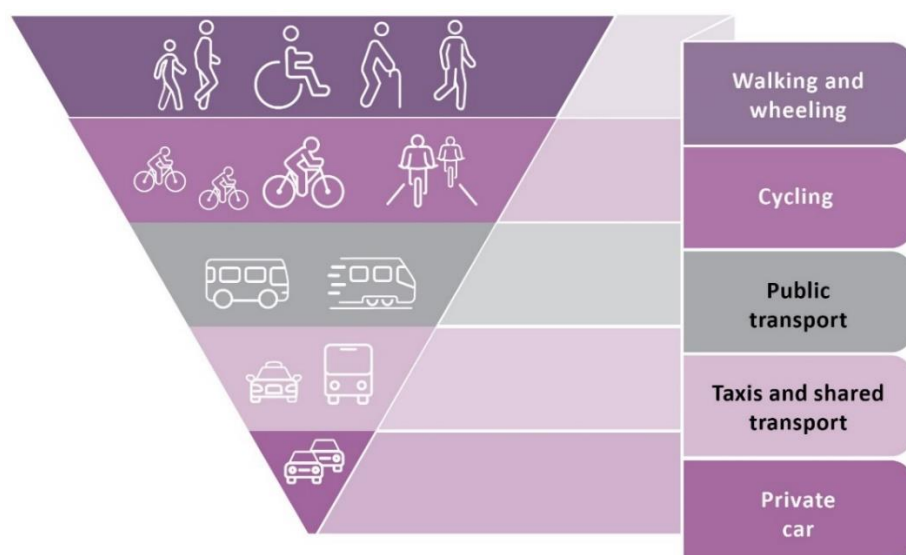
huge role in ensuring the town takes tangible steps to reducing transport emissions, realise sustainable mobility and in the process, improve the quality of life of all who live, work, study, visit and do business in Maynooth.

The Maynooth and Environs Area Based Transport Assessment (MEABTA) was prepared in the knowledge that the overarching aim of the Joint Plan is to transition the town towards a model of low carbon development, in keeping with Maynooth’s designation as a Decarbonisation Zone (DZ). Accordingly, in progressing the MEABTA, a separate Decarbonisation Report<sup>47</sup> was commissioned to examine transport measures which can be implemented to assist with the decarbonisation of the town’s transport and movement sector. Recommendations of this report include the development of a bike rental scheme, expanded EV charging facilities along with other measures relating to active travel. These have been included in the finalised MEABTA and are incorporated into the Plan (see Tables 7.1–7.3). Some complementary measures, as outlined in the MEABTA are not repeated in the Plan but their implementation in Maynooth is fully supported by the Plan.

### 7.3.1 Implementing the 10-minute Settlement Principle

In planning for sustainable mobility in Maynooth (Strategic Development Principle No. 3 of this Plan), one of the key challenges is to adhere to the ambitious growth targets set out for the town whilst also seeking to greatly reduce emissions from transportation as well as realise reduced levels of traffic congestion. This requires the need to radically rethink and redesign the overall movement and transport network of the town to prioritise active modes of travel such as walking and cycling, which will also have the effect of maximising opportunities in terms of access to and usage of public transport services. The effect of such a reprioritisation of the transport hierarchy as illustrated in Figure 7.4 is intended to result in the establishment of a town which is fully accessible, integrated and inherently walkable.

**Figure 7.4** Desired Hierarchy of Users



**Source:** National Sustainable Mobility Policy (2022, as adapted)

<sup>47</sup> Maynooth and Environs Area Based Transport Assessment (2023) Volume 2: Appendix C (page 636)



In essence, the opportunity arises to implement the 10-minute settlement principle in Maynooth which is a key provision of the RSES (Chapter 8: Guiding Principles – Implementation of Land Use and Transport). This concept provides for key community facilities and services to be accessible within a 10-minute walk (800 metres) or cycle from peoples’ homes or to ensure that they are accessible by public transport services. In this regard, this Plan seeks to prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of the town centre, neighbourhood centres, public transport nodes along with other facilities at the local level such as schools and parks. The development of an active travel network can also be integrated into an expanded green and blue infrastructure network, providing the opportunity to deliver safe alternative off-road routes whilst also helping to enhance the overall sense of place in the town, allowing residents increased interaction with natural spaces.

The Social Infrastructure Audit (SIA) that accompanies this Plan includes an assessment of the current provision of schools, childcare and neighbourhood centres within a 10-minute radius. To address current deficiencies and to provide for future growth, the SIA includes a suite of recommendations which have informed land use proposals contained in this Plan (see Chapter 5). The Land Use Assessment Report of the MEABTA (Volume 2, Appendix B) was also used to inform the land use proposals contained in the Plan and was of particular relevance in providing a strong evidence base for the Settlement Capacity Audit in this regard.

### **7.3.2 The Public Realm**

Often overlooked, the public realm is a critically important asset for a settlement. Essentially comprising a town’s network of streets and public open spaces, the public realm plays a huge role in determining how people move about a town, how they use its public spaces and how they interact with other people. Having a high quality public realm also plays a critical role in the realisation of the 10-minute settlement principle. The measures outlined later in this chapter will assist in the delivery of transformative place-based change in Maynooth through the development of a people-centred and universally accessible public realm which prioritises active travel modes and offers opportunities for the creation of inviting and sociable public spaces (Section 4.8.4 refers).

### **7.3.3 Mode Share Target and Target Indicators**

Mode share provides a key indicator as to the overall sustainability of a transport and movement network of a particular settlement or area. A high mode share of car usage within a settlement is indicative of low density suburban style development which has limited opportunities for active travel and public transport access. For example, the Greater Dublin Area (GDA) Transport Strategy 2022–2042 notes that in 2016 the mode share for residents driving to work for the GDA as a whole is 58%, but this figure is far higher in Maynooth at 65.5%.

The MEABTA notes that car dependence needs to be reduced in order for Maynooth to both accommodate anticipated population as well as employment and student growth and also achieve emissions targets. The Maynooth Outer Orbital Route will provide access to western development areas within the town for cars, buses and active travel, with the intention that

the majority of people will travel via public transport and active travel modes where possible to this location. This requires the DART+ and Maynooth West train station to be in place prior to / in tandem with the development of new residential neighbourhoods. This is considered further in Chapter 11: Implementation.

It is recognised that a significant modal shift from car use to walking, cycling and public transport is required in the settlement as a whole. Therefore, measuring the overall change in mode share within Maynooth will be a key indicator as to measuring the success of implementing the measures proposed for the town.<sup>48</sup> The MEABTA includes a mode share target for residents travelling to work by car in 2040 which align with those set out in the GDA Transport Strategy (i.e., a reduction of -10 percentage points). This target is considered ambitious yet realistic considering Maynooth's location on the edge of metropolitan Dublin and its dependence on the rollout of the DART+ West and the second train station at the end of the plan period. In this regard, it is envisaged in the MEABTA that the full impact of public transport infrastructure projects on mode share is more likely to come into fruition in the period immediately after the life of this Plan (i.e., 2031 and thereafter).

#### 7.3.4 Sustainable Movement and Accessibility

The achievement of universal accessibility, where a town is fully accessible for all members of the community is an essential prerequisite for achieving sustainable mobility. In this regard, a universally accessible transport system plays a vital role in realising truly integrated communities, whilst also promoting healthy lifestyles and wellbeing. Furthermore, it is considered that the adoption of '*whole journey approach*' to all elements of a person's journey from starting point to destination is critical in delivering universal accessibility.

This Plan supports the implementation of a range of universal accessibility measures relating to transport infrastructure in the town, in accordance with the '*whole journey approach*' and the principles of people-centred urban design. Furthermore, it is the intention that Kildare County Council, in conjunction with local community groups in Maynooth, will undertake a Walkability Audit over the life of the Plan. This will focus on ease of movement for both pedestrians and people who have impaired mobility within and around Maynooth Town Centre.

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<sup>48</sup> The MEABTA envisages that the mode share figures will be reviewed at regular intervals over the period to 2040 following the publication of the results of the censuses taking place in 2027, 2032 and 2037.

### **Sustainable Movement and Accessibility Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- MATO 1.1** Prioritise and promote the development of high-quality, interconnected, safe and sustainable active travel infrastructure and public transport services, to achieve the modal share target as set out in Section 7.3.3 of this Plan, to enable a shift from private vehicle use to sustainable modes of transport in order to decarbonise transport in Maynooth and to enhance the health of the community.
- MATO 1.2** Adopt a ‘*whole journey approach*’ to delivering transport infrastructure in Maynooth, to ensure universal accessibility is integrated into all stages of a person’s journey from starting point to destination. This includes making all footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, greenways and bus stops / shelters fully accessible to older people, people with disabilities and people with young children.
- MATO 1.3** Support the implementation of the actions and outputs arising from any future Walkability Audit Report for Maynooth.

## **7.4 Maynooth and Environs Area Based Transport Assessment**

Regional Policy Objective (RPO) 8.6 of the Regional Spatial and Economic Strategy (RSES) 2019–2031 provides for the preparation of Local Transport Plans (LPTs) which are intended to apply regional transport policies to individual settlements such as Maynooth. The Maynooth and Environs Area Based Transport Assessment (MEABTA) is the Local Transport Plan for the town and has been prepared in accordance with the guidance documents on Area Based Transport Assessments developed by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).

The role of the MEABTA is to provide an evidence base to enable the integration of land use and transport planning in Maynooth to deliver national and regional policy objectives relating to compact growth and sustainable mobility. The methodology adopted in progressing the Plan (as outlined in Section 1.8.1) provided for an innovative approach in which both the MEABTA and the Joint Plan were progressed in tandem as part of an iterative process. The outputs of the MEABTA include strategies for each mode of transport which outline a range of measures that will support modal shift from private vehicles to sustainable travel modes, thereby assisting Maynooth’s transition to becoming a low carbon town. These measures which have been incorporated into the Plan, are detailed in the sections below and in Section 11.5 Implementation and Infrastructure Delivery Schedule.

The progression of the measures will be subject to a separate statutory procedure either by Section 38 of the Road Traffic Act 1994, or as a Part 8 process in accordance with the Planning and Development Act 2000 (as amended) (or any subsequent Planning Act) which includes provisions for detailed design and appraisal, engagement with the relevant statutory stakeholders and public consultation. Each of the measures have been assigned an estimated delivery timescale. It is important to note that the timescale category is not a reflection of the importance attached to each measure, but rather reflects the challenge

involved for implementation and the expected duration of the planning/construction process.

The following timeframes are used to define the implementation period for each measure:

- **Short term** – Measure intended for implementation within 1-2 years
- **Medium term** – Measure intended for implementation within 3-5 years
- **Long term** – Measure intended for implementation within 6-10 years

These timescales are indicative only and will be subject to funding and resource availability, within the relevant local authority.

## 7.5 Active Travel: Walking, Permeability and Cycling

In keeping with Strategic Development Principle No. 3 (Realising Sustainable Movement) of the Plan, particular emphasis will be placed on delivering a high quality active travel network in Maynooth as many measures can be implemented over the short to medium term and have the potential to help achieve modal shift in the town within the life of the Plan. Aside from benefits relating to low carbon development and the creation of healthier and more inclusive communities, the focus on active travel also stems from the recognition that in a fast-expanding town such as Maynooth there simply isn't enough space for everyone to use a car as their primary means of transport.

### 7.5.1 Walking and Permeability

The delivery of active travel in Maynooth requires barriers to permeability in the town to be overcome. There are numerous examples of both natural and physical barriers affecting permeability in the plan area including boundary walls, waterbodies, the rail line and the M4 Motorway. The MEABTA adopts a '*whole of town*' approach to active travel recognising that the removal of various local barriers to walking will have far wider impacts. It is considered that in order to create a comprehensive network linking all key destinations in Maynooth, all proposed routes need to be fully realised. If these linkages are only partially delivered, this will diminish the overall attractiveness of walking and cycling as modes of travel within the town as a whole and consequently hinder the potential of active travel to reduce overall congestion and emissions in Maynooth.

#### What is permeability?

Permeability, for the purposes of this Plan, describes the extent to which an urban area permits the movement of people by walking or cycling. It does not relate to the movement of motorised vehicles and is therefore concerned with providing a competitive advantage to walking and cycling over these modes.

Table 7.1 overleaf details the pedestrian and permeability measures and phasing proposed and should be read in conjunction with **Map 7.1: Movement and Active Travel – Permeability Measures** (Appendix A: Maps). Collectively, these measures will provide for a more connected and accessible settlement, shortening distances to key destinations including centres of education, transport nodes, employment locations, as well as providing connectivity to and through future development areas, thereby helping to realise the 10-minute settlement principle.

**Table 7.1** Permeability Measures and Phasing<sup>49</sup>

Ref. No.	Description	Timeframe
<b>PERM 1</b>	New path on Kilcock Road near Laraghbryan Cemetery	Medium
<b>PERM 3</b>	Active modes bridge over M4 between Straffan Link Road (Griffin Rath Road) and Maynooth Business Campus	Medium
<b>PERM 5</b>	Royal Canal Greenway - Carton Retail Park	Short
<b>PERM 6</b>	Lidl - Carton Court	Short
<b>PERM 8</b>	College Green - Cluain Aoibhinn	Short
<b>PERM 9</b>	Hayfield - Straffan Place/Court	Short
<b>PERM 12</b>	Royal Canal Greenway - Laraghbryan (Kilcock Road)	Long
<b>PERM 13</b>	Active modes bridge over rail line and canal between Newtown Hall and Collegelands / Royal Canal Greenway	Medium
<b>PERM 14</b>	Link between Newtown Hall and proposed active modes bridge (PERM 13)	Medium
<b>PERM 15</b>	Carton Avenue - Pebble Hill	Short
<b>PERM 16</b>	Carton Avenue - Lyreen Park	Short
<b>PERM 19</b>	Castle Park - Linden Demesne	Medium
<b>PERM 20</b>	Southern new entrance from Parson Street to St Patrick's College Campus (near Department of Music)	Short – medium
<b>PERM 21</b>	Northern new entrance from Parson Street to St Patrick's College Campus	Medium
<b>PERM 22</b>	Active modes bridge over River Lyreen at Laraghbryan	Medium
<b>PERM 23</b>	The Rise - Moyglare Grove	Short
<b>PERM 25</b>	New path on Moyglare Road north of Moyglare Hall	Medium
<b>PERM 26</b>	Royal Canal Greenway - Parson Lodge	Medium
<b>PERM 27</b>	New path on Dublin Road east of R157 Junction 9 <sup>50</sup>	Medium
<b>PERM 28</b>	Parson's Hall - The Lane (Newtown Hall area)	Medium
<b>PERM 29</b>	Mullen Park perimeter route to facilitate connections to neighbouring estates	Short
<b>PERM 30</b>	Mullen Park - Carton Court (south)	Short
<b>PERM 31</b>	Mullen Park - Carton Court (middle)	Short
<b>PERM 32</b>	Mullen Park - Carton Court (north)	Short
<b>PERM 33</b>	Mullen Park - Greenfield Drive	Short
<b>PERM 34</b>	Old Greenfield - Fitzgerald Close	Medium
<b>PERM 35</b>	Meadowbrook Link Road – Kingsbry	Short
<b>PERM 36</b>	Path on new section of Straffan Link Road	Short
<b>PERM 37</b>	New path on section of Dunboyne Road linking existing footpaths to new path being provided as part of Linden Demesne development (PERM 78)	Short
<b>PERM 38</b>	Moyglare Road - The Park (via GAA grounds)	Short
<b>PERM 39</b>	Moyglare Road - Proposed active modes bridge (PERM 53)	Medium

<sup>49</sup> Measures PERM 56 and PERM 58 are not listed in the table as these links were completed when the MEABTA was being finalised. Furthermore, measures PERM 2 and PERM 62 have been omitted from the table as their entire length is outside the Joint Plan area. Additionally, measures PERM 4, PERM 7, PERM 10, PERM 11, PERM 17, PERM 18, PERM 24, PERM 44, PERM 46, PERM 52, PERM 61, PERM 75 were removed by a material alteration approved by the Elected Members during the making of the Plan.

<sup>50</sup> It should be noted that west of the Dublin Road junction for a distance of approximately 160m there is currently a path on the north side of the road only. A footpath will also be needed on the south side of the road if the lands to the south are developed.

Ref. No.	Description	Timeframe
<b>PERM 40</b>	Brookfield Park - College Green	Short
<b>PERM 41</b>	Link between Carton Avenue and lane north of Carton Grove, through planned development east of Limetree Hall	Medium
<b>PERM 42</b>	Carton Avenue - Carton Grove	Medium
<b>PERM 43</b>	New path on Kilcock Road between Kilcock and the L5041 junction (near Jackson's Bridge)	Long
<b>PERM 45</b>	Royal Canal Greenway - MERR	Medium
<b>PERM 47</b>	Fitzgerald Close - new development	Medium
<b>PERM 48</b>	Newtown Hall cul de sacs connections to link to greenway	Medium
<b>PERM 49</b>	Griffin Rath Manor - proposed active modes bridge (PERM 3)	Medium
<b>PERM 50</b>	Maynooth Business Park - proposed active modes bridge (PERM 3)	Medium
<b>PERM 51</b>	Lyreen Avenue – PERM 39 and proposed active modes bridge (PERM 53)	Medium
<b>PERM 53</b>	Active modes bridge over Lyreen River at Pound Park	Medium
<b>PERM 54</b>	Moyglare Green – PERM 94 (proposed active modes link between Lyreen Avenue and Moyglare Hall)	Medium
<b>PERM 55</b>	Amenity walk / linear park along Lyreen River between Maynooth University South Campus and Manor Mills	Medium
<b>PERM 57</b>	New path on Celbridge Road between eastern end of existing footpath and Ballygoran overbridge	Medium
<b>PERM 59</b>	Amenity walk/linear park along Lyreen River at Mariavilla, to include an investigation into the feasibility of extending the proposed link southwards to connect with the existing amenity walk/linear park at Lyreen Lodge.	Short – medium
<b>PERM 60</b>	Active modes spine through Railpark development area (indicative location)	Medium
<b>PERM 63</b>	Path on new road ('The Drive') in Mullen Park development	Short
<b>PERM 64</b>	Mullen Park - Gaelscoil Uí Fhiaich <sup>51</sup>	Short
<b>PERM 65</b>	Parklands - planned new development <sup>52</sup>	Medium
<b>PERM 66</b>	Replace active modes bridge over Royal Canal at train station to improve accessibility	Short
<b>PERM 67</b>	Amenity walk / linear park on north bank of River Lyreen through South Campus	Medium
<b>PERM 68</b>	Upgrade of Royal Canal Greenway between Bond Bridge in Maynooth and Kilcock	Medium
<b>PERM 69</b>	Royal Canal Greenway between Maynooth and Leixlip	Short
<b>PERM 70</b>	Path on new road in planned residential development west of Dunboyne Road (Lyreen neighbourhood)	Short

<sup>51</sup> Kildare County Council will work closely with Gaelscoil Uí Fhiaich to determine the operating hours of PERM 64. It is envisaged that the school will have control of the gate at this location, ensuring it is only open during school drop-off and pick-up times.

<sup>52</sup> A temporary vehicular connection will be opened in the short to medium term at this location for the purpose of facilitating new residential development. However, following the completion of the MERR, this connection will be active modes (pedestrian and cycling) only and the new residential development will be accessed by vehicles from the MERR only. Kildare County Council anticipates construction on the MERR to begin in 2025. Hence, this link is categorised as an active modes link in the strategy as this is the intended long-term situation.



Ref. No.	Description	Timeframe
<b>PERM 71</b>	Link through future development area between the Royal Canal Greenway and Dublin Road (indicative location)	Medium
<b>PERM 72</b>	Path on Maynooth Eastern Ring Road (MERR)	Medium (as per road measure phasing)
<b>PERM 73</b>	East / west link through future development area of Railpark (indicative) between PERM 60 and PERM 72 (indicative location)	Medium
<b>PERM 74</b>	Active modes bridge over rail line and canal between eastern side of future development area of Railpark and north side of Royal Canal Greenway (indicative location)	Medium
<b>PERM 76</b>	East / west link through future development area of Railpark between PERM 60 and PERM 72 (indicative location)	Medium
<b>PERM 77</b>	Path on new road ('The Avenue') in Mullen Park residential development	Short
<b>PERM 78</b>	Carton Avenue - Linden Demesne (parallel to L1013 and R157)	Short
<b>PERM 79</b>	Carton Avenue - Linden Demesne (direct) <sup>53</sup>	Medium
<b>PERM 80</b>	Path on new road in Linden Demesne development	Short
<b>PERM 81</b>	Harbour Field (planned new paths)	Short
<b>PERM 82</b>	East / west link through future development area of Railpark between PERM 60 and PERM 72 (indicative location)	Medium
<b>PERM 83</b>	Link between MERR and PERM 119 through eastern part of future development area of Railpark (indicative location)	Medium
<b>PERM 84</b>	East / west link through northern part of future development area of Railpark between PERM 60 and PERM 72 (indicative location)	Medium
<b>PERM 85</b>	Link from Dublin Road to lands between Carton Wood and R157 (indicative location)	Medium
<b>PERM 86</b>	Link from Carton Avenue to lands between Carton Wood and R157 (indicative location)	Medium
<b>PERM 87</b>	Path on new road in planned residential development at Lyreen Avenue	Short
<b>PERM 88</b>	Active modes connection to planned residential development at Lyreen Avenue	Short
<b>PERM 89</b>	New path on existing local road in Maynooth Environs (Moygaddy, County Meath)	Medium
<b>PERM 90</b>	New path on section of R157 between Dunboyne Road junction, junction with L22143 Local Road and the Maynooth Outer Orbital Route (MOOR)	Medium
<b>PERM 91</b>	Path on northeastern section of the MOOR	Medium – long (as per measure RD 5)
<b>PERM 92</b>	Path on section of MOOR between Moyglare Hall and Maynooth Environs (Moygaddy, County Meath)	Short – medium (as per measure RD 5)
<b>PERM 93</b>	Link from Mariavilla Chase to future development site north of Mariavilla (indicative location)	Medium

<sup>53</sup> The design and delivery of the proposed link will be informed by the Carton Avenue Conservation Plan and Masterplan, as per Objective GBIO 2.7 of the Plan.

Ref. No.	Description	Timeframe
PERM 94	Path on proposed active modes link through site north of Mariavilla to Moyglare Hall	Medium
PERM 95	Path on MOOR (west side of Maynooth)	Long (as per measure RD 1)
PERM 96	Path on road/PT road through new western development area	Long
PERM 97	Link to MOOR from Brookfield Avenue through future development area (indicative location)	Long
PERM 98	Link to future development area from Brookfield Park (indicative location)	Long
PERM 99	Link between Newtown Road and PERM 125 (to/from Newtown Court) through future development area (indicative location)	Long
PERM 100	North/south link in southwest of study area between MOOR and PERM 117 (indicative location)	Medium – long
PERM 101	East/west link in south of study area between MOOR and Newtown Hall Glen (indicative location)	Medium – long
PERM 102	Link to future development area on South Campus from Parson Street and from existing campus paths (indicative location)	Medium
PERM 103	Path on proposed southern access to Leinster Street from Parson Street	Medium (as per measure RD 7)
PERM 104	Link to/through future development site north of train station (indicative location)	Short
PERM 105	East/west link in western development area south of Kilcock Road (indicative location)	Medium – long
PERM 106	North/south link in western development area west of MOOR (indicative location)	Long
PERM 107	East/west link in western development area (indicative location)	Long
PERM 108	North/south link in western development area west of MOOR (indicative location)	Long
PERM 109	North/south link in eastern part of western development area linking The Paddock to PERM 96 (indicative location)	Long
PERM 110	North/south link in eastern part of western development area linking The Paddock to PERM 96 (indicative location)	Long
PERM 111	East/west link in western development area (indicative location)	Long
PERM 112	North/south link in eastern part of western development area (indicative location)	Long
PERM 113	North/south link in northern part of western development area linking The Paddock to the MOOR (indicative location)	Long
PERM 114	East/west link in western development area between North Campus and the MOOR (indicative location)	Long
PERM 115	Active modes bridge over rail line and canal in western development area between PERM 117 and PERM 68 (to be located at proposed western train station)	Medium - long
PERM 116	Link between Dublin Road and proposed active modes bridge (indicative location)	Medium - long
PERM 117	North/south link in western development area east of MOOR (indicative location)	Medium - long
PERM 118	Path on new road in planned development in future development area near Parklands Grove	Medium

Ref. No.	Description	Timeframe
PERM 119	North/south link in eastern part of Railpark future development area (indicative location)	Medium
PERM 120	Link between R157 and future development site between Carton Wood and R157 (indicative location)	Medium
PERM 121	North/south link in northwestern part of Railpark future development area (indicative location)	Medium
PERM 122	East/west link in northeastern part of Railpark future development area (indicative location)	Medium
PERM 123	East/west link in northeastern part of Railpark future development area (indicative location)	Medium
PERM 124	East/west link in northeastern part of Railpark future development area (indicative location)	Medium
PERM 125	Link between Newtown Court and PERM 99	Long
PERM 126	East/west link in western development area (indicative location)	Long
PERM 127	North/south link in western development area (indicative location)	Long
PERM 128	Link between The Paddock and PERM 113	Long
PERM 129	Planned walking and cycling link through Harbour Field connecting to Royal Canal Greenway	Short
PERM 130	New active modes bridge between platforms at existing train station with ramps and/or lift to improve accessibility	Medium
PERM 131	Link between The Gardens (in Newtown Hall area) and PERM 14/48	Medium
PERM 132	Link between PERM 117 (link to proposed western train station) and PERM 14/48/131 (indicative location)	Medium - long
PERM 133	Link in northeast part of Carton Retail Park (north of Tesco)	Short
PERM 134	Castle Park – PERM 16 (link to Carton Avenue)	Short
PERM 135	Formalise connection/improve crossing between Glenroyal Shopping Centre and Glenroyal Hotel (added as a new link in network for purpose of GIS permeability analysis)	Short
PERM 136	Glenroyal Shopping Centre (via Newman Place to the east) - future development site	Long
PERM 137	Glenroyal Shopping Centre - Leinster Park	Short
PERM 138	East/west link in northern part of Railpark future development area (indicative location)	Medium
PERM 139	MOOR - Newtown Court	Long
PERM 140	Lyreen River and Rye River Greenway (County Kildare)	Medium - long
PERM 141	Active modes bridge over Rye River to Maynooth Environs (Moygaddy, County Meath)	Short – medium
PERM 142	Rye River Greenway (north bank, Maynooth Environs – Moygaddy, County Meath)	Short – medium
PERM 143	Blackhall Little Greenway, Maynooth Environs (Moygaddy, County Meath)	Short – medium
PERM 144	Rye River Greenway connection to Dunboyne Road (north bank, Maynooth Environs – Moygaddy, County Meath)	Short – medium
PERM 145	Connection between Dublin Road and Royal Canal Greenway through future development site east of Carton Retail Park	Medium
PERM 146	Connection between future housing development and Straffan Road	Medium

### 7.5.2 Cycling

The key objective of the MEABTA's Cycling Strategy is to provide an integrated network for Maynooth and improve safety for cyclists, with a focus on increasing the cycling mode share. In this regard, emphasis is placed on improving connections to key destinations such as schools, Maynooth University, supermarkets, centres of employment, the existing and proposed future train stations as well as the location of future development areas. The proposed cycling measures are also designed to integrate with and complement the permeability measures outlined in Table 7.1.

Table 7.2 below details the cycling measures and phasing proposed and should be read in conjunction with **Map 7.2: Movement and Active Travel – Cycling Measures** (Appendix A: Maps). The type of cycle track to be provided (i.e., cycle track, shared street or greenway) is indicated beside each option.

**Table 7.2** Cycling Measures and Phasing<sup>54</sup>

Ref. No.	Description	Proposed Link Type	Timeframe
<b>CYCLE 1</b>	Parson Street (Bond Bridge – Main Street)	TBC	Long
<b>CYCLE 2</b>	Kilcock Road (University roundabout – Moyglare Road)	Cycle track	Short
<b>CYCLE 3</b>	Mill Street	Cycle track	Short
<b>CYCLE 4</b>	Meadowbrook Road (Meadowbrook Link Road – Newtown Road junction/Bond Bridge)	Cycle track	Short
<b>CYCLE 5</b>	Beaufield Close	Cycle track	Short
<b>CYCLE 6</b>	Dublin Road (R157 Junction – Intel)	Cycle track	Medium
<b>CYCLE 7</b>	Celbridge Road (Straffan Road – MERR)	Cycle track	Short
<b>CYCLE 8</b>	Celbridge Road (MERR – Celbridge outskirts)	Cycle track	Medium
<b>CYCLE 9</b>	Kilcock Road (University – L5041)	Cycle track	Medium
<b>CYCLE 10</b>	Access to/from Royal Canal Greenway at Jackson's Bridge	Shared street	Long
<b>CYCLE 11</b>	Meadowbrook Link Road <sup>55</sup>	Cycle track	Medium
<b>CYCLE 12</b>	Kilcock Road (L5041 junction – Kilcock)	Cycle track	Long
<b>CYCLE 13</b>	Moyglare Road north of Kilcock Road junction	Cycle track	Medium
<b>CYCLE 14</b>	Moyglare Hall at Maynooth Education Campus <sup>56</sup>	Cycle track	Medium
<b>CYCLE 15</b>	Moyglare Hall estate northern section (junction with 'The Park' – MEC)	Cycle track	Short
<b>CYCLE 16</b>	Leinster Street	Shared street	Medium (as per measure RD 7)
<b>CYCLE 17</b>	Straffan Road southern section (Mullen Park Road – Maynooth Business Campus)	Cycle track	Medium – long

<sup>54</sup> It should be noted that measure CYCLE 52 was removed during the plan-making process, on foot of a Material Alteration during the making of the Joint Plan.

<sup>55</sup> There is an existing cycle facility on Meadowbrook Link Road, but this does not conform to current standards and requires significant upgrades/redesign, particularly at junctions.

<sup>56</sup> There are existing cycle facilities on Moyglare Hall Road, but these are low quality. There is an old narrow single direction cycle track on the south side of the road which is interrupted by parking at the eastern end and a shared two way pedestrian/cycle facility on the north side of the road which is too narrow for the number of current users. It is recommended that separate walking and cycling facilities should be provided.

Ref. No.	Description	Proposed Link Type	Timeframe
<b>CYCLE 18</b>	Dublin Road (Main Street junction – R157 junction)	Cycle track	Medium – long
<b>CYCLE 19</b>	Mullen Park, ‘The Drive’	Shared street	Short
<b>CYCLE 20</b>	Carton Avenue <sup>57</sup>	Cycle way (segregated from walking path)	Medium
<b>CYCLE 21</b>	Maynooth Eastern Ring Road (MEER)	Cycle track	Medium (as per measure RD 3)
<b>CYCLE 22</b>	Straffan Link Road	Cycle track	Medium
<b>CYCLE 23</b>	R157 (Dublin Road junction – L2214-3 Local Road junction)	Cycle track	Medium
<b>CYCLE 24</b>	Dunboyne Road (Nagle Court – Linden Demesne)	Cycle track	Medium
<b>CYCLE 25</b>	Dunboyne Road (Main Street junction – Nagle Court)	Cycle track	Long
<b>CYCLE 26</b>	Newtown Road, east (Beaufield Close – Maynooth Lodge nursing home)	Cycle track	Long
<b>CYCLE 27</b>	Straffan Road northern end (Glenroyal entrance – Main Street junction)	Cycle track	Medium
<b>CYCLE 28</b>	Straffan Road (Old Greenfield – Mullen Park Road)	Cycle track	Medium – long
<b>CYCLE 29</b>	South Campus north/south link	University main active mode links (future)	Short – medium
<b>CYCLE 30</b>	South Campus east/west link (Main entrance – Aula Maxima)	Shared street	In existence
<b>CYCLE 31</b>	North Campus perimeter road	Shared Street	In existence
<b>CYCLE 32</b>	North Campus east entrance	TBC	Long
<b>CYCLE 33</b>	R157 Inter-urban link towards Dunboyne (L2214-3 Local Road junction – Dunboyne)	Inter-urban cycle route	Long
<b>CYCLE 34</b>	R406 Inter-urban link towards Straffan	Inter-urban cycle route	Medium
<b>CYCLE 35</b>	R408 Inter-urban link towards Rathcoffey	Inter-urban cycle route	Long
<b>CYCLE 36</b>	Moyglare Hall estate southern section (junction with ‘The Park’ – south end of the ‘The Avenue’ to connect with CYCLE 57)	Shared street	Short – medium
<b>CYCLE 37</b>	Moyglare Hall estate east/west link (‘The Drive’)	Shared street	Short – medium

<sup>57</sup> Carton Avenue is part of the Maynooth Architectural Conservation Area (ACA), and it will be important to consider the heritage impacts of any improvements to active travel facilities in this area. A cycle facility separate from the existing pedestrian path is recommended based on the number of existing and potential users who use or will use this link for recreation or transport and the need to minimise conflicts between people walking and cycling. The feasibility of delivering a cycling facility should be considered in more detail as part of the upcoming development of the Carton Avenue Masterplan (this is an Action of the Open Space and Outdoor Recreation Strategy (Appendix 3 of the Kildare County Development Plan 2023-2029).

Ref. No.	Description	Proposed Link Type	Timeframe
<b>CYCLE 38</b>	Link through Carton Retail Park to connection to Royal Canal Greenway	Cycle track (route indicative, actual route TBC)	Short
<b>CYCLE 39</b>	Parson Street (Newtown Road junction/Bond Bridge – Parson Lodge entrance) <sup>58</sup>	Cycle track	Short
<b>CYCLE 40</b>	Main Street	Cycle track	Medium – long
<b>CYCLE 41</b>	Moyglare Road north of Moyglare Hall junction	Cycle track	Medium
<b>CYCLE 42</b>	Maynooth Outer Orbital Route (MOOR)	Cycle track	Long
<b>CYCLE 43</b>	Cycle track on road/PT road through new western development area	Cycle track	Long
<b>CYCLE 44</b>	MERR access roads for future development areas	TBC	Medium
<b>CYCLE 45</b>	New development near Parklands Grove	Shared street	Medium
<b>CYCLE 46</b>	Linden Demesne (new development)	Shared street	Short
<b>CYCLE 47</b>	Short section of Lyreen Close residential road	Shared street	Medium
<b>CYCLE 48</b>	North-eastern MOOR in Maynooth Environs (Moygaddy, County Meath)	Cycle track	Short – medium (as per measure RD 5)
<b>CYCLE 49</b>	North Campus internal links	University main active mode links (future)	Medium – long
<b>CYCLE 50</b>	Southern access to Leinster Street from Parson Street	TBC	Medium (as per measure RD 7)
<b>CYCLE 51</b>	Southern section of Meadowbrook Road and part of Brookfield Avenue	Cycle track	Medium
<b>CYCLE 53</b>	Newtown Road eastern section (Beaufield Close – Meadowbrook Road)	TBC	Long
<b>CYCLE 54</b>	Mullen Park, 'The Green'	Shared street	Short
<b>CYCLE 55</b>	Maynooth Environs (Moygaddy, County Meath) existing local road upgrades (L22143 and L2214)	Cycle track	Short – medium
<b>CYCLE 56</b>	Moyglare Hall link to Maynooth Environs (Moygaddy, County Meath)	Cycle track	Short – medium (as per measure RD 5)
<b>CYCLE 57</b>	Connection between Lyreen Avenue and Moyglare Hall	Cycle track	Medium (as per measure PT 2)

### 7.5.3 Complementary Active Mode Measures

In addition to the main Permeability and Cycling measures, there are a number of complementary active mode measures, which are outlined in Table 7.3 overleaf.

<sup>58</sup> There is an existing cycle facility on this section of road, but it is an older facility which requires significant upgrade, there is currently no grade separate from the adjacent footpath and the facility starts and ends abruptly.



**Table 7.3** Complementary Active Mode Measures

Proposed Measure / Recommendation	Phasing (Short / Medium / Long term)
Consider requirement for an optimal design of new and upgraded active mode crossing facilities throughout Maynooth as part of design process for cycling and walking measures in the strategy (e.g., cycle track measures and ‘path on new road’ measures). Locations where it is suggested new crossing facilities should be provided include, but are not limited to, the junction of Carton Avenue and the R157 and the junction of Newtown Road with Meadowbrook Road.	Ongoing throughout all phases
Work with NTA to achieve a coordinated approach to the provision of shared bikes and/or e-scooters in Maynooth and the surrounding region to ensure effective regulation, avoid a proliferation of different unconnected schemes and ensure that potential negative safety and accessibility impacts are minimised.	Medium term
Consider the quality of cycling infrastructure in Maynooth and anticipated timelines for improvement on each corridor when planning the introduction and expansion of shared bike or e-scooter scheme(s) and identifying hubs/station locations.	Medium term
If supporting a one-way bike share / e-scooter share scheme to operate in the area, consider potential redistribution challenges associated with each station and how these will be addressed.	Medium term
If allowing an e-scooter share scheme to operate in the area, consider introduction of a fleet ratio target to incentivise the operator to offer bikes in addition to e-scooters.	Medium term
Work with NTA, operators and developers to seek introduction of an on-demand ‘back to base’ share scheme offering e-cargo-bikes.	Medium – long term
Seek to introduce or support small scale bike loan schemes for individuals/households and small businesses with a particular focus on e-bikes and e-cargo bikes to enable participants to ‘trial’ these options for an agreed period of time.	Short term
Organise ‘come and try it’ opportunities and loan schemes for different types of micro mobility vehicles.	Short term
Work with Irish Rail and NTA to significantly enhance cycle parking options at Maynooth Train Station and provide a higher security option, in addition to sheltered standard cycle parking.	Short term
Upgrade Main Street cycle parking as part of future redesign of the street and consider potential to provide a small secure hub at a nearby off-street location to improve the cycle parking options available for people working in the Main Street area.	Medium term

Proposed Measure / Recommendation	Phasing (Short / Medium / Long term)
Work with landowners to seek provision of a secure cycle parking option within Carton Retail Park lands which could be used by people accessing bus services on Dublin Road.	Short – medium term
Work with businesses, sports clubs, schools and other relevant destinations to secure delivery of high-quality cycle parking facilities and ensure cycle parking is prominent and visible. Consider part funding new infrastructure to incentivise private sector stakeholders to invest in upgrades in a timely manner.	Short term
Assess interest in the bike bunker concept among residents of areas where there are clusters of dwellings without access to suitable cycle storage solutions and seek to provide the facility where interest exists.	Short term
Support residents to install secure front garden cycle storage solutions in suitable areas.	Short term
Following legalisation of e-scooters, seek to provide dedicated e-scooter parking solutions on Main Street and work with stakeholders to encourage provision of suitable facilities at other destinations, particularly the train station and Maynooth University.	Short term
Work with Irish Rail and the NTA, Maynooth University and businesses to secure delivery of bike repair and/or cleaning facilities in prominent locations throughout Maynooth.	Short term

### Walking, Permeability and Cycling Objectives

It is an objective of Kildare County Council and Meath County Council to:

**MATO 2.1** Support and promote the use of sustainable active transport modes in Maynooth and seek to implement a connected network of active travel infrastructure in the town as detailed in Tables 7.1, 7.2 and 7.3 and illustrated on Maps 7.1 and 7.2, in conjunction with the National Transport Authority, and other relevant stakeholders including Transport Infrastructure Ireland where interactions with the national road network occur. The indicative measures will form the basis for individual projects. Each project will be subjected to a detailed design process, including environmental and/or ecological assessment, where applicable. All measures shall incorporate nature-based surface water management drainage solutions.

**MATO 2.2** Ensure that all development allows for universally accessible connectivity for active travel modes to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015) or any updated version of same.

**MATO 2.3** Collaborate with local communities including residents’ associations on planned permeability measures. For developments within Maynooth (County Kildare), Kildare County Council will ensure that permeability measures are subject to an onsite benefits assessment as per Kildare County Council’s Permeability Guidelines (2024), that all measures are of a high-quality design up to and including gates, bollards and railings where appropriate, that public safety and passive surveillance is prioritised in the layout or any measure, and public lighting be incorporated into measures wherever deemed appropriate.

**MATO 2.4** Work with the National Transport Authority (NTA) to implement the updated Greater Dublin Area Cycle Network Plan (2022) proposals for Maynooth and with Transport Infrastructure Ireland to implement the National Cycle Network (2024), subject to detailed engineering design and any mitigation measures presented in the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) accompanying the NTA Plan.

**MATO 2.5** Continue to work with Waterways Ireland to progress the completion of the Royal Canal Greenway route by 2025.

**MATO 2.6** Seek to improve and promote looped walks, including heritage walks, in conjunction with Slí na Sláinte, Waterways Ireland and other relevant bodies recognising them as important health and recreation infrastructure within the town.

**MATO 2.7** Ensure that all cycle measures marked as ‘*Shared street*’ in Table 7.2 Cycling Measures and Phasing will first undergo a feasibility study for the purposes of segregating cycle and pedestrian lanes, where appropriate. In this regard, the exact degree of segregation to be provided will be determined at detailed design stage, with the overall aim being to ensure that to the greatest extent possible, the degree of protection provided from vehicular traffic incorporates a high level of perceived, as well as actual safety.

**MATO 2.8** Facilitate and prioritise the upgrade of cycling infrastructure on Celbridge Road (as per measure CYCLE 8 in Table 7.2 and on Map 7.2).

## 7.6 Public Transport

The Joint Plan seeks to ensure the delivery of residential development on appropriately located lands, at sustainable densities within the town centre, and along existing and planned high-capacity public transport routes. The development of both BusConnects and DART+ West are therefore considered a priority for the strategic growth of the town and essential in adequately servicing new residential neighbourhoods, as well as decarbonising the town.

The MEABTA’s Public Transport Strategy also recognises Maynooth’s role as a key service and employment centre which caters for a wide hinterland area. Accordingly, the majority of measures seek to improve both bus infrastructure and access through the town, as well

as expanding local bus services to provide a public transport alternative for residents in surrounding settlements and rural areas needing to travel to Maynooth. It is acknowledged that close collaboration between the local authorities and the National Transport Authority (NTA) is of critical importance in ensuring these measures are realised. Accordingly, the Plan contains an objective (MATO 3.2) which seeks to actively engage with key stakeholders including the National Transport Authority to implement the identified improvements to the physical bus network along with the local bus service network in Maynooth.

Table 7.4 below details the public transport measures and phasing proposed and should be read in conjunction with **Map 7.3: Movement and Active Travel – Public Transport Measures**<sup>59</sup> (Appendix A: Maps).

**Table 7.4** Public Transport Measures and Phasing

Ref. No.	Description	Timeframe
<b>PT 1</b>	Main Street, Straffan Road and Mill Street to bus, pedestrian and cycle only. This is linked to the delivery of the Maynooth Outer Orbital Route (MOOR) and Maynooth Eastern Ring Road (MERR).	Long term
<b>PT 3</b>	Junction priority at the junctions of Lyreen Avenue - Moyglare Road and Lyreen Avenue – Dunboyne Road and installation of one direction bus priority route along Lyreen Avenue	Medium term
<b>PT 4</b>	New bus priority route on Moyglare Road from junction of Lyreen Avenue to Mill Street with installation of priority junction arrangement at pinch point	Medium term
<b>PT 5</b>	Installation of bus lanes on a portion of the Western Orbital (MOOR - RD1C) from Junction with Kilcock road to junction of new development lands continuing through the new residential development area and through Maynooth University Campus to connect back onto Kilcock Road. This would create a bus only link through the new development lands.	Medium term
<b>PT 6</b>	Bus priority route on Kilcock Road from Maynooth University to Junction with Moyglare Road	Medium term
<b>PT 7</b>	Bus priority route on Leixlip Road (Dublin Road)	Medium term
<b>PT 8</b>	Straffan Road bus priority route	Medium term
<b>PT 9</b>	Bus priority measures on slips of M4 Junction with new bus only link on southern exit arm to allow buses to skip Straffan Road Roundabout	Medium term
<b>PT 10</b>	Celbridge Road bus priority route	Medium term

<sup>59</sup> It should be noted that measures PT 12, PT 14 and PT 18-PT 23 are not shown on Map 7.3. Furthermore, measure PT 2 was removed during the plan making process, on foot of a Material Alteration during the making of the Joint Plan.

Ref. No.	Description	Timeframe
PT 11	Installation of bus priority route on Section 1B of outer orbital route	Long term
PT 12	KCC will work collaboratively with the NTA to agree the upgrade of key bus stops within Maynooth and the prioritisation of bus shelters wherever feasible (not shown on map)	Short term
PT 13	KCC will work collaboratively with the NTA and Irish Rail Upgrade of Maynooth Train Station with a focus on making it more accessible for all (e.g., the provision of lifts)	Short term
PT 14	KCC will work collaboratively with the NTA to agree the installation of new bus stops for new and proposed bus services and the prioritisation of bus shelters wherever feasible (not shown on map)	Short term
PT 15	New bus rail interchange at Maynooth Train Station – involves the removal of general car parking which will be minimised as far as practicable	Medium term
PT 16	Upgrade of Ballygoran Road to cater for bus services	Medium term
	<b>Note:</b> The measures set out below are not shown on Map 7.3	
PT 17	New bus, cycle and pedestrian link on southside of Leixlip M4 junction (measure is outside plan area)	Medium term
PT 18	Work with the NTA to examine the possibility of providing a new public transport connection from Maynooth to Edenderry	Short – medium
PT 19	Work with the NTA to examine the possibility of providing a new public transport connection from Maynooth to Newbridge	Short – medium
PT 20	Work with the NTA to examine the possibility of providing a new public transport connection from Maynooth to Dunboyne	Short – medium
PT 21	Work with the NTA to examine the possibility of providing a new public transport connection from Maynooth to Adamstown - possibility to extend service south to Grange Castle Business Park	Short – medium
PT 22	Work with the NTA to examine the possibility of providing a new Maynooth Town loop bus service	Long term
PT 23	KCC and MCC will work collaboratively with the NTA to improve the frequency on key bus services serving Maynooth	Short – medium

### 7.6.1 DART+ West

The DART+ West project is a rail improvement project which will provide a sustainable, electrified, reliable and more frequent rail service, improving capacity between Maynooth and Dublin City Centre. It promises to be a game-changer in terms of delivering high-frequency and high-capacity train services to the town. Scheduled to be operational in 2029, it will not only provide enhanced services but also integrate with several key rail-based public transport corridors in the Dublin Region, offering connections to the LUAS Green Line at Broombridge, the LUAS Red Line at Spencer Dock, as well as the planned Metrolink line at Glasnevin. Whilst DART+ West is only envisaged to become operational towards the end of the life of the Joint Plan, this Plan not only actively supports its development but also has

incorporated a range of provisions to maximise opportunities with regard to the access and usage of this strategic public transport investment.

### 7.6.2 A Second Train Station for Maynooth and a Transport-Oriented Development

*Measure RAIL6* of the Greater Dublin Area (GDA) Transport Strategy 2022–2042 provides for the development of a new train station to the west of Maynooth. This measure does not form part of the DART+ West project. The development of ‘Maynooth West’ train station is of critical importance to secure sustainable movement in a location which is designated by the Regional Spatial and Economic Strategy (RSES) 2019–2031 for strategic employment and residential development. In this regard, the new train station offers the opportunity to realise a Transport-Oriented Development (TOD) at this location. In providing for an integrated transport and land use development strategy for Maynooth, Section 11.2.1 of this Plan has identified a portion of the lands at Maynooth West as a TOD in order to future proof the sustainable development of this strategically important area.

### 7.6.3 BusConnects

The BusConnects programme is currently being rolled out across metropolitan Dublin and forms an integral part of the Greater Dublin Area Transport Strategy 2022–2042.

BusConnects is a wide-ranging investment programme involving a number of elements including the creation of 16 bus priority corridors, a new bus network, more frequent services and the provision of enhanced ancillary infrastructure. BusConnects in Maynooth currently includes the C3 and C4 routes, as well the X25 and X26 (part of the C Spine corridor). As part of the programme a new W6 orbital route has been partially launched in Summer 2023 to link Maynooth with Tallaght, via Hazelhatch and Celbridge Train Station. This serves Moyglare Road, Maynooth Town Centre as well as Straffan Road and Celbridge Road. Whilst the delivery of BusConnects is being overseen by the NTA, this Plan actively supports its implementation in the town. Furthermore, it also supports the creation of additional BusConnects routes which would serve new and expanding areas of the town.

#### Public Transport Objectives

It is an objective of Kildare County Council and Meath County Council to:

**MATO 3.1** Support sustainable mobility within Maynooth by focusing people-intensive land uses around existing and planned public transport nodes, and along existing and planned high capacity public transport corridors.

**MATO 3.2** Actively engage and co-operate with the Department of Transport, National Transport Authority (NTA), Transport Infrastructure Ireland (TII), Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Maynooth, including the implementation of the measures outlined in Table 7.4 and illustrated on Map 7.3 of this Joint Plan.

**MATO 3.3** Support the ongoing roll-out of the BusConnects programme in Maynooth and support any potential expansion in BusConnects routes which would serve new and expanding areas of Maynooth including Maynooth West and Moygaddy.



- MATO 3.4** Support retaining the C4 Dublin Bus route service to/from Maynooth, in the interests of promoting greater levels of connectivity and sustainable mobility in the town.
- MATO 3.5** Support the delivery of the DART+ West services in Maynooth, including the development of ancillary supporting infrastructure, subject to planning and environmental considerations.
- MATO 3.6** Support and facilitate the National Transport Authority and Irish Rail in delivering a second train station to the west of Maynooth, including the development of ancillary supporting infrastructure, subject to planning and environmental considerations.

## 7.7 Roads and Streets Network

As noted in Section 7.1 the National Framework for Investment in Transport (NIFTI) clearly prioritises further investment on sustainable travel modes over new roads infrastructure. Accordingly, the development of future roads infrastructure will need to demonstrate a clear sustainable travel rationale. The MEABTA Roads Strategy acknowledges this policy requirement and seeks to ensure that in addition to providing critical access to new development areas, new roads will integrate high quality sustainable travel options that improve connectivity and permeability within the wider town, thereby assisting in the delivery of the 10-minute settlement principle. In this regard, the Roads Strategy is designed to fully integrate with the Permeability, Cycling and Public Transport Strategies of the MEABTA.

An example of this can be seen with public transport measure PT 1 which proposes Main Street as well as sections of Straffan Road and Mill Street to become bus, pedestrian and cycle only. This, however, is fully reliant on delivery of the MOOR and MERR roads projects. This is in line with road measure ROAD9 of the NTA GDA Transport Strategy 2022-2042 which provides for the delivery of orbital routes to be *‘accompanied by, and facilitating, enhanced public transport, cycling and pedestrian facilities in the relevant centre’*. Furthermore, Regional Policy Objective RPO 4.33 of the RSES supports the delivery of strategic transport infrastructure in the town including *‘road linkages forming part of the Maynooth Outer Orbital Route’*.

Table 7.5 (see below and overleaf) details the road measures and phasing proposed for Maynooth and should be read in conjunction with **Map 7.4: Movement and Active Travel – Road Measures** (Appendix A: Maps).

**Table 7.5** Road Measures and Phasing

Ref. No.	Description	Timeframe	Dependency on Other Measures or Projects
<b>RD 1</b>	Full Maynooth Outer Orbital Route (MOOR) consisting of 1A, 1B and 1C	Long term	N/A
<b>RD 2A</b>	Upgrade existing M4 junction	Medium – long term	M4 junction changes implemented will be determined by a separate study

Ref. No.	Description	Timeframe	Dependency on Other Measures or Projects
<b>RD 2B</b>	New M4 junction and close existing M4 junction	Medium – long term	M4 junction changes implemented will be determined by a separate study
<b>RD 3</b>	Maynooth Eastern Ring Road (MERR)	Medium term	N/A
<b>RD 4</b>	Reduced speed limits across Maynooth (not shown on map)	Medium – long term	Reduced speeds can begin to be introduced with the construction of the MERR, with further changes brought in as the MOOR is constructed
<b>RD 5</b>	North-Eastern orbital MOOR to Moygaddy	Medium term	Linked to the development of Maynooth Environs (Moygaddy, County Meath)
<b>RD 6</b>	Additional green time at junctions for sustainable modes (not shown on map)	Short term	N/A
<b>RD 7</b>	New southern access to Leinster Street from Parson Street and close Main Street access from Leinster Street	Medium term	N/A
<b>RD 8</b>	HGV ban in central Maynooth (not shown on map)	Medium – long term	Partial HGV ban can be introduced with the construction of the MERR, with all central areas covered by the ban once the MOOR is available to provide a full bypass of central areas
<b>RD 9</b>	Close eastern Maynooth University entrance to motor vehicle traffic	Long term	Linked to the provision of the MOOR to provide alternative access route from the west
<b>RD 10</b>	New signalised junctions	Medium term	N/A

### 7.7.1 Maynooth Eastern Ring Road (MERR)

The Maynooth Eastern Ring Road (MERR) forms a portion of the overall Maynooth Outer Orbital Route (MOOR) between the R148 Leixlip Road and the R405 Celbridge Road. The development of this road was brought forward under the Local Infrastructure Housing Activation Fund (LIHAF). The MERR has obtained Part 8 planning permission and is currently being progressed by Kildare County Council, with the Compulsory Purchase Order for the lands being approved by An Bord Pleanála in early 2024. The MERR will service lands at Railpark which were identified in the Regional Spatial and Economic Strategy 2019–2031 as a location for new residential development. The Settlement Capacity Audit undertaken as part of the preparation of the Joint Plan has identified these lands as ‘serviceable’ within the life of the Plan. Accordingly, the Plan has included a specific objective to support the development of this crucial orbital route. The MERR will provide another crossing of the Royal Canal and rail line and will incorporate pedestrian and cycle access to the Royal Canal Greenway.

### 7.7.2 Maynooth Outer Orbital Route (MOOR)

Policy support for the Maynooth Outer Orbital Route (MOOR) has been imbedded in local planning policy for a number of decades, including in the 2002 Maynooth Development Plan, and is supported by RPO 4.33 of the Regional Spatial and Economic Strategy 2019–2031 (RSES) and by the respective county development plans of Kildare County Council and Meath County Council. The MEABTA notes the potential of the MOOR to support the shift towards sustainable movement within the town by diverting through traffic away from the town and consequently freeing-up space for the expansion of active modes of transport (walking and cycling) as well as increased public transport services. The MOOR will also have an important role in enabling the servicing of identified residential and employment lands, thereby helping to deliver much needed new homes and locally based job opportunities. It should also be noted that in keeping with the Design Manual for Urban Roads and Streets (DMURS, updated 2019) and accompanying DMURS Advice Notes, the MOOR will be built as an urban street and will incorporate pedestrian footpaths and cycleways. In addition, having regard to the proximity of Junction 7 (Maynooth) of the M4 interchange to the MOOR, its design and delivery shall have regard to the relevant requirements of Transport Infrastructure Ireland (TII) Publications in consultation with TII.

### 7.7.3 M4 Maynooth to Leixlip Project

The M4 Maynooth to Leixlip Project seeks to assess the needs of the M4/N4 mainline corridor and junctions from Maynooth to Leixlip in terms of operational efficiency and safety in conjunction with examining alternative transport modes or routes within the study area. This project, which is wholly separate to the Joint Plan, currently has two options with regards to Maynooth, one of which involves upgrading the existing Junction 7 and the second envisages the closing of the existing junction and the construction of a new junction further to the west. The GDA Transport Strategy seeks improvements to Junctions 5, 6, and 7 on the M4 in order to address queuing onto the mainline and associated traffic safety issues, plus the provision of bus priority between Junctions 5 and 7. The National Development Plan 2021 – 2030 identifies the M4 Maynooth to Leixlip Project as amongst national roads projects subject to further approvals.

### Roads and Streets Network Objectives

It is an objective of Kildare County Council and Meath County Council to:

- MATO 4.1** (a) Maintain and improve, as required, the local road network to ensure a high standard of road quality and safety in accordance with the requirements of the Design Manual for Urban Roads and Streets (DMURS) or any subsequent guidelines.
- (b) Safeguard the development and carrying capacity of the national road infrastructure along the existing M4 Motorway and associated Junction 7, in accordance with the Spatial Planning and National Roads – Guidelines for Planning Authorities (DoECLG, 2012) or any subsequent guidelines.
- MATO 4.2** Ensure the implementation of the road measures outlined in Table 7.5 and illustrated on Map 7.4, in accordance with the DMURS standards for urban roads and streets and Transport Infrastructure Ireland Publications as appropriate, and where necessary preserve the identified routes free from development. All road measures shall incorporate nature-based surface water management drainage solutions.
- MATO 4.3** Support and prioritise the development of the Maynooth Eastern Ring Road (MERR) within the life of the Joint Plan.
- MATO 4.4** Support the phased delivery of the Maynooth Outer Orbital Road (MOOR), subject to planning and environmental considerations.
- MATO 4.5** Support and prioritise the development of the North-Eastern orbital MOOR to Moygaddy (as per measure RD 5 in Table 7.5 and on Map 7.4) within the life of the Joint Plan.
- MATO 4.6** Support and facilitate the delivery of the M4 Maynooth to Leixlip Project, subject to planning and environmental considerations.
- MATO 4.7** Ensure that the new southern access route to Leinster Street from Parson Street (measure RD 7) is developed as an urban street that incorporates a high quality and people-centred public realm and is addressed and delineated by building frontages, as far as practicable.

## 7.8 Parking

The provision of well-managed parking infrastructure, including the integration of parking provision for both bicycles and private vehicles will provide a key role in realising sustainable mobility in Maynooth. Good parking management can help free up valuable public space for alternative uses, making the town more attractive and accessible, reduce traffic congestion, whilst also improving road safety and air quality. The provision of secure well-located bicycle parking is also essential for supporting the development of cycling as a practical transport choice.

The MEABTA's Parking Strategy seeks to provide for the efficient use of existing carparks in Maynooth Town Centre. The Plan seeks to take a balanced approach to effectively manage car parking to keep the town centre accessible to car users, whilst also taking far reaching measures to encourage and promote sustainable travel modes to reduce overall reliance on the private car. It should be noted that both the Kildare and Meath County Development Plans set out parking standards required within new developments, for both bicycles and cars, within their respective functional areas.

### 7.8.1 Car Free and Low Car Developments

The MEABTA includes measures for car free or low car developments at public transport accessible sites (measure PK 3, Table 7.6). In supporting sustainable movement and low carbon development, Objective MATO 5.3 expands on these provisions and states that such sites include 'Centre and Urban Neighbourhood' locations and 'Accessible Suburban / Urban Extension Locations', as defined in Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024) (Table 5.5 refers).

### 7.8.2 Parking Measures

Table 7.6 below details the parking measures and phasing<sup>60</sup> proposed and should be read in conjunction with **Map 7.5: Movement and Active Travel – Parking Measures** (Appendix A: Maps).

**Table 7.6** Parking Measures and Phasing

Ref. No.	Description	Timeframe
<b>PK 1</b>	Relocate Parking from Main Street to facilitate active modes and investigate solutions for providing accessible parking arrangements for individuals with disabilities	Medium term
<b>PK 2</b>	Implement the parking standards contained in the Kildare County Development Plan and Meath County Development Plan at new development sites (not shown on map)	Short term
<b>PK 3</b>	Introduce car free or low car developments at public transport accessible sites (not shown on map)	Medium – long term
<b>PK 4</b>	Expand proportion of pay and display parking at Maynooth University and St Patrick's College, Maynooth	Short – medium term
<b>PK 5</b>	Restrict future Maynooth University and St Patrick's College, Maynooth parking capacity to reduce car demand as these institutions expand	Short term
<b>PK 6</b>	Upgrade Leinster Street car park with new southern access route	Medium term
<b>PK 7</b>	Increase parking charges at existing Maynooth Train Station to encourage 'park and ride' at new Maynooth West Train Station	Long Term – linked to new station

<sup>60</sup> It should be noted that whilst measure PK 13 is listed in Table 7.6 it is not considered to form part of the Joint Plan as the measure which specifically relates to parking enforcement is deemed outside the remit of a land use plan.

Ref. No.	Description	Timeframe
PK 8	Improve and reorganise drop-off and pick-up facilities at the Maynooth Education Campus and investigate measures to improve traffic congestion related to Maynooth Education Campus	Medium term
PK 9	Introduce Presentation Girls' School 'park and stride' facility in Carton Retail Park, in consultation with all key stakeholders, including those from Carton Retail Park and Maynooth Presentation Girls' School	Short term
PK 10	Provide public parking at Carton Retail Park, in consultation with all key stakeholders, including those from Carton Retail Park and Maynooth Presentation Girls' School <sup>61</sup>	Short term
PK 11	Introduce mobility management plans for major employers (not shown on map)	Short term
PK 12	Installation of Variable Message Signs (VMS) parking signs on key roads	Medium – long Term
PK 13	Increase parking enforcement to eliminate illegal parking in road space designated for sustainable travel modes (not shown on map)	Short term
PK 14	New 'park and ride' facility at Maynooth West Train Station, in accordance with the GDA Transport Strategy	Long term – linked to new station
PK 15	Create a local mobility hub at existing Maynooth Train Station which may consequently result in a reduction in car park capacity	Medium term
PK 16	Implement smart parking measures and provide a town parking app (not shown on map)	Medium term
PK 17	Provide hidden disability/age friendly designated parking <sup>62</sup> spaces (not shown on map)	Short term
PK 18	Offer free parking in KCC owned car parking spaces for branded car sharing vehicles (with capped time duration) (not shown on map)	Short term

<sup>61</sup> Measure PK 10 refers to allowing people park in the car park who aren't necessarily patronising the shops in Carton Retail Park. For example, this might relate to someone visiting Main Street or a person parking there and walking their children the rest of the way to the Presentation Girls' Primary School.

<sup>62</sup> **Hidden Disability Parking:** Designated parking spaces for individuals with non-visible disabilities at a safe location with the same dimensions as a wheelchair accessible parking space. **Age-Friendly Parking:** Parking spaces designed for older adults, offering convenient access and safer features to accommodate reduced mobility and other age-related needs.



### **Parking Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- MATO 5.1** Support and facilitate the implementation of the preferred car parking measures, as outlined in Table 7.6 and illustrated on Map 7.5 of this Joint Plan.
- MATO 5.2** Apply the cycle parking and car parking standards in the Kildare and Meath County Development Plans (as applicable), and relevant Section 28 Guidelines, to all planning applications within the plan area, with the exception of those sites identified for car free or low car developments under MATO 5.3.
- MATO 5.3** Provide for car free or low car developments in ‘Centre and Urban Neighbourhood’ locations and ‘Accessible Suburban / Urban Extension Locations’ within Maynooth, as defined in the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024).
- MATO 5.4** Provide appropriate, secure and sheltered bicycle parking facilities subject to demand analysis, at appropriate locations at:
- (i) Maynooth Town Centre
  - (ii) Designated neighbourhood centres
  - (iii) Adjacent to heritage, community and amenity destinations.
- MATO 5.5** Support the provision of charging infrastructure for electric vehicles (EVs) on public and private land in accordance with County Development Plan standards.
- MATO 5.6** Engage with Zero Emissions Vehicles Ireland (ZEVl) and local stakeholders to prepare an EV Charging and Implementation Plan to focus primarily on provision of residential area charging networks.
- MATO 5.7** Require developers of Large Scale Residential Developments (of 100 units or more) or residential schemes located within 800 metres of high capacity public transport routes (i.e., existing or planned train stations and BusConnects stops) to provide reserved space for car sharing schemes.

## 8 Built Heritage and Archaeology

### 8.1 Overview

Maynooth is home to a rich variety of architectural and archaeological heritage, a non-renewable resource which contributes much to its distinctiveness and unique identity. Such heritage refers to all manmade features in the environment including buildings and other structures such as bridges, monuments, archaeological sites, walls and street furniture. These structures and sites play an integral part in the life of the town and include places of work, commerce, worship, education and recreation. It is

important that these heritage items are not viewed in isolation or as an impediment to development, on account of their existence, but rather be considered as an inherent part of the townscape of Maynooth, which lends the town a particular '*sense of place*' and offers huge potential in providing for a place-based and heritage-led regeneration of the town.

**Figure 8.1** Vernacular Built Heritage on Parson's Street



This Joint Plan seeks to conserve and manage Maynooth's built and archaeological heritage assets for the benefit of present and future generations and to promote such assets as generators of economic development and urban renewal, whilst also adhering to the relevant statutory obligations. Furthermore, these historic buildings contain large amounts of embodied carbon. Therefore, continuing to use and adapt these assets for alternative uses and functions keeps this carbon locked up whilst also reducing the need for new carbon-generating construction activities. This in turn reduces the level of new material extraction and waste production.

### 8.2 Architectural Heritage

#### 8.2.1 Record of Protected Structures

Planning legislation places an obligation on local authorities to include objectives for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Archaeological structures may, in some situations, be also considered as architectural heritage and, therefore, may appear on both the Sites and Monuments Record (SMR) and the Record of Protected Structures (RPS).

The RPS, which includes structures in Maynooth and Environs, is contained within the respective County Development Plans for Kildare and Meath. Map 8.1: Built Heritage and Archaeology and Map 8.2: Built Heritage and Archaeology – Town Centre (see Appendix A: Maps) illustrate the location of protected structures in Maynooth and Environs. The majority of these structures are also identified in the National Inventory of Architectural Heritage (NIAH) as being of regional significance/importance. However, there are also a number of structures in the town which are listed on the NIAH but are not included on the

register of protected structures in the Kildare County Development Plan. In this regard, Objective BHO 1.3 seeks to provide additional protection to these structures by ensuring that any proposed demolition would be strongly resisted in the first instance.

Table 8.1 (below) is an extract of the Record of Protected Structures of the respective County Development Plans of Kildare and Meath and is reproduced in this Plan for information purposes only.<sup>63</sup> There are 52 protected structures located within the area covered by the Joint Plan. These structures merit protection and enhancement and in many cases have been identified by the National Inventory of Architectural Heritage (NIAH) for that reason. It should be noted that the consideration of any additions or deletions to the RPS is addressed outside of the local area plan-making process and must have regard to the relevant planning legislation and guidelines, including the Architectural Heritage Protection – Guidelines for Planning Authorities (DoAHG, 2011).

**Table 8.1** Record of Protected Structures within the Joint LAP Boundary

Reference (RPS No.)	NIAH Ref.	Structure Name and Location	Description
<b><i>Maynooth, County Kildare (Record of Protected Structures Kildare CDP 2023-2029)</i></b>			
B05-01	-	Laraghbryan Church (in ruins), Laraghbryan East	Church and Graveyard
B05-09	11900506	Maria Villa	House
B05-10	11803067	Butler's House, Convent Lane, Dillon's Lane	House
B05-11	11803050	Buckley House, Main Street	House
B05-12	11803045	Harbour House (Bean House), Leinster Street	House
B05-13	11803043	Nuzstop, Main Street	House with shop
B05-14	11803039	Lyreen House, Court House Square	House
B05-27	11803090	Finnerty House, Dublin Road, Maynooth	House
B05-28	11803091	D.R. Glas, Ryebank House, Dublin Road	House
B05-29	11803092	Dublin Road, Maynooth	House
B05-30	11803095	Dillons Row, Maynooth	House
B05-32	11803104	141 Greenfield Cottages	House
B05-33	11803106	Maynooth Railway Station (former), Straffan Road (off)	House
B05-34	11803109	202 Railpark	House
B05-36	11900505	Jackson's Bridge (and Lock), Laraghbryan East	Bridge
B05-43	11803020	Rye House, Main Street	Shop
B05-44	11803022	Main Street, Convent Lane	House
B05-45	11803035	Brady's, Main Street, Courthouse Square	Public House
B05-46	11803041	Court House Square, Main Street	House
B05-47	11803042	The Leinster Arms, Main Street, Maynooth	Public House
B05-48	11803044	Dawson's, Main Street, Maynooth	Shop
B05-49	11803049	Maynooth Garda Siochana Station, Leinster Street, Main Street	Garda Station
B05-50	11803055	Mill Street, Maynooth	House

<sup>63</sup> For the full record of protected structures please refer to the Kildare County Development Plan and the Meath County Development Plan (for enquires relating to the Maynooth Environs).

Reference (RPS No.)	NIAH Ref.	Structure Name and Location	Description
B05–51	11803078	28 Leinster Cottages, Double Lane/Back Lane	House
B05–52	11803079	Pound Lane, Maynooth	Hall
B05–53	11803087	William Bridge, Maynooth	Bridge
B05–54	11803093	Geraldine Hall, Leinster Street, Maynooth	School (former)
B05–55	11803096	Carton (House), Main Street, Dublin Road	Gate Lodge
B05–56	11803099	Maynooth Rectory (former), Parson Street	House
B05–57	11803100	Saint Mary's Church, Parson Street	Church
B05–58	11803101	Saint Mary's Catholic Church, Mill Street	Church
B05–60	11803103	Mullen Bridge, Maynooth	Bridge
B05–62	11803107	Maynooth Railway Station, Straffan Road (off)	Signal Box
B05–63	11803108	Maynooth Parochial House, Mill Street	House
B05–64	11803112	St Patrick's College (Junior Hospital), Parson Street	Hospital (former)
B05–65	11803113	St Patrick's College (Entrance Block), Parson Street	University
B05–66	11803114	St Patrick's College (Saint Patrick's H, Parson Street	Engine House
B05–67	11803117	St Patrick's College (Loftus Hall), Parson Street	Exam Hall
B05–68	11803118	St Patrick's College, Parson Street, Maynooth	Building misc.
B05–69	11803123	St Patrick's College (Rhetoric House), Parson Street	Building misc.
B05–70	11803125	St Patrick's College (Riverstown Lodge), Parson Street	Building misc.
B05–71	11803126	St Patrick's College (Junior House/Logic Ho, Parson Street	Building misc.
B05–72	11803127	St Patrick's College (Collegiate Chapel), Parson Street	Church
B05–73	11803128	St Patrick's College (The Quadrangle), Parson Street	Building misc.
B05–74	11803133	Bond Bridge, Maynooth	Bridge
B05–75	11803134	St Patrick's College (Senior Infirmary), Parson Street	Building misc.
B05–76	11803138	Pound Lane, Maynooth	School (former)
B05–77	-	Pebble Mill House, Dunboyne Road	House
B06-06	-	Lime Kiln, Railpark	Lime Kiln
B06–12	11803102	Castle View House, Parson Street	House
<b>Maynooth Environs (Record of Protected Structures Meath CDP 2021-2027)</b>			
91556	-	Moygaddy, Carton Demesne Wall	Demesne Wall
91558	-	Moygaddy, Moygaddy House	House (Detached)

### Protected Structures Objectives

It is an objective of Kildare County Council and Meath County Council to:

- BHO 1.1** Safeguard the architectural heritage of Maynooth and Environs by ensuring the protection and conservation of all protected structures (or parts of structures) including the curtilage and attendant grounds of structures detailed in Table 8.1, Map 8.1 and Map 8.2 or any additional structure placed on the Record of Protected Structures of the Kildare County Development Plan and the Meath County Development Plan.
- BHO 1.2** Support the sensitive conservation of protected structures, their curtilage and attendant grounds, and to operate flexibility with regard to the use of these buildings to facilitate their ongoing use, subject to best practice conservation principles.
- BHO 1.3** Strongly resist the demolition of any structure (or parts of any structure) that is registered on the National Inventory of Architectural Heritage (NIAH) unless, on the basis of evidence provided as part of any planning application, the local authority is satisfied that exceptional circumstances exist.
- BHO 1.4** Support the sensitive and appropriate development of Maynooth Castle and Moygaddy Castle as important tourism and heritage assets for the town.
- BHO 1.5** Support the sensitive and appropriate development of St Patrick’s College campus taking into full consideration its location within and adjacent to Maynooth Architectural Conservation Area, along with the concentration of protected structures on the college grounds. Any significant development proposals are required to be accompanied by an Architectural Heritage Impact Assessment, as per the requirements of Appendix B of the Architectural Heritage Protection – Guidelines for Planning Authorities (2011).

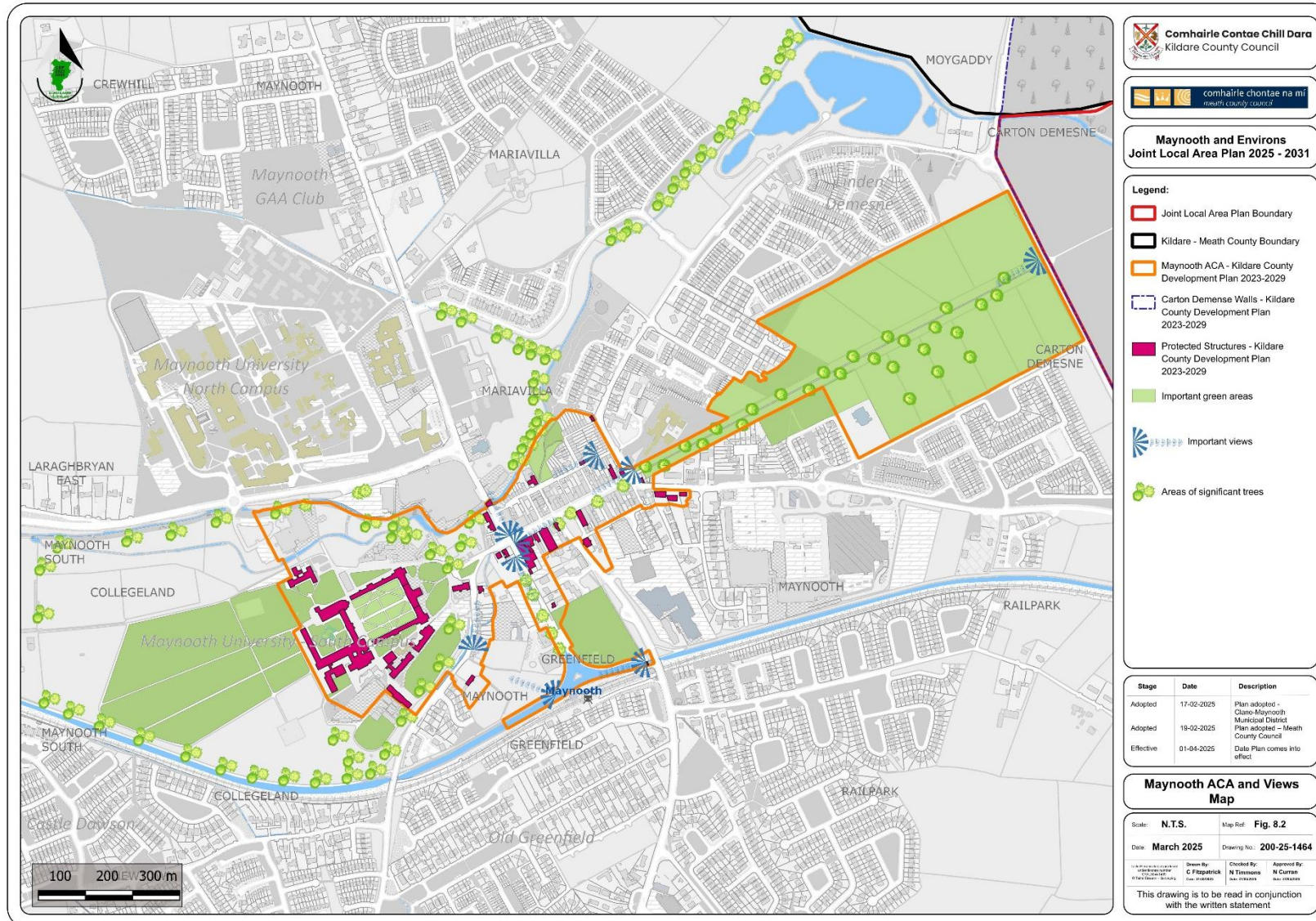
### 8.3 Maynooth Architectural Conservation Area

An Architectural Conservation Area (ACA) is defined as a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of protected structures. Planning legislation provides the legal basis for the designation of such Architectural Conservation Areas. An area in the historic core of Maynooth has been designated as an ACA in the Kildare County Development Plan. While the purpose of this designation is to protect and enhance the special character of the area, this does not preclude appropriate forms of development from happening. As part of the preparation of the Plan, a Statement of Character for Maynooth ACA was prepared by Kildare County Council (Appendix C). This is also an action (AH A25) of the Kildare County Development Plan 2023-2029. The purpose of the Statement is to define the special character of the Maynooth ACA and to provide guidance to property owners, developers, and built environment professionals on the important characteristics of the area and the type of works that would require planning permission within the ACA.

As part of the preparation of the Statement of Character the boundaries and extent of the Maynooth ACA were reviewed. This exercise resulted in revised boundaries being proposed for the ACA, with these changes being subsequently incorporated into the Kildare County Development Plan 2023–2029. The current extent of the ACA takes into consideration both the concentration of vernacular structures within Maynooth as well as their layout and contribution to the overall urban structure. In this regard, it can be seen in Figure 8.2 (see overleaf) that the ACA is focused on the central linear axis which links St Patrick’s College, Maynooth with the boundary of Carton Demesne. This encompasses much of the historic campus of St Patrick’s College (which has some of the best examples of 19<sup>th</sup> Century Gothic Revival architecture in Ireland), the formal 18<sup>th</sup> Century layout of the town centre’s Main Street and its network of lanes, along with the impressive Carton Avenue and adjoining field network, which are heavily connected to the historic demesne landscape of Carton House. Furthermore, the ACA includes the Canal Harbour which is an important example of late 18<sup>th</sup> / early 19<sup>th</sup> Century industrial heritage in the town.



**Figure 8.2** Maynooth Architectural Conservation Area (ACA) and Important Views



### 8.3.1 Important Views within Maynooth (County Kildare)





The Kildare County Development Plan includes a number of protected views in the plan area. These relate to views to/from historic bridges over the Royal Canal, Lyreen River and Rye Water River (see Table 8.2). The Meath County Development Plan includes no views or prospects that are protected within Maynooth Environs (Moygaddy, County Meath).

**Table 8.2** Views to and from Bridges on the Royal Canal (Kildare County Development Plan)






View Reference	Bridge	Location
RC6	Mullen Bridge	Railpark/Maynooth
RC7	Bond Bridge	Maynooth
RC8	Jackson's Bridge	Laraghbryan East
AW4	Kildare Bridge	Carton Demesne

The Statement of Character for Maynooth ACA outlines a number of important views/prospects which are deemed to be worthy of protection (see Figure 8.2). Such views should be taken into consideration when developing sites within the ACA.

**Table 8.3** List of Important Views Outlined in the Maynooth ACA Statement of Character

View Ref.	Location/Description	
View 1	View from gates to Carton Avenue, looking west along Main Street	
View 2	View from junction of Main Street and Mill Street, looking east towards Carton Avenue	
View 3	View from Mill Street, looking north towards St Mary's Catholic Church	
View 4	View from Leinster Street, looking south towards the Royal Canal	



View Ref.	Location/Description	
View 5	View from Parson Street, looking north towards Maynooth Castle	
View 6	View from Mullen Bridge, looking west along the Royal Canal	
View 7	View from Pound Lane, looking west towards spire of St Patrick's College Chapel	
View 8	View from footbridge over the Royal Canal, looking north-west towards spire of St Patrick's College Chapel	
View 9	View from eastern end of Carton Avenue, looking west towards the town of Maynooth	

### 8.3.2 Management of Development in the Architectural Conservation Area

The Maynooth Architectural Conservation Area (ACA) Statement of Character (Appendix C) shall act as a guide for homeowners, developers, and Kildare County Council to inform proposed development proposals in the ACA. Owners and occupiers of non-protected structures located within the ACA should note that carrying out of works to the exterior of a structure located in an ACA constitutes exempted development only if those works would not materially affect the character of the area. For example, alteration works to streetscape features such as roofs, walls, windows, doors and rainwater goods may not be exempted development. Porches and other development, which may normally be considered exempt, are consequently not usually exempt within the ACA, therefore advice should be sought prior to development.

This Plan aims to ensure that any development both within and adjoining the ACA is sympathetic to the character of the area and that the design is appropriate and contributes to the protection and enhancement of the ACA. All planning applications within and adjoining the ACA shall be assessed having regard to *Section B: Guide to Development* within the ACA of the Statement of Character (Appendix C). Applications for infill development

within and contiguous to the ACA, and any modifications to shopfronts, should also have regard to Section B of the ACA Statement of Character and include: a study of the overall façade; an analysis of how the development complements the setting; the removal of visually intrusive elements such as inappropriate signage, lighting and ancillary cables and ducts, and the use of appropriate materials.

### **Maynooth Architectural Conservation Area Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- BHO 2.1** Preserve the character of the designated Maynooth Architectural Conservation Area (ACA) by ensuring that new development, extensions, renovation works and infill development within or adjacent to the ACA is sympathetic to the distinctive character of the area and enhances the special character and visual setting of the ACA including *inter alia* vistas, streetscapes, established building lines, fenestration patterns and architectural features. Proposals for development shall include an analysis of how the new development complements the setting, character and appearance of the Maynooth ACA referring to the findings of the ACA Statement of Character (2023) and the Architectural Heritage Protection – Guidelines for Planning Authorities (DoAHG, 2011) (including ‘Advice Series’).<sup>64</sup>
- BHO 2.2** Encourage the sensitive restoration and enhancement of shopfronts and signage of architectural merit or heritage value, and promote the replacement of inappropriate shopfronts and signage, within the Maynooth Architectural Conservation Area having regard to the Statement of Character (Appendix C) and the Kildare Shopfront Guidelines (2013). Proposals for new shopfronts and signage, contemporary or traditional, will be required to respond positively to the proportions of the building and complement the character of the area in terms of design, detail, lighting and materials. Such applications will be required to include a study of the overall façade and include proposals to remove visually intrusive elements (inappropriate signage, lighting, cables, ducts) and to reinstate historical features where appropriate. The use of the Irish language within signage should be considered.
- BHO 2.3** Seek to protect and enhance all important views within Maynooth Architectural Conservation Area (ACA) as illustrated in Figure 8.2 by requiring a Visual Impact Assessment for developments which have the potential to impact on the character, value or sensitivity of the ACA. Where it is considered that a development may impact on a protected view, proposals must have regard to the significance of any such impact and incorporate appropriate mitigation measures.

<sup>64</sup> The Department of Housing, Local Government and Heritage’s Advice Series is available online on the website of the National Inventory of Architectural Heritage at: [www.buildingsofireland.ie/resources/](http://www.buildingsofireland.ie/resources/)

- BHO 2.4** Require careful consideration of urban development within or adjoining the Architectural Conservation Area ensuring that the design rationale and the overall site context act as the main driver for the overall scale, mass, height and design in order to achieve the most appropriate development in sensitive areas.
- BHO 2.5** Reduce, prevent and encourage the removal of visual and urban clutter within the Architectural Conservation Area including:
- Excessive traffic management structures and related signage
  - Utility structures and signage
  - Commercial related signage (including signs protruding from the façade) at ground and upper floor levels
  - Obsolete/unnecessary lighting, electrics, cables, ducts
  - External roller shutters and shutter boxes
  - Internally affixed stickers and internally illuminated signage, where planning permission is required.
- BHO 2.6** Seek appropriate high quality screening measures where the provision of above ground utility boxes/structures within the Architectural Conservation Area is deemed unavoidable.
- BHO 2.7** Proactively address dereliction, endangerment, neglect and vacancy in the town centre, particularly within its network of back lanes, through the application of the Derelict Sites Act 1990 and the Residential Zoned Land Tax as well as through the promotion of appropriate uses and the sensitive conservation of historic buildings, in conjunction with other relevant initiatives.
- BHO 2.8** Seek the preparation and implementation of heritage-led regeneration plans (including for the public realm) within the Architectural Conservation Area through relevant funding sources, including the Historic Towns Initiative and the Urban Regeneration and Development Fund (URDF).
- BHO 2.9** Provide for the protection and enhancement of Carton Avenue along with the adjoining area, including its historic field boundaries, that are contained within the Maynooth ACA.

## 8.4 Archaeological Heritage

Archaeology is the study of past societies through the material remains left by those societies and the evidence of their environment. Archaeological heritage is considered to be a unique, finite and non-renewable resource consisting of such material remains (whether in the form of sites and monuments or artefacts in the sense of moveable objects) and environmental evidence. Such heritage is therefore considered to be of great cultural and scientific importance as it offers a direct link to our collective past.

Whilst there is historical and documentary evidence of the development of Maynooth from the 12<sup>th</sup> Century, there is also archaeological evidence of Neolithic settlement beneath the site of Maynooth Castle.

For the purposes of the Joint Plan, archaeological heritage includes the following:

- National Monuments
- Archaeological and architectural monuments/sites on the Sites and Monuments Record
- Monuments in the Register of Historic Monuments
- Zones of Archaeological Potential in historic towns
- Underwater Archaeological Heritage, including historic wrecks
- Previously unknown and unrecorded archaeological sites
- Potential sites located near large complexes of sites or monuments
- Present or former wetlands, unenclosed land, rivers or lakes

### 8.4.1 Underwater Archaeological Sites

Underwater archaeological heritage is a finite and irreplaceable resource that is particularly susceptible to both natural and manmade pressures threatening its preservation, including threats from development, treasure hunting and increasing incidence of flood/drought events as a result of climate change. It is noted that the Rye Water River and the Royal Canal have an abundance of underwater archaeological heritage that requires protection and merits promotion. In this regard, Objective BHO 3.6 provides for the protection and promotion of the underwater architectural heritage within these waterbodies and all waterbodies in the plan area.



## 8.5 Sites and Monuments Record

Maps 8.1 and 8.2 (Appendix A: Maps) identifies the sites within the plan area that are included on the Sites and Monuments Record (SMR). This map should be read in conjunction with Table 8.4 (see below) which lists all the relevant sites and has been reproduced in the Plan for information purposes only. The Archaeological Survey of Ireland (ASI) online database at [www.archaeology.ie](http://www.archaeology.ie) contains an interactive map/search facility that provides access to all records of the ASI and should be consulted prior to the development of land within the plan area. The SMR is a 'live' database that is being continually updated as new information becomes available and new sites are uncovered.

Some archaeological structures within the town may, in some situations, also be considered as architectural heritage and may therefore appear on both the Sites and Monuments Record (SMR) and the Record of Protected Structures (RPS). Such structures are therefore protected by both the historic and archaeological heritage legislation and planning legislation.

**Table 8.4** Sites and Monuments Record within the Joint Local Area Plan Boundary

Monument No.	Townland	Classification
<b><i>Maynooth (County Kildare)</i></b>		
KD005-011001	Maynooth	Possible Enclosure
KD005-011002	Maynooth	Road - road/trackway
KD005-015001	Maynooth	House - prehistoric
KD005-015002	Maynooth	House - early medieval
KD005-015003	Maynooth	House - early medieval
KD005-015004	Maynooth	Building
KD005-015005	Maynooth	Well
KD005-015006	Maynooth	Well
KD005-010	Maynooth	Ring-ditch
KD005-012	Maynooth	Possible Field System
KD005-013	Collegeland	Architectural Fragment
KD005-014	Maynooth	Architectural Fragment
KD005-015	Maynooth	Castle - Anglo-Norman masonry castle
KD005-016	Maynooth	Church
KD005-021	Laraghbryan East	Possible Ecclesiastical Enclosure
KD005-023	Maynooth	Field boundary
KD005-036	Laraghbryan East	Enclosure
KD005-037	Laraghbryan East	Barrow - ring-barrow
KD005-041	Laraghbryan East	Enclosure
KD005-009001	Laraghbryan East	Ecclesiastical site
KD005-009002	Laraghbryan East	Church
KD005-009003	Laraghbryan East	Graveyard
KD005-008	Laraghbryan East	Castle Possible
KD010-008	Moneycooly	Field System
KD010-040	Moneycooly	Burial ground
KD011-061	Moneycooly	Furnace
<b><i>Maynooth Environs (County Meath)</i></b>		
ME053-001	Moygaddy	Castle - tower house

### Archaeological Heritage Objectives

It is an objective of Kildare County Council and Meath County Council to:

- BHO 3.1** Protect and promote the archaeological heritage of Maynooth and Environs, in particular those sites illustrated on Map 8.1 and Map 8.2 and listed in Table 8.4, and avoid negative impacts on sites, monuments, features or objects of significant historical or archaeological interest by ensuring archaeological assessments are undertaken to inform proposed development in accordance with the Framework and Principles for the Protection of the Archaeological Heritage (1999) (or any subsequent guidance).
- BHO 3.2** Prioritise the protection/preservation in situ of items of archaeological interest as listed in Table 8.4 and shown on Map 8.1 and Map 8.2 from inappropriate development that would adversely affect and/or detract from the interpretation and setting of these sites.
- BHO 3.3** Protect the historic core of Maynooth and retain, except in exceptional circumstances, the existing street layout, historic building lines and traditional plot widths where these derive from 18<sup>th</sup> Century or earlier origins.
- BHO 3.4** Encourage, where practicable, the provision of public access to sites identified on the Sites and Monuments Record under the direct ownership or control of the Local Authority and the State.
- BHO 3.5** Provide for the protection of historic burial grounds within Maynooth, in co-operation with agencies such as the Office of Public Works and the National Monuments Section of the Department of the Housing, Local Government and Heritage.
- BHO 3.6** Support the protection, preservation and promotion of the archaeological value of underwater or archaeological sites within the plan area including any associated with the River Lyreen, Rye Water River, the Royal Canal and associated features.

## 9 Green and Blue Infrastructure

### 9.1 Natural Heritage and Biodiversity

Our natural heritage is a critical asset which encompasses waterways, landscapes and habitats such as woodlands, bogs and grasslands, together with native wildlife, plants, trees, insects, birds and animals. Natural heritage provides critical ecosystem services including pollution control in air and water and on land, flood mitigation, carbon sequestration and sustaining agricultural production. Healthy levels of biodiversity are central to the overall wellbeing and proper functioning of our natural environment. The concept of biodiversity goes beyond the variety or number of species that may occur within a given area. It also recognises

#### What is Biodiversity?

Biological diversity or *biodiversity* as it is more commonly known, refers to the variety of all living things, including plants, animals and their habitats as well as the physical and geological foundation that forms the landscape. The idea of biodiversity is a well-established feature of nature; however, the term was previously more often referred to as ‘flora and fauna’.

the inter-connectivity and interdependencies that occur between different species and their habitats. For example, a negative impact in the local environment could adversely affect a much wider ecosystem. It is therefore considered that sustainable land use planning cannot be achieved without a holistic approach to the conservation and enhancement of the biodiversity and natural heritage assets of an area. It is also important to recognise the intrinsic value of nature in its own right, independent of human uses, even if it does not directly or indirectly benefit people.

### 9.2 Natural Heritage in Maynooth and Designated Sites

Whilst the majority of the plan area comprises either buildings and gardens or intensive agricultural lands (see Section 9.5), Maynooth contains a range of natural and semi-natural habitats including hedgerows, treelines, woodland, semi-natural grassland, watercourses and wetlands which contribute greatly to environmental quality, biodiversity and the creation of sense of place within the town. The protection and enhancement of these habitats of higher ecological value is vital in helping the town not only protect biodiversity but also to retain a level of resilience in order to adapt to and mitigate the negative effects of climate change. It is further noted that the presence of natural and semi-natural habitats in urban settlements such as Maynooth provides huge benefits to the overall health and mental wellbeing of its resident population.

**Figure 9.1** Mature Parkland in St Patrick’s College, Maynooth



### 9.2.1 Designated Sites

There are a range of statutory provisions in force in Ireland which designate specific sites for the purposes of protecting, conserving and managing their natural heritage, and to control and regulate human activities that impact upon them negatively. There are a number of designated sites both within and adjacent to the plan area which contribute greatly to the town's natural heritage asset base.

#### Special Areas of Conservation (SACs)

Special Areas of Conservation (SACs) are legally protected under the EU Habitats Directive (92/43/EEC) and are selected for the conservation of habitats listed under Annex 1 and species listed under Annex II of the directive.

Rye Water Valley / Carton Special Area of Conservation (SAC) is located to the northeast of the town and is partially within the Maynooth Environs (Moygaddy, County Meath). The Rye Water Valley / Carton SAC (site code: 001398) extends in a southeasterly direction along the Rye Water River, a tributary of the River Liffey.

The river contains a thermal petrifying spring, which is a habitat listed in Annex 1 of the EU Habitats Directive. The SAC is also home to populations of both the narrow-mouthed whorl snail and Desmoulin's whorl snail which are species listed in Annex 2 of the Directive. It is further noted that there are a number of waterways including the Lyreen River and its tributaries, which flow through Maynooth and Environs that provide direct hydrologic pathways (connections) to the Rye Water Valley / Carton SAC.

#### Natural Heritage Areas (NHAs)

Natural Heritage Areas (NHAs) are designated under the Wildlife (Amendment) Act 2000 for their national conservation value for ecological and or geological and or geomorphological heritage. They cover nationally important semi-natural and natural habitats, landforms or geomorphological features, wildlife plant and animal species or a diversity of these natural attributes.

There are also two proposed Natural Heritage Areas (pNHAs) which fall within or adjacent to the plan area. These are the Royal Canal pNHA and the Rye Water Valley pNHA. The Royal Canal pNHA (site code: 002103) which transects the heart of the town, comprises the canal channel and the banks on either side of it, while the Rye Water Valley / Carton pNHA (site code: 001398) which, as noted above, is also designated as the Rye Water Valley / Carton SAC.

**Figure 9.2** The Royal Canal pNHA in Maynooth





### 9.3 Maynooth Biodiversity Action Plan

The Maynooth Biodiversity Action Plan (BAP) 2023–2028 was commissioned by Kildare County Council for the community for the purpose of providing a professionally guided tool to facilitate the protection and enhancement of local biodiversity within the town. The BAP seeks to build on the progress made under the previous 2017–2021 BAP. Critically, the overarching feature of the BAP is that it represents a call to action to halt and reverse the ongoing national and international trends of biodiversity loss at local level in Maynooth. The BAP contains the following five high level objectives the implementation of which are supported by a range of specific actions and targets:

**Objective 1:** Make room for biodiversity in Maynooth

**Objective 2:** Controlling Invasive Alien Species

**Objective 3:** Move towards the elimination of pesticide use in the local area

**Objective 4:** Raising awareness of biodiversity

**Objective 5:** Citizen science – collecting evidence to track change and measure

The Biodiversity Action Plan was developed in tandem with the community and responsibility for its implementation will be shared, with Kildare County Council taking the lead on some actions and targets, and community stakeholders (such as Maynooth TidyTowns) progressing others. This Joint Plan fully supports the objectives, targets and actions contained in the BAP and seeks to integrate its provisions, insofar as its remit as a land use plan extends. In this regard, the BAP has been fully incorporated into the Plan, including in Sections 9.4 – 9.9, which provide for a range of provisions and supporting statutory objectives to secure the protection, enhancement and expansion of biodiversity.

## Natural Heritage and Biodiversity Objectives

It is an objective of Kildare County Council and Meath County Council to:

- GBIO 1.1** Protect, conserve and manage the Rye Water Valley / Carton SAC by ensuring that screening for Appropriate Assessment (AA), in accordance with Article 6(3) of the Habitats Directive is carried out with respect to any plan or project, including masterplans.
- GBIO 1.2** Ensure that any proposal for development within or adjacent to the Royal Canal pNHA is located and designed to minimise its impact on the biodiversity, geological, water, landscape and amenity value of the pNHA.
- GBIO 1.3** Support the full implementation of the targets and actions outlined in the Maynooth Biodiversity Action Plan 2023–2028 and any subsequent or amended Plan prepared for Maynooth.
- GBIO 1.4** Require that expert advice is sought from a suitably qualified bat expert, in developing lighting proposals along river and stream corridors or other important locations or corridors for wildlife, to mitigate impacts of lighting on bats and other species. The use of artificial lighting shall be avoided in streamside zones and artificial lighting should be restricted unless absolutely necessary in the middle zone, as illustrated in *‘Planning for Watercourses in the Urban Environment’* (pp.8-9) (Inland Fisheries Ireland, 2020). LEDs should, where permitted, be warm white in colour to minimise disturbance to wildlife.
- GBIO 1.5** Ensure that development along urban watercourses must comply with the Inland Fisheries Ireland Guidance *‘Planning for Watercourses in the Urban Environment’* (2020), including the maintenance of a minimum riparian zone of 35 metres for river channels greater than 10 metres in width, and 20 metres for watercourses less than 10 metres in width, including the Royal Canal. Development within this zone will only be considered for water compatible developments.<sup>65</sup> Strategic green routes and trails will only be open for consideration within the extremities of the biodiversity protection zone away from the waterbody, subject to appropriate safeguards and assessments.

<sup>65</sup> Water compatible developments as defined in the *‘The Planning System and Flood Risk Management – Guidelines for Planning Authorities’* (DoEHLG and Office of Public Works, 2009)



## 9.4 Green and Blue Infrastructure (GBI)

The unbuilt environment in Maynooth can also be described as its green and blue infrastructure network. It is important to note that not all pieces of GBI performs the same functions and not all are of equal value. For example, a grassy strip between a footpath and a road provides a level of pollution control and a green space for excess water to soak into along with a very limited habitat for plants and insects. Conversely, a riparian wetland corridor would have a much greater capacity to absorb water, provide pollution control and would support a far greater range of biodiversity. To be effective any project identifying green and blue infrastructure must recognise these differences in value and distinguish the most important components.

### What is Green and Blue Infrastructure?

‘Green and blue infrastructure’ is a term that is used to describe the interconnected network of environmental features such as nature conservation areas, parks, open space, rivers, wetlands, woodlands and farmland and other open spaces and waterbodies that adjoin and are threaded through our settlements. A green and blue infrastructure network should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.

### 9.4.1 Green and Blue Infrastructure and the Principle of Multi-functionality

One of the key benefits of green and blue infrastructure is its ability to perform multiple functions on the same piece of land or water. While biodiversity remains at the core of GBI, it is much more than a biodiversity conservation instrument. Its multifunctionality can best be described in terms of four broad roles, as follows:<sup>66</sup>

- Protecting ecosystems state and biodiversity
- Improving ecosystem functioning and promoting ecosystem services
- Promoting societal wellbeing and health
- Supporting the development of a green economy, and sustainable land and water management

It should be noted that GBI can be present in many places, including natural and semi-natural lands in urban and rural areas, as well as man-made elements, such as open space areas that integrate Nature Based Solutions (NBS) including filter strips, rainwater swales and rain gardens.

It is considered that the protection and expansion of GBI in Maynooth is an important policy tool in contributing to the achievement of many of the Joint Plan’s Strategic Development Principles.<sup>67</sup> Accordingly, the objectives and provisions of the Plan seek to safeguard the functionality and ecological coherence of Maynooth’s existing GBI as well as securing the new GBI features within in the town to create a more comprehensive and integrated

<sup>66</sup> European Commission (2012) **The Multifunctionality of Green Infrastructure**, Science for Environmental Policy.

<sup>67</sup> Strategic Development Principles No. 1 (Securing Sustainable Compact Communities), No. 2 (Realising Sustainable Movement), No. 4 (Delivering Social Infrastructure) and No. 5 (Making Room for Nature) (Section 2.3.1).

network to foster greater levels of biodiversity, whilst also utilising such green infrastructure for other beneficial purposes, as outlined in Figure 9.3.

**Figure 9.3** Benefits of Green and Blue Infrastructure in Maynooth



## 9.5 Maynooth and Environs Habitat Mapping Report

Under Article 10 of the EU Habitats Directive, planning and development policies must endeavour to conserve and sustainably manage corridors and stepping stone habitat features. As part of the preparation of the Plan, a habitat survey was undertaken for Maynooth and Environs between 2021 and 2023.<sup>68</sup> This exercise updated and expanded on the previous work carried out in 2011 for the Maynooth Local Area Plan 2013–2019 to reflect changes in land use patterns which have occurred over the intervening period, as well as to survey, for the first time, the Maynooth Environs (Moygaddy, County Meath).

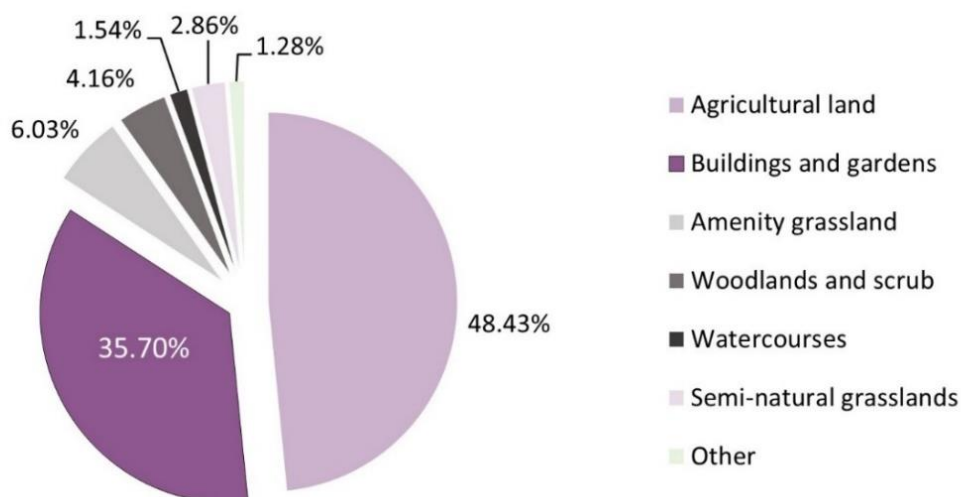
The Habitats Mapping Report (published alongside this Plan) involved the preparation of a habitats map which clearly outlines the spatial characteristics of habitats within the plan area, particularly the links between them. It is considered that these maps will greatly assist both planning authorities, local community groups and other key stakeholders, as understanding the location, extent and characteristics of the various habitats is essential for managing them sustainably into the future.

The survey employed the Heritage Council’s habitat classification system (Fossitt, 2000) and found that the most abundant habitat areas in Maynooth (County Kildare) were composed

<sup>68</sup> The study area comprised of the area covered by the Maynooth Local Area Plan 2013-2019 (as amended) along with the Maynooth Environs (Moygaddy, County Meath) and extended to approximately 658 hectares in size.

of agricultural land and buildings and gardens, which together with amenity grassland,<sup>69</sup> covered over 90% of the study area (see Figure 9.4 below). These areas are considered to have low ecological potential. The remaining habitats which include woodland and scrub, semi-natural grassland and watercourses are considered to have ecological potential or higher ecological potential.

**Figure 9.4** Breakdown of Predominant Habitats within Maynooth (County Kildare)



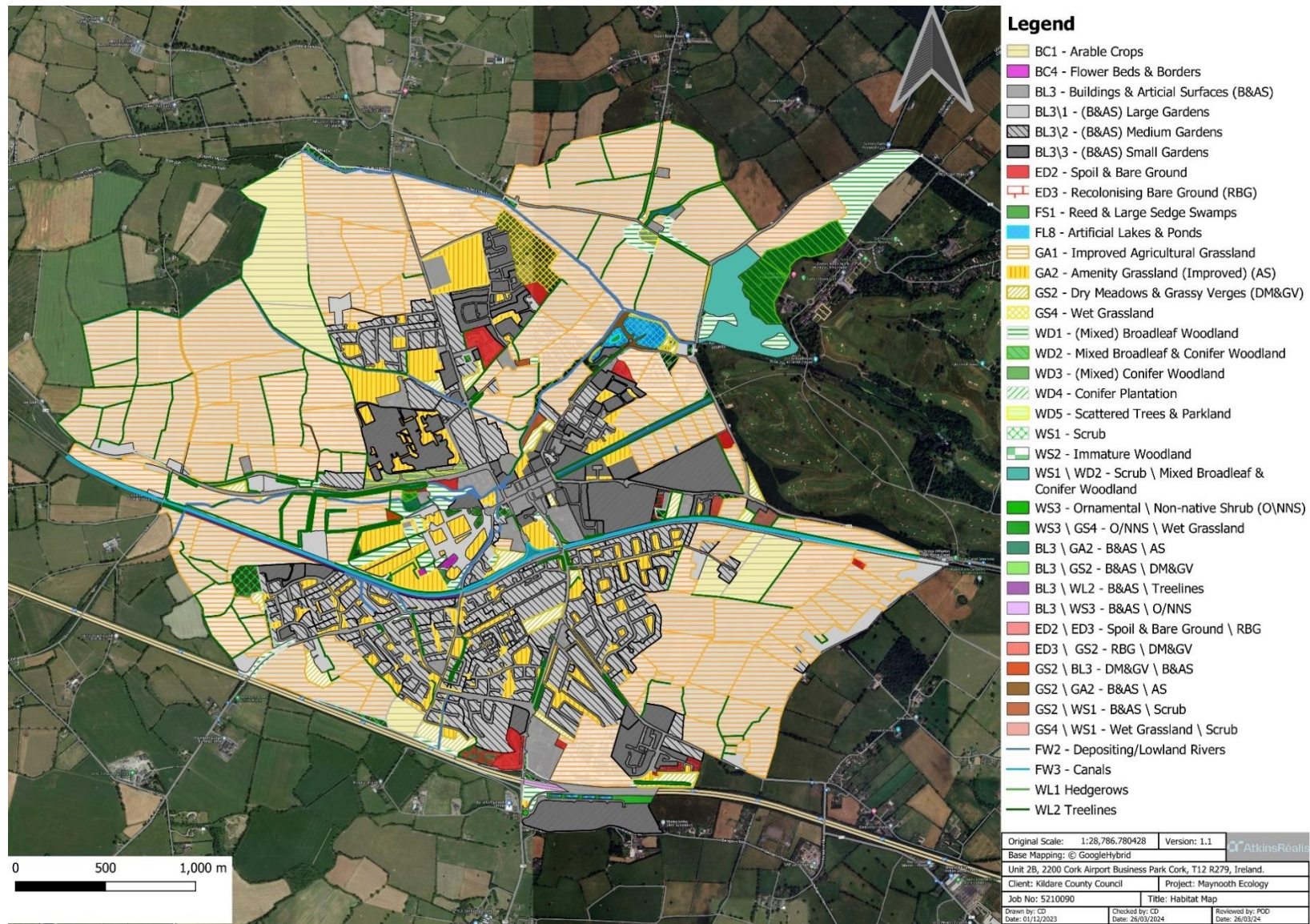
**Source:** Maynooth and Environs Habitat Mapping Report (2024)

The habitats survey carried out for the Maynooth Environs (Moygaddy, County Meath) notes that the area is currently composed of an expanse of agricultural land (improved grassland) to the north of the Rye Water River and west of the R157 Regional Road. Lands to the east of the R157 includes mixed broadleaved woodland and unmanaged gardens (linked to Carton Demesne) that have developed into mixed broad leaved / conifer woodland that form a connection to Rye Water Valley / Carton SAC. The survey also notes the presence of the highly invasive Japanese Knotweed within Carton Demesne.

<sup>69</sup> Amenity grassland does not include the lawns of private houses, but does include public grassy spaces within estates, playing pitches, and larger lawns in institutions such as St Patrick's College, Maynooth.



**Figure 9.5** Habitat Map for the Maynooth Study Area



## 9.6 Habitats Mapping and Green and Blue Infrastructure

Similar to a habitats survey and mapping exercise, green and blue infrastructure can be mapped using the existing data sources supplemented by field survey where required. In fact, a habitat map is considered a critical piece of baseline information necessary for GBI mapping.

The GBI mapping exercise identified several key green and blue infrastructure areas in Maynooth which are illustrated in Map 9.1 (Appendix A: Maps) and is explained in further detail below. These areas were selected on the basis of several criteria which includes their local conservation value; their ability to act collectively to form a coherent habitat complex; their contribution to amenity and eco-system services in the town; along with their function as habitat corridors and stepping stone habitats.

### 9.6.1 Royal Canal

The Royal Canal provides considerable ecosystem services within a town that supports high levels of human activity. It also functions as a corridor, linking several very important watercourses in the form of the Lyreen River, Rye Water and the River Liffey. The ecological value of the Royal Canal resides in the biodiversity associated with the waterbody and its fringing habitats. Furthermore, the canal crosses through and forms linkages with habitats in the surrounding rural environment, while also providing a valuable amenity resource for the community.

### 9.6.2 Maynooth University and St Patrick's College

While the habitats within the campuses of the Maynooth University and St Patrick's College are not of high biodiversity value in and of themselves, they form one of the more significant areas of open space within Maynooth. Furthermore, the South Campus (St Patrick's College) is located between the Lyreen River and the Royal Canal and therefore has the potential to act as a corridor between these watercourses. The South Campus supports an abundance of mature treelines and tree copses in comparison to the more recently established North Campus (Maynooth University). However, the North Campus does support large areas of amenity grassland in addition to groupings of young broadleaved trees.

### 9.6.3 Lyreen River, Rye Water River, Tributaries and Associated Treelines

The Lyreen River acts as a viable corridor for wildlife that, together with its parcels of fringing woodland, treelines, and hedgerows, provides suitable shelter, habitat and commuting routes. In addition, it forms a continual link between the Royal Canal, the Rye Water Valley and the River Liffey and ensures an overall link of three significant watercourses within this locality. The Rye Water River flows in a southeasterly direction as far as the Lyreen Angling Centre, before entering Carton Demesne. Along the banks between the area of woodland to the north and where it exits the study area to the east, the river is bordered by narrow riparian treelines and hedgerows.

### 9.6.4 Treelined Avenues in Maynooth

Treelines form a significant visual and aesthetic presence in Maynooth, particularly within the town centre. These include the treelined pavements located either side of Main Street and along Carton Avenue. The avenue comprises a treeline of mature lime trees continuing

to the east, which effectively links the town centre with Carton Demesne. These treelined avenues and connecting hedgerows are considered as areas of green infrastructure because of both their intrinsic aesthetic value and their importance to wildlife in the locality. On a local scale these treelines provide viable commuting, refuge and nesting habitat for birds, bats and other small mammals. Most importantly these treelines form connectivity to the Rye Water Valley / Carton SAC.

#### 9.6.5 Laraghbryan Cemetery

This small area of green infrastructure is focused on Laraghbryan Cemetery which supports an old, ruined church building, mature trees, treelines, linear woodlands and a patch of unmanaged and now rough grassland located to the west of the cemetery. The cemetery itself supports strips of amenity grassland lined by mature trees. This green infrastructure area is also connected to the wider countryside and with Maynooth University via the treeline/hedgerow network located to the north.

#### 9.6.6 Lyreen Angling Centre

The Lyreen Angling Centre is centred on a series of artificial ponds located to the northeast of the town centre. Its proximity to the Lyreen and Rye Water rivers along with its capacity to support wildfowl species, as well as a range of wetland insects and amphibians, results in this area being considered an area of green infrastructure.

#### 9.6.7 Stepping Stone Habitats

Stepping stones are more isolated habitat patches that help reduce ecological fragmentation in the landscape by increasing connectivity among habitats, giving plants and animals greater access to living space and other resources. Stepping stones also allow species to recolonise areas where they may have been lost and maintains their health by reducing inbreeding. The GBI mapping exercise found the following stepping stone habitats in Maynooth:

- **Attenuation ponds - Maynooth Business Campus** – This stepping stone habitat includes four attenuation ponds (artificial ponds and lakes) located on the northern boundary of Maynooth Business Campus with the M4 Motorway. These habitats have the potential to provide viable habitat for wetland birds, amphibians and invertebrates. It is also noted that the campus includes significant areas of landscape young woodland.
- **Maynooth Hedgerow and Treeline Networks** – A number of treelines and hedgerows associated with the agricultural fields have been included as viable corridors or ecological transit routes. These can in some instances provide connectivity between green infrastructure areas, such as those hedgerows to the north of Carton Avenue with Lyreen Angling Centre.
- **M4 Motorway** – While the motorway acts as a barrier to north-south movement it also forms an east-west ecological corridor.



## 9.7 Green and Blue Infrastructure and Surface Water Management

Using green and blue infrastructure to manage surface water drainage within Maynooth is an important feature of this Plan. Nature-Based Management Areas (NBMA) allow for surface water (i.e., rain water) to drain in an environmentally friendly way by replicating natural systems of unmanaged environments. This represents a critical move away from the conventional practice of piping all surface water directly to the nearest watercourse or river, towards a system where water is conveyed more slowly to watercourses via constructed wetlands, permeable surfaces, filter strips, ponds, swales and basins. Such Nature Based Solutions (NBS) to the management of surface water drainage contribute to more environmentally friendly and aesthetically pleasing methods of controlling surface water, as well as representing a responsive and proactive climate adaptation measure.

## 9.8 Green and Blue Infrastructure and the Creation of a Sense of Place

In keeping with quadrant-based planning approach outlined in Section 4.8, the protection and enhancement of green and blue infrastructure (GBI) in Maynooth will also make a significant contribution to delivering a ‘sense of place’ and identity within the town as it continues to grow. A sustained effort to protect and enhance the natural heritage assets of the town will also have the effect of making it a more attractive settlement to live and spend time in, thereby improving overall levels of place quality in Maynooth.

## 9.9 Increasing Biodiversity in Maynooth

The Maynooth and Environs Habitats Mapping Report not only determined the extent of the existing ecological network in the town but also pointed to areas where natural heritage can be enhanced and expanded on. In keeping with Strategic Development Principle No. 5 (Making Room for Nature) and having regard to both the Habitats Mapping exercise and its key output (Map 9.1: Green and Blue Infrastructure), a number of specific locations have been identified (see below and overleaf) that by their nature and location within the town would, if certain measures were implemented, contribute greatly to the achievement of a more coherent and comprehensive GBI network in Maynooth. In this regard, a strategic approach has been taken which, in keeping with the recommendations outlined in Section 4 of the Habitats Mapping Report (published alongside this Plan) seeks to place particular emphasis on strengthening GBI links along the main watercourses within the town and with consolidated areas of semi-natural habitat.

### Royal Canal Corridor

The physical waterbody is critical for water-dwelling species including aquatic plants, fish, amphibians, some birds, and many insect species. Many other species rely on waterbodies for certain functions, without *living* within the water; for example, many species reside at the edges of the waterbody, and/or hunt in the water and from the margins.

The water’s edge, be it technically riparian habitats, or merely verges of the canal, is a critical habitat for many species’ survival. As with the riparian zone of a river, the loss or degradation of these edge-habitats at canals, lakes and ponds, would lead to local extinction of the species and communities dependent on them for cover and foraging opportunities. For example, fish-eating birds (e.g., Kingfisher and Grey Heron) and mammals (e.g., Otter), flying insect eating mammals (e.g., Daubenton’s Bat) and birds (e.g., Spotted Flycatcher)

would likely become locally extinct if buffer zones were not maintained. A 20-metre buffer zone, as outlined in Objective GBIO 1.5, allows for these areas to be protected, remain intact, and be suitable even for the more secretive and easily-disturbance species.

### **Lyreen-Rye Water Linear Park**

Objective GBIO 2.5 supports the creation of a linear park along the Lyreen and Rye Water Rivers on lands zoned ‘F: Open Space and Amenity’ and ‘H1: High Amenity’ (Moygaddy, County Meath), over the medium to long term. Such a protected riverine space will greatly enhance green and blue infrastructure in Maynooth by improving the connectivity in the landscape from the rural areas to the north of the town, through the urban and suburban areas of the settlement, to the more rural areas to the south and west of the plan area. In addition to, creating more suitable habitat within which to exist, and thus potentially bolstering species populations, the park would also facilitate the safe dispersal of plants and animals throughout the landscape.

It is further considered that the park, if managed appropriately with riparian landscaping and buffer zones, would be especially important for larger animals and top predators that typically have a larger range, and during seasonal dispersal, face relatively greater risks in the urban environment that are typically more open: increasing risks of persecution, predation and roadkill. In the longer term, the linear park, by creating these landscape connections, would ensure that genetic flow is not inhibited, thus facilitating greater genetic diversity within species, which correlates with more resilient and healthy populations.

As with the Royal Canal buffer zone above, it would be important wherever physically possible, to have buffer zones (as per Objective GBIO 1.5) in order to improve and protect the wildlife and plants associated with the riparian habitats and river ecosystem. Any planting and landscaping of these parks should be carried out using native species, of local provenance, origin and source, and be appropriate for a riparian environment.

### **Lands at Carton Avenue**

The landscape and mix of habitats at Carton Avenue and its adjoining field network including trees, treelines, scrub and open spaces and grassland provide myriad opportunities for feeding, roosting, nesting and sheltering, for a wide range of wildlife. Support for increased biodiversity should be considered at all stages of the design and implementation of future plans for Carton Avenue (see Section 9.10). The treelines and trees should be protected, and wild spaces encouraged along the ground level.

The field network adjacent to Carton Avenue provides opportunity for native meadows to exist if managed appropriately; potentially increasing the diversity of habitats in the area and thus providing benefits to a greater number of species. Any enhancement of amenity grasslands at this location should have regard to the recommendations outlined in Section 4.3.3 of the Habitats Mapping Report (published alongside this Plan).

### **Treelined Avenues**

The treelines and avenues in Maynooth including on Main Street and Carton Avenue, consist predominantly of Lime (*Tilia cordata*), and contribute to the character of the area. Although not native to Ireland, Lime trees do provide significant food and sheltering opportunities to

wildlife. As such they should be protected and where the need arises through disease or damage, they should be replaced with the same or similar species in order to maintain the long term ecological potential of the area (see Objective GBIO 2.6).

### **Maynooth University (North Campus)**

As Maynooth University expands to the west of the current campus, intentional landscaping to protect, support and increase biodiversity should be implemented. Tree planting should be encouraged, and include mostly, if not all, native tree species, of local source, provenance and origin and in keeping with the Development Management Standards on soft landscaping outlined in the Kildare County Development Plan (Section 15.2.4).

Trees should also be configured in large clusters as small woodlands provide better outcomes for biodiversity, as opposed to standard or single trees which do not offer much shelter, protection from predation, or habitat diversity.

### **Maynooth West**

To increase biodiversity in Maynooth West, tree planting should be increased (as per the provisions of Section 9.9.1 below) and should consist predominantly of native species. As discussed above, the treelines and avenues in and around the town of Maynooth contribute to the character of the area. Thus, part of the tree-planting efforts should aim to echo the existing treelined avenues in the town, to provide character as well as creating additional areas of green infrastructure. Additional biodiversity landscaping measures could include small ponds, native meadow management, and pockets of dense tree-planting, and other appropriate wilderness areas.

Overall, it is considered appropriate that the development of a masterplan for lands in Maynooth West incorporates ‘mitigation banking’, as outlined in Section 4.1.1 of the Habitats Mapping Report. Mitigation banking arises in situations where the loss of habitats and features of the wider countryside is unavoidable as part of a development. In such a scenario appropriate mitigation and/or compensatory measures can be put in place, to conserve and enhance biodiversity and landscape character. The strategic development of Maynooth West should provide for an enhanced space for nature which fully integrates green and blue infrastructure assets as far as possible, whilst also maintaining links to the wider countryside.<sup>70</sup>

#### **9.9.1 Enhancing Tree Coverage in Maynooth**

Tree coverage plays an important part in our natural and urban environments, providing habitats for wildlife in areas that are often intensively managed and/or urbanised, while also forming an important element of the ecological infrastructure. Maynooth contains many large trees and groups of trees of considerable heritage value, which enhance the character and setting of the town (see Figure 9.6). The most notable contiguous area of tree cover is found within the grounds of St Patrick’s College and within the Carton Demesne in the Maynooth Environs (Moygaddy, County Meath).

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<sup>70</sup> For further details on green and blue infrastructure and landscaping requirements in Maynooth West refer to Section 11.2.2.

It is an Action of the Kildare County Development Plan 2023 – 2029 (BI A14 refers) to survey the existing tree coverage in urban areas during the preparation of local area plans. It is also an Action (BI A29 refers) to increase this urban canopy coverage by 30%. Increasing tree canopy coverage in an urban area can provide a wide range of environmental and social benefits including improved air quality, water purification, along with increased space for biodiversity, recreation and amenity (place quality). In terms of climate action, urban trees can help mitigate against negative effects of climate change (i.e., the urban heat island effect) whilst also lock-in carbon through sequestration.

Table 9.1 below and Figure 9.6 illustrates a dataset<sup>71</sup> which estimates the number of trees of greater than 1 metre in canopy size and their total canopy area both within the entire Joint Plan area and within the plan area in County Kildare.

**Table 9.1** Tree Coverage in Maynooth

	Number of Trees	Tree Canopy Area
<b>Maynooth (County Kildare)</b>	24,630	112 hectares
<b>Maynooth Environs (Moygaddy, County Meath)</b>	6,338	34.8 hectares
<b>Joint Plan Area (Total)</b>	30,968	146.8 hectares

There are approximately 24,630 trees with a canopy area of circa 112 hectares within the Plan boundary that lies in County Kildare. To achieve a 30% increase in tree coverage within Maynooth (County Kildare) would require the planting of circa 7,389 trees or the planting of approximately 33.6 hectares of land. It is acknowledged that this will require a significant effort from Kildare County Council, state agencies, landowners, developers and the local community.

It is envisaged that additional tree planting can be achieved throughout the plan area by the following mechanisms:

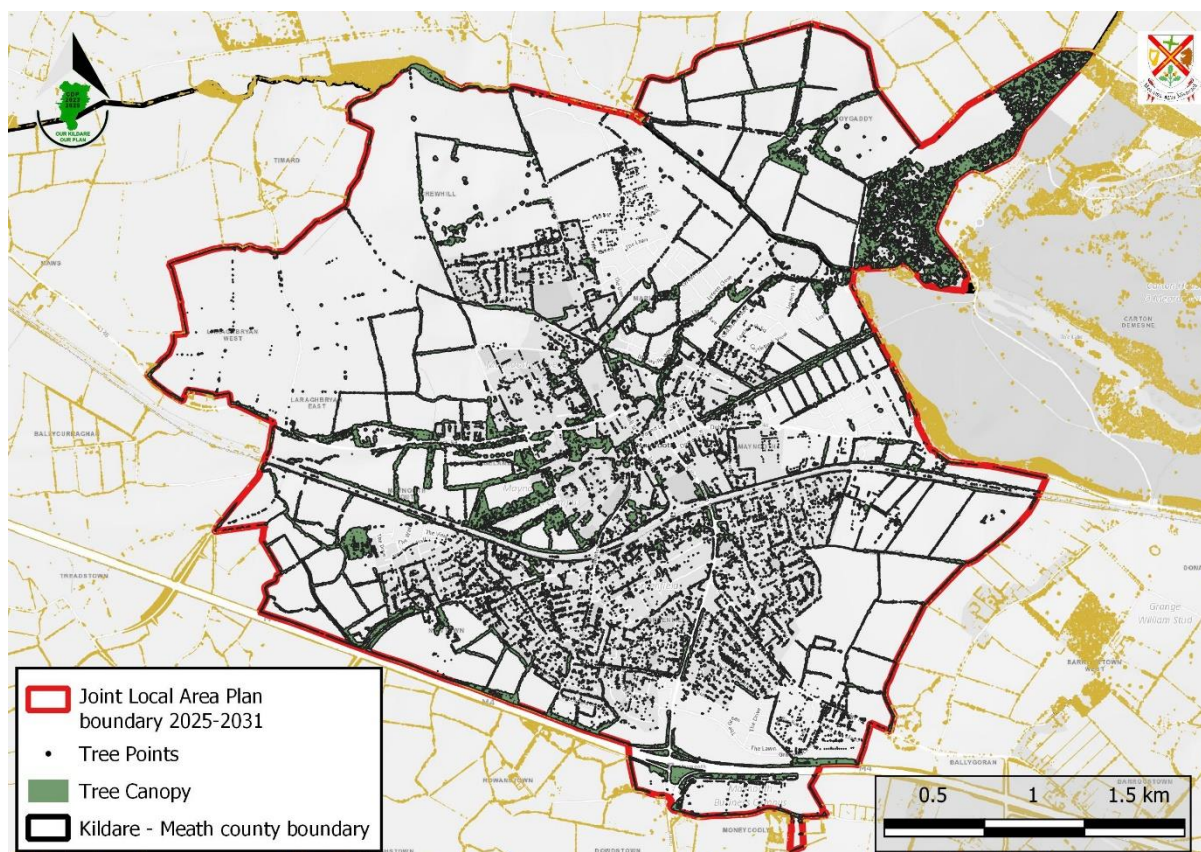
- Kildare County Council managed projects
- State agencies' projects
- Private developers of new projects/developments
- On lands identified for the future Lyreen – Rye Water Linear Park, the Maynooth West Local Park and the Railpark Local Park
- Community-led initiatives<sup>72</sup>

The Department of Agriculture, Food and the Marine has two schemes to support tree planting: the *Woodland Creation on Public Lands Scheme* whereby funding is available to public bodies to encourage the establishment of new native woodlands on suitable land, and the *NeighbourWood Scheme* whereby financial assistance is provided to create woodland amenities for local people.

<sup>71</sup> Source: National Tree Map 2022 by Bluesky (<https://www.bluesky-world.ie/ntm>)

<sup>72</sup> As supported by Objective BI O4 of the Kildare County Development Plan 2023-2029.



**Figure 9.6** Tree Coverage within the Joint Plan

### 9.9.2 Maynooth Green Campus Committee (MGC)

The Maynooth Green Campus Committee (MGC) was established in 2021. Since then, the university has been awarded three Green Flags, and a stronger focus has been placed on biodiversity within the campus. Maynooth University is an official partner of the All-Ireland Pollinator Plan 2021–2025, with habitat surveys, pollinator planting and installation of bat and bird boxes taking place on the campus. Thus, with continued efforts, the campus will gain in local biodiversity value.

### 9.10 Carton Avenue Conservation Plan and Masterplan

Kildare County Council's Open Space and Outdoor Recreation Strategy (Appendix 3 of the Kildare County Development Plan 2023-2029) includes an action to prepare a detailed design and conservation plan for the lands at Carton Avenue, under the ownership of Kildare County Council having regard to the significant natural, cultural and built heritage of the area. Subsequent work undertaken by the Council has determined the need to first undertake a conservation plan which would then inform and guide the preparation of a masterplan for the lands. It is envisaged that the conservation plan would examine the potential for appropriate new access points into Carton Avenue and circulation routes within the lands, taking into consideration the established historic designed landscape, in addition to the mature hedgerows and treelines of the area. The outputs of the conservation plan would then be used to inform a finalised masterplan.

Overall, the creation of a park on the lands has the potential to increase the range of natural habitats in the area and bring people closer to nature, which can lead to a better

understanding of and appreciation for it. It would also improve the quality of life for individuals using and overlooking these natural spaces through exercise, mental health benefits of the outdoors and opportunities to socialise.

### **Green and Blue Infrastructure Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- GBIO 2.1** Protect and enhance identified key green and blue infrastructure (Map 9.1) and stepping-stone habitats and prohibit developments that would fragment or otherwise degrade the green and blue infrastructure network. New developments shall appropriately utilise existing and new green infrastructure as an essential urban design and placemaking tool to integrate built form into their surrounding contexts. Site specific ecology surveys should be carried out to inform proposed development and assess and mitigate potential ecological impacts.
- GBIO 2.2** Ensure that all development proposals on sites where hedgerows and treelines are located (as identified in Map 9.1) are retained and fully integrated as a focal point of the development in the first instance. In exceptional circumstances, where they are demonstrably required to be removed, development proposals shall be accompanied by a planting scheme of similar quantity and species mix to ensure no net biodiversity loss over the longer term.
- GBIO 2.3** Require proposals for development to demonstrate how they protect and integrate/respond to green and blue infrastructure and include measures to protect and enhance such green and blue infrastructure during construction periods.
- GBIO 2.4** Ensure new development proposals have regard to the future function and variety of open spaces with a view to making provision for new areas of biodiversity, tree planting and/or pollinator friendly planting.
- GBIO 2.5** Support and facilitate the creation of a linear park along the Lyreen and Rye Water Rivers on lands zoned 'F: Open Space and Amenity' and 'H1: High Amenity' (Moygaddy, County Meath) over the medium to long term, and ensure that all landscaping schemes contribute to the enhancement of the corridor as a significant green and blue infrastructure asset in the town.
- GBIO 2.6** Ensure that the existing trees on Main Street and Carton Avenue are maintained and retained. In circumstances, whether through disease or damage, they are demonstrably required to be removed due to public safety, they be replaced with similar species (i.e., Lime trees) in order to maintain the ecological integrity of this important green infrastructure feature whilst also protecting the established character of Maynooth Architectural Conservation Area.



- GBIO 2.7** Support the preparation of a conservation plan, and a masterplan for Kildare County Council owned lands at Carton Avenue and require these plans to integrate measures (as outlined in Section 9.10) to enhance the existing green and blue infrastructure of the area whilst facilitating permeability and cycle measures (as included in Table 7.1 and Table 7.2). The Conservation Plan shall recommend a sensitive palette of high quality materials for any works required to implement active travel measures, appropriate to the special character of this part of the Maynooth Architectural Conservation Area.
- GBIO 2.8** Encourage the integration of innovative green and blue infrastructure features, including rain gardens, bioretention beds, filter strips and green roofs into the design of new developments in Maynooth.
- GBIO 2.9** Incorporate items of historical or heritage importance within the green and blue Infrastructure network as amenity features, where practical.

## 10 Infrastructure and Environmental Services

### 10.1 Policy Approach

The availability of high-quality infrastructure and environmental services is critical to securing investment, delivering compact growth and place quality, as well as ensuring the health and wellbeing of the community and safeguarding the environment. In this regard, a Settlement Capacity Audit was undertaken to inform the appropriate zoning of land and to ensure that residential, and employment growth in Maynooth and its environs occurs in a phased and sequential manner, in tandem with the delivery of supporting physical infrastructure, whilst also incorporating appropriate climate resilience measures. The Settlement Capacity Audit (SCA) has been published alongside the Joint Plan.

### 10.2 Water Supply and Wastewater

Uisce Éireann (formerly Irish Water) is responsible for the provision of public water services (water supply and foul drainage) on a national basis. The entity is mandated to provide both drinking water and wastewater capacity to facilitate future settlement growth, in line with national and regional policy objectives. This is also subject to the availability of funding and adherence to environmental and financial sustainability criteria. Local Authorities had a Service Level Agreement (SLA) with Uisce Éireann since 2014 which ended in August 2023 when all responsibility for delivering water and wastewater services was transferred to Uisce Éireann. A Master Co-operation Agreement has replaced the SLA and is operational until a Shared Services Agreement between each respective local authority and Uisce Éireann comes into force in the coming months. Kildare County Council and Meath County Council are committed to continuing their strong working relationship with Uisce Éireann during the final transition phase, which is due to be completed in December 2026.

In 2015 Uisce Éireann published its Water Services Strategic Plan (WSSP), which sets out strategic objectives for the delivery of water services over a 25-year period and provides a context for investment and implementation plans. Uisce Éireann has also prepared a 25-year National Water Resources Plan (NWRP). This strategic plan, published in 2021, identifies how the company will provide a safe, sustainable, secure and reliable water supply, whilst also safeguarding the environment. The NWRP also outlines how Uisce Éireann intends to maintain the balance between the supply from water sources around the country and the demand for drinking water over the short, medium and long term. Kildare County Council and Meath County Council undertake to continue to work with Uisce Éireann to identify the water services required to support planned development in line with national and regional planning policies for inclusion in the Uisce Éireann Capital Investment Plans, and in delivering the NWRP.

#### 10.2.1 Water Supply

The water supply in Maynooth comes from the Greater Dublin Area Water Resource Zone and can experience some constraints during times of drought or freeze. According to Uisce Éireann's 10-Year Water Supply Capacity Register (published June 2023) there is available capacity in the town to meet targeted population growth to 2032 but an improvement to the Level of Service (LoS) will be required. This may take the form of leakage reduction and/or capital investment to maintain or improve levels of service as demand increases. Uisce Éireann have identified a number of upgrades to the existing trunk mains in Maynooth

along with the construction of new trunk mains. Some of this infrastructure has been identified as strategic upgrades by Uisce Éireann, while others are categorised as ‘developer-driven’, required to service expansion areas.

### 10.2.2 Wastewater

For the purposes of wastewater services Maynooth forms part of the Lower Liffey Valley (LLV) Agglomeration along with Kilcock, Celbridge, Straffan and Leixlip. All the wastewater from these settlements ultimately is treated in the LLV Sewerage System Wastewater Treatment Plan (WWTP) in Leixlip. Uisce Éireann’s Wastewater Treatment Capacity Register for 2023 notes there is available capacity at the LLV WWTP. However, this is for the entire catchment, not just Maynooth. The wastewater network in the LLV agglomeration is severely constrained by the fact that wastewater from Kilcock is pumped into the Maynooth network; accordingly, any development in Kilcock will also impact on Maynooth. As Maynooth flows are then pumped into the Leixlip network, Maynooth is also constrained by the capacity of the Leixlip network. As part of the Lower Liffey Valley Regional Sewerage Scheme Network Upgrade, Uisce Éireann are constructing the Maynooth Wastewater Transfer Pipeline. This multi-million euro project will take all the flow from Maynooth and deliver it directly to the Leixlip WWTP without passing through the local Leixlip network. It is envisaged that this project will be completed within in the life of the Joint Plan.<sup>73</sup> Capacity to accommodate full potential growth in Maynooth will therefore be restricted until the Maynooth transfer pipeline is completed.

### 10.2.3 Local Water Supply and Wastewater Constraints

There are also a number of other more local constraints in both Maynooth’s water and wastewater network. Uisce Éireann notes that depending on the extent of development realised, localised network upgrades may also be required, particularly in areas served by 150mm diameter sewers or watermains with a diameter of 80mm or less. Furthermore, the wastewater network in Maynooth includes a number of small pumping stations in the town, which mostly serve the needs of individual housing estates. Further development within these areas will require additional analysis to see which lines can accommodate additional capacity.

#### **Water Supply and Wastewater Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- IO 1.1** Work in conjunction with Uisce Éireann to prioritise and facilitate the provision of adequate water and wastewater infrastructure, including the Maynooth Wastewater Transfer Pipeline, to ensure that such infrastructure is provided prior to, or in tandem with new development in accordance with the Implementation and Infrastructure Delivery Schedule (Section 11.5, refers).

<sup>73</sup> Section 5.3.2 of the Settlement Capacity Audit indicates that the Maynooth Wastewater Transfer Pipeline project would be completed by 2026 which Uisce Éireann has indicated may now not be the case. A revised timeline provided by UÉ in December 2024 envisages the project will be completed by end 2027 / early 2028.

- |               |   |
|---------------|---|
| <b>IO 1.2</b> | Maximise the sustainable and efficient use of existing capacity in water services in the planning of new development and support Uisce Éireann in reducing rates of leakage to minimise the demand for capital investment.          |
| <b>IO 1.3</b> | Ensure that surface run-off does not discharge to the existing wastewater treatment infrastructure in Maynooth and Environs so that developments do not have a negative impact on the capacity of the wastewater treatment network. |

### 10.3 Surface Water and Groundwater

The management of surface water and protection of groundwater is an integral part of a sustainable water services policy. Adequate storm water drainage and retention facilities are necessary to accommodate surface water run-off resulting from current and future developments in Maynooth. The combination of integrated Nature-Based Solutions (NBS) along with the provision and safeguarding of green infrastructure, within both existing and new developments, is considered to be critical in contributing to sustainable surface water management and preventing or reducing the potential impacts of flooding, by aiding the natural drainage of a site. As noted in Section 2.2, such measures are also considered to be an essential part of mitigating the effects of climate change and creating a more climate resilient town.

The central objective of the EU Water Framework Directive (WFD), to protect and restore good water quality, is carried out through the implementation of River Basin Management Plans in Ireland. Maynooth is located within Eastern River Basin District (WFD Catchment 09 – Liffey and Dublin Bay). This Water Management Unit contains, inter alia, the Rye River (Rye Water), the Lyreen River, the Joan Slade watercourses which flow through the plan area. The Q value status of surface water, as measured by the River Ecology Monitoring Programme, ranges from ‘bad’ to ‘moderate’ on the Lyreen River and ‘moderate’ to “good” on the Rye Water. Both waterbodies are designated as being “at risk”.

The Environmental Protection Agency (EPA) has designated the groundwater in the area within the boundaries of the Joint Local Area Plan as having a ‘Good’ quality status.<sup>74</sup> In relation to groundwater risk, the EPA examines water quality and trends on an ongoing basis to ascertain if they are at risk of deteriorating or being at less than ‘Good’ status in the future.

The objective of the Plan is therefore to protect both surface waterbodies and groundwater aquifers from further deterioration and maintain, or where necessary, improve their quality over the period of the Joint Plan and beyond.

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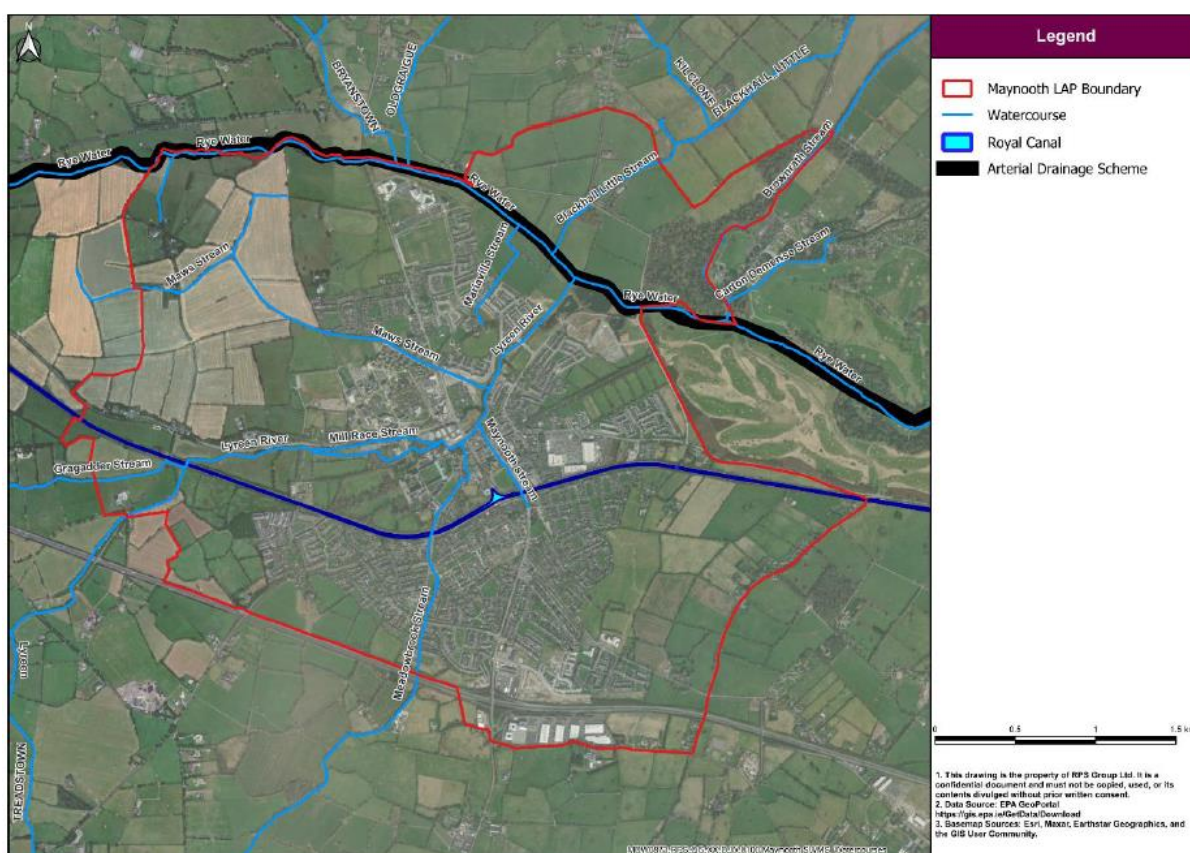
<sup>74</sup> Source: [www.catchments.ie](http://www.catchments.ie) (the status of the groundwater is designated in accordance with the WFD and covers the 2013–2018 period)

### 10.3.1 Maynooth Surface Water Management Strategy

A Surface Water Management Strategy was prepared to inform the Joint Plan. The overall objective of the strategy is to provide a municipal-level, multi-site, Nature Based Solution(s) to surface water management in the town.

Maynooth has almost completely distinct drainage networks for surface water and foul water drainage. In the southern part of Maynooth, the surface water drainage network, inclusive of the M4 Motorway drainage system, discharges surface water into the local watercourses, namely the Lyreen River and Meadowbrook Stream. The northern part of the town discharges into the Rye Water River and its tributaries. These waterways are shown in Figure 10.1, below.

**Figure 10.1** Main Watercourses Within the Joint Plan Area



The Rye Water River forms part of the Arterial Drainage Scheme maintained by the Office of Public Works (OPW). The Rye Water Valley/Cartron Special Area of Conservation (SAC) is located on the downstream edge of Maynooth, and, as the receiving waterbody for all surface water discharge and foul water overflow, is a key risk receptor potentially sensitive to water quality and treatment of water drainage within Maynooth.

The foul drainage network is largely separate from stormwater, however Uisce Éireann have identified some sub-catchments within central areas of Maynooth where it appears that some stormwater run-off connections, primarily from roofs, are partially providing flow into the foul network. Uisce Éireann is commencing a Surface Water Separation Programme to



remove these surface water inputs from the foul system to improve capacity and resilience for future growth.

To foster an approach to Nature Based Solutions to surface water management, the Strategy adopts a hierarchical approach to managing surface water in discrete sub-catchments with areas identified for the implementation of Nature-Based Solutions. These are identified in Map 10.1 (Appendix A: Maps) as Nature Based Management Areas (NBMA). The development of Nature Based Solutions in a delineated catchment is encouraged, with surface-based conveyances such as swales, rain gardens and open low flow channels utilised to mimic natural drainage processes as closely as possible. The exact locations and discharge routes of proposed Nature Based Solutions are flexible and will be subject to the design and landscaping proposals for each development.

### **Surface Water and Groundwater Objectives**

It is an objective of Kildare County Council and Meath County Council to:

- IO 2.1** Work with the Environmental Protection Agency and other key stakeholders to protect surface waterbodies and groundwater aquifers from deterioration and maintain, or where necessary, improve their quality over the period of the Joint Plan and beyond.
- IO 2.2** Incorporate Nature-Based Solutions (NBS) as part of all plans and projects in the plan area. Proposals for new development shall align with the Maynooth and Environs Surface Water Strategy (that accompanies the plan), the Best Practice Interim Guidance Document 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas' 2021 and the Kildare County Council Sustainable Drainage Systems Guidance Document 2024 (for projects within Maynooth, County Kildare).
- IO 2.3** Ensure areas indicated as Nature-Based Management Areas (NBMA) on Map 10.1 are reserved free from development and integrated into design proposals for nature-based surface water drainage purposes.
- IO 2.4** Pursue opportunities within the Railpark area to divert surface water drainage away from the town centre by developing a surface water drainage network which discharges into the Rye Water River down stream of Maynooth, subject to Appropriate Assessment (AA).
- IO 2.5** Support Uisce Éireann's Maynooth Surface Water Separation programme to alleviate system surcharge and facilitate additional foul network capacity.
- IO 2.6** Identify opportunities to integrate nature based surface water management objectives in local authority-led projects.

## 10.4 Flood Risk Management

Whilst Maynooth does not experience notably severe or recurring flooding events, a number of waterbodies in the town are vulnerable to flooding. A substantial flooding event did occur in November 2000, in which after excessive rainfall, the Lyreen River and Meadowbrook Stream burst their banks and inundated a number of residential properties. As a result of this, the Lyreen and Meadowbrook Flood Relief Scheme was constructed in 2002-2003. The scheme works included cleaning four kilometres of the Lyreen River channel and 1.6 kilometres of the Meadowbrook channel, cleaning / repairing / replacing culverts, together with cleaning out aqueducts at Bond Bridge and Jackson's Bridge. This scheme provides increased flood protection for 30 properties along the Meadowbrook and Lyreen Rivers. Kildare County Council in conjunction with the Office of Public Works, plan to augment the existing scheme to carry out minor flood alleviation works on the Lyreen and Meadowbrook Rivers over the longer term. Furthermore, other flood relief works are intended to be carried out in other areas of the town over the short to medium term, including along Kilcock Road.

A Strategic Flood Risk Assessment (SFRA), as required by the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DEHLG, 2009), has informed the preparation of the Plan. This Plan avoids development in areas at risk of flooding as identified by the SFRA and has substituted vulnerable land uses with a less vulnerable use where this is not possible. Where neither is possible, mitigation and management of risks must be proposed. Justification tests<sup>75</sup> were carried out on a number of sites and are detailed in the SFRA Report accompanying this Plan. The SFRA has recommended that development proposals for a number of areas within the plan boundary should be the subject of site-specific flood risk assessment appropriate to the nature and scale of the development being proposed. The SFRA of the Plan is informed by the Eastern Catchment Flood Risk Assessment and Management (CFRAM) study which was undertaken by the OPW to manage river catchment flooding.

### 10.4.1 Flood Risk Management and Achieving Climate Resilience

In light of the increasing risk and frequency of flooding due to climate change and the need to achieve resilience within the town to mitigate its effects this Plan has taken measures to ensure these lands remain undeveloped. Floodplains and wetlands subject to flooding are therefore recognised and preserved in the Plan, to the maximum extent possible, as green infrastructure that provides a natural defence against flood risk. In recognition of this and in light of their additional value as ecological corridors, the Plan seeks to develop an integrated green and blue infrastructure network which focuses on the waterbodies within Maynooth, namely the Lyreen, Rye Water, Blackhall Little, Joan Slade, Meadowbrook and the Royal Canal. These measures are required under the respective Local Authority Climate Action Plans (LACAPs) for Kildare County Council and Meath County Council and are integrated throughout the Plan (see Section 2.2). Areas susceptible to flooding are identified on Map 10.2: Strategic Flood Risk Assessment.

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<sup>75</sup> Justification tests are used to assess the appropriateness of developments in flood risk areas. For further detail, refer to the Strategic Flood Risk Assessment which accompanies the Plan.

### 10.4.2 Site Specific Flood Risk Assessment

All development proposals taking place in areas that have applied a Justification Test, where a residual flood risk remains, should be supported by an appropriately detailed Site-Specific Flood Risk Assessment (SSFRA). The level of detail within the FRA will depend on the risks identified and the land use proposed. Applications should apply the use of the sequential approach in terms of the site layout and design and, in satisfying the Justification Test (where required), the proposal must demonstrate that appropriate mitigation and management measures are put in place. The development should ensure that no encroachment onto, or loss of, the flood plain shall occur. Only water compatible development such as Open Space would be permitted for the lands which are identified as being at risk of flooding within that site. For any development in flood risk areas that meet the Development Plan Justification Test, a Development Management Justification Test must then be applied. Development must satisfy all of the criteria of the Development Management Justification Test as per Box 5-1 of the Flood Risk Management Guidelines (2009). This chapter provides a broad overview of the requirements of FRAs which should accompany planning applications.

#### Flood Risk Management Objectives

It is an objective of Kildare County Council and Meath County Council to:

- IO 3.1** Manage flood risk in Maynooth and Environs in conjunction with the Office of Public Works, and in accordance with the requirements of *The Planning System and Flood Risk Management – Guidelines for Planning Authorities*, DECLG and OPW (2009) and Circular PL02/2014 (August 2014).
- IO 3.2** Ensure development proposals within the areas where Kildare County Council and Meath County Council have applied a Justification Test and where residual flood risk remains as outlined on the Strategic Flood Risk Assessment Map (Map 10.2) are the subject of a Site-Specific Flood Risk Assessment, appropriate to the nature and scale of the development proposed.
- IO 3.3** Maintain all existing overland flow routes.
- IO 3.4** Support and co-operate with the Office of Public Works in augmenting the Lyreen and Meadowbrook Flood Relief Scheme and in carrying out other minor flood relief works within Maynooth, subject to the statutory environmental considerations.

### 10.5 Energy and Communications Infrastructure

The Maynooth area is the focus of high-powered transmission infrastructure with several 220kV and 110kV lines converging at Maynooth 220kV station, which is located on the R406 Regional Road, approximately 3.8 kilometres south of the town centre. Maynooth Station is considered a highly important piece of infrastructure on the transmission system given its strategic location in the Eastern and Midland Region, the existing customers connected into the station and potential future connections. It is noted that the Maynooth Station-Woodland 220kV line extends through the plan area, skirting the west and north of the

town through the townlands of Newtown, Laraghbryan East, Laraghbryan, Crewhill, Maynooth, and Moygaddy. As part of EirGrid’s ongoing programme for upgrading Ireland’s transmission distribution infrastructure this line has recently been uprated.

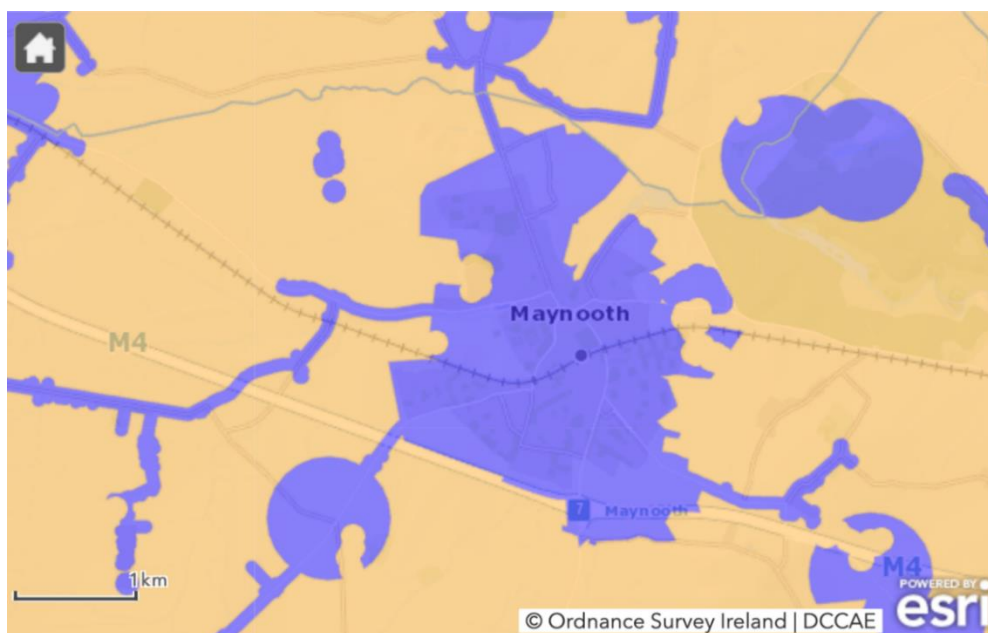
At present the electrical load of Maynooth and the surrounding rural area is served by the Moneycooley 38kV station, which is located to the south of the town, adjacent to Maynooth Business Campus. There is adequate capacity in this station to facilitate new developments in the town in the near term. However, further works are planned in the area to facilitate additional development and the electrification and extension of the DART to Maynooth.

The local distribution network (i.e., transmission lines under 110kV) is managed by ESB Networks. The Plan seeks to continue to encourage and facilitate the under-grounding of overhead electricity lines in built-up areas, particularly within residential areas, during the lifetime of the Plan.

Maynooth is connected to the natural gas network, supplied via a high pressure spur off the Cork - Dublin gas transmission pipeline which services the town and a number of other settlements in the area including Leixlip and Kilcock. The gas network within the town comprises of a polyethylene pipeline which operates at two different pressures; medium pressure which serves the majority of the town and low pressure which serves more densely developed areas including the Mullen Park and Mariavilla residential estates. Gas Networks Ireland (GNI) note that there are currently no constraints on the network with maintenance work being regularly undertaken to ensure it continues to run optimally. The gas network in Maynooth currently serves areas of the town where it is economically viable to provide a service. GNI supports the expansion of the gas network within settlements in line with its approved Connections Policy which seeks to ensure that any further expansion of the network is completed in an economically feasible manner.

Broadband is readily available in Maynooth from a number of telecoms providers, which have developed a network of infrastructure serving the area and provide various types of connectivity from fixed line to wireless and mobile broadband. Figure 10.2 (overleaf) illustrates from the National Broadband Plan the areas (blue areas) where commercial operators are delivering or have indicated plans to deliver high speed broadband services. The lands outside of these areas are subject to State intervention under the National Broadband Plan.

**Figure 10.2** National Broadband Plan Intervention Area – Maynooth and Environs



**Source:** gov.ie: National Broadband Plan Interactive Map (Q2 2023)

### 10.5.1 Locally Generated Renewable and Low Carbon Energy

The role of micro-generation along with small-scale and community-owned renewable generation within Maynooth is noted in the Kildare Local Authority Climate Action Plan (LACAP) 2024–2029 as having the potential to provide for the replacement of fossil fuels whilst also enabling the development of the circular economy at a local level. In this regard, the LACAP includes action DZS1 to facilitate its development in the town. This is further supported by Objective IO 4.4 of the Joint Plan.

### 10.5.2 District Heating Schemes

A district heating scheme consists of an insulated pipe network, which allows heat generated from a single or several larger centralised source(s) (energy centres) to be delivered to multiple buildings to provide space heating and hot water. There are many environmental, economic benefits of district heating schemes including reduced carbon emissions, better air quality, local job creation, cost effectiveness and reduced fuel poverty.

The Local Authority Climate Action Plan has included an action (DZS3) to undertake a feasibility study of the potential for district heating or energy in Maynooth. It is anticipated that the likely location of this study will take place on the lands at Maynooth West which are a designated Long Term Strategic and Sustainable Development Site / Transport-Oriented Development. This is supported by Objective IO 4.5 of the Plan. Additionally, Objective IO 4.6 of this Plan seeks to support the undertaking of feasibility studies for district heating schemes within other parts of the town, including the town centre.



### Energy and Communications Infrastructure Objectives

It is an objective of Kildare County Council and Meath County Council to:

- IO 4.1** Support the statutory providers of electricity and gas infrastructure by safeguarding existing infrastructure and strategic corridors from encroachment by development that might compromise the operation, maintenance and provision of energy networks.
- IO 4.2** Support and facilitate the provision of telecommunications infrastructure, including broadband services in Maynooth, subject to safety and amenity requirements.
- IO 4.3** Engage with EirGrid, ESB Networks and telecommunications providers in relation to the rationalisation of transmission and telecommunications infrastructure and/or underground routing of all electricity, telephone, broadband and television cables within built-up areas of the town.
- IO 4.4** Promote and encourage the use of local-based and/or community-owned renewable energy technologies in existing and proposed building stock and in commercial developments, including district heating, micro-generation (solar, photovoltaic, micro-wind, micro-hydro and micro combined heat and power), and other renewable energy technologies.
- IO 4.5** Actively support the development of a district heating network in Maynooth West Masterplan Area (as outlined in Map 11.2: Implementation) by requiring the undertaking of a feasibility study prior to the completion of any masterplan being carried out for the lands. Where feasibility is proven, Kildare County Council will require the establishment of a district heating scheme in the area as part of its phased development.
- IO 4.6** Support the undertaking of feasibility studies for district heating networks in Maynooth, including within the town centre, and within large sites identified for development including the Maynooth Environs (Moygaddy, County Meath) and the strategic residential lands at Railpark.

## 10.6 Pollution and Environmental Services

It is a priority of this Plan that pollution and environmental services in Maynooth conform with European, national and regional policy in relation to pollution control (air, noise and light) and waste management, and to maintain and improve environmental services and amenities in the town.

It is noted that the town has a strong record in keeping its open/outdoor spaces litter free with Irish Business Against Litter's (IBAL) final survey of 2023 ranking Maynooth as first out of 40 towns and cities across Ireland. An Taisce, which carried out the survey on behalf of IBAL, commended the town on attaining *"a level of cleanliness over the course of 2023 which we have not encountered in two decades of surveying"*. The survey also gave special

recognition to the work of the Maynooth TidyTowns group to the maintenance of many locations throughout the town. The contribution of Maynooth students (as part of the Green Campus initiative) in keeping the university campus litter free was also noted. Kildare County Council and Meath County Council recognise the importance of maintaining the town and its environs free from litter. Along with fulfilling their statutory obligations, the local authorities will endeavour to work with the TidyTowns Committee, Maynooth Community Council, both universities, local residents' associations and schools, along with organisations such as Waterways Ireland, to increase awareness of waste recycling and litter control.

Refuse collection in Maynooth and Environs is currently carried out by a number of private contractors operating under waste collection permits issued by Kildare County Council and Meath County Council within their respective functional areas. Recycling facilities for glass and cans are located at Aldi, Tesco and at the Council managed carpark beside the Glenroyal Hotel. This Plan supports the development of other suitable and universally accessible sites within the town, including within the campus of Maynooth University, Maynooth Environs (Moygaddy, County Meath) and any new neighbourhood centre. A civic amenity site planned for Celbridge has received Part 8 planning permission and is awaiting the necessary capital funding to commence construction. This facility will serve northeast Kildare and will accept a wide range of recyclable materials. There is also a recycling facility / civic amenity centre located in Dunboyne Industrial Estate, which is operated by Thorntons Recycling, where the public can deposit mixed dry recyclables such as paper, cardboard, plastic bottles, steel, and aluminium cans.

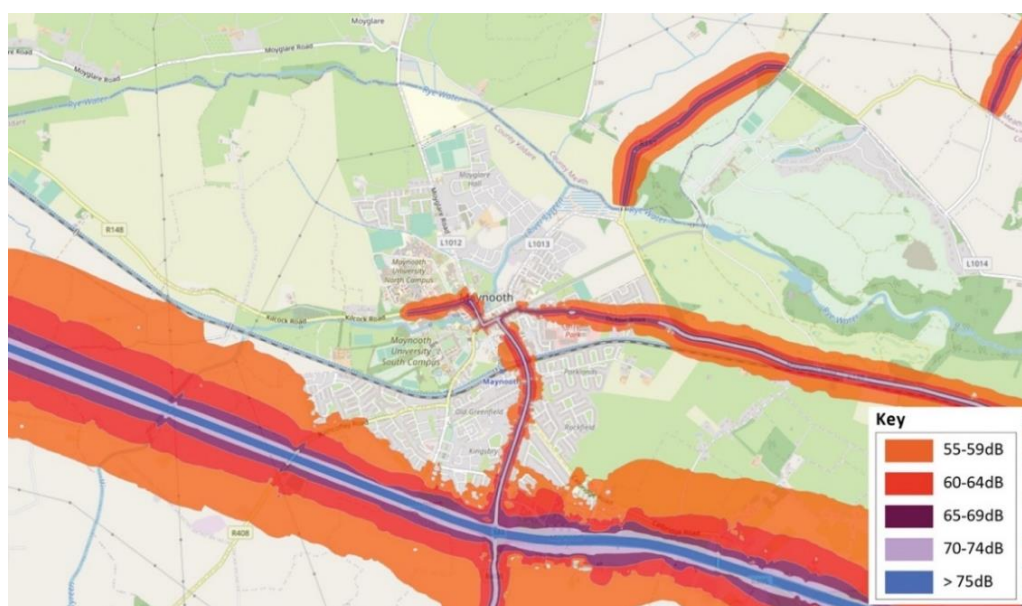
The GEO portal of the Environmental Protection Agency (EPA) (available from EPA Maps: <https://gis.epa.ie> under the heading of *Environment and Wellbeing*) records the air quality levels and noise pollution of the major settlements in the country. Maynooth is stated as having achieving category '3 – Good' on their air quality index. The majority of Maynooth and its surrounding hinterland is located within a '*coal restricted area*'.<sup>76</sup> It is noted however, that Maynooth Environs (Moygaddy, County Meath) currently does not fall within this zone.

The EPA portal includes strategic noise mapping of roads in the Maynooth and Environs area, which were identified as those roads exceeding the flow threshold of 3 million passages per year, in the form of noise contours for the Lden (day) and Lnight (night) periods. The map extract in Figure 10.3 (overleaf) shows the dB Value along such routes which represents the average decibel value during the Lden (day, evening, night) period. This illustrates the impact on properties of higher noise levels from traffic along routes including the M4 Motorway, Main Street as well as along the Straffan, Dublin and Dunboyne Roads. It is noted that Objective HCO 2.6 (see Chapter 5) requires that new residential schemes in close proximity to heavily trafficked roads and the railway line within the plan area incorporate comprehensive noise mitigation measures into their overall planning and design.

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<sup>76</sup> These are areas where marketing, sale, distribution and burning of bituminous coal has been banned or restricted as part of 2012 Regulations (S.I. No. 326 of 2012).

**Figure 10.3** Noise Map for Heavily Trafficked Roads (day, evening, night period) in Maynooth Area



Source: (EPA Maps, Noise (Round 3) Roads – Lden

### Pollution and Environmental Services Objectives

It is an objective of Kildare County Council and Meath County Council to:

- IO 5.1** Adequately maintain recycling facilities, secure the expansion of existing facilities as required and provide for the development of additional facilities in conjunction with new development, in particular within Maynooth University, the Maynooth Environs (Moygaddy, County Meath) and in any new neighbourhood centre.
- IO 5.2** Seek to ensure that all future recycling facilities in Maynooth are universally accessible to all members of the community.
- IO 5.3** Support the development of dedicated green waste composting areas integrated into the public open space provision of existing and future residential developments, where appropriate, for the purposes of composting the grass cuttings and other organic material generated within public open space areas.
- IO 5.4** Support the take-up and use of ultra-low/zero emissions vehicles and encourage, through the development management process the provision of electric vehicle charging infrastructure, where appropriate.
- IO 5.5** Support local schools, town and community groups such as Maynooth TidyTowns in their efforts to improve the local environment through education and awareness programmes and where available, through the provision of grant aid.

## 11 Implementation

This Joint Plan sets out a clear and strategic vision to guide and co-ordinate the development of Maynooth and Environs over the period to 2031 and beyond. In order for the vision to be realised it is critical that the projected population growth is accompanied by the delivery of the necessary site servicing and social infrastructure requirements. In this regard, the identification of critical infrastructure that needs to be delivered in tandem with the planned development of the town forms the basis of the following supporting documents:

- Maynooth and Environs Settlement Capacity Audit (SCA)
- Maynooth and Environs Area Based Transport Assessment (MEABTA)
- Maynooth and Environs Social Infrastructure Audit (SIA)
- Maynooth and Environs Habitats Mapping Survey
- Maynooth and Environs Surface Water Management Strategy

These audits and assessments provide a strong evidence base which has informed the contents and objectives of the Plan, including the Implementation and Infrastructure Delivery Schedule, as outlined in Section 11.5. This seeks to ensure that the targeted growth of the town occurs in a sustainable manner, as well as maximising opportunities for integrating new development into the existing built fabric of the town.

The Plan incorporates a range of other delivery mechanisms to achieve plan-led and sustainable development as described in the previous chapters. Such provisions are considered critical in ensuring the delivery of key infrastructure such as community facilities, road linkages and associated active travel measures, in tandem with the provision of much needed housing and employment opportunities in the town.

The development mechanisms, most of which are further detailed in this chapter, are as follows:

- Maynooth Central Settlement Consolidation Site (see also Section 4.8.4.1)
- Maynooth West Sustainable Urban Extension
  - Maynooth West Masterplan
  - Maynooth West Long Term Strategic and Sustainable Development Site
- Maynooth Environs (Moygaddy, County Meath)
  - Moygaddy Masterplan 16
  - Moygaddy Masterplan 17
- Key Development Areas
  - Railpark Key Development Area
  - Crewhill Key Development Area
  - Rye Water Valley Key Development Area
  - Lyreen Avenue Key Development Area

Lastly, this chapter outlines the Land Use Zoning Objectives (Table 11.7) along with the Land Use Zoning Matrix (Table 11.9) for Maynooth (County Kildare).



## 11.1 Maynooth Central Settlement Consolidation Site (SCS)

### 11.1.1 Locational Context, Development Constraints and Opportunities

As outlined in Section 4.8.4.1, lands within Maynooth Town Centre have been designated as a Settlement Consolidation Site (SCS). This 5.7 hectare site is bounded by Parson Street to the west and north, Leinster Street to the east and the Royal Canal / Canal Harbour to the south and southeast respectively. The lands are surrounded on three sides and partially covered by Maynooth Architectural Conservation Area (ACA), which includes the low rise vernacular terrace of dwellings on Parson Street. Whilst this places certain limitations on the scale and intensity of any redevelopment proposals, it also illustrates the strategic location of the lands proximate to the historic core. In this regard, it can be seen that key heritage assets such as the Canal Harbour and the existing built form have the potential to provide the rejuvenated site with an attractive and highly legible character.

The lands are under multiple ownership and comprise a mix of uses, including residential and community uses. However, the majority of the lands is either undeveloped or brownfield in nature. This includes a 0.52 hectare site owned by Kildare County Council and currently occupied by Maynooth Fire Station and Municipal District offices. The planned relocation of the fire station to a site at Mullen Park provides the opportunity to free-up these lands for alternative functions and activities. Overall, it is considered that Maynooth Central SCS presents a unique chance to consolidate and renew the urban core by providing a range of uses in a highly accessible central location.

**Figure 11.1** View of Maynooth Settlement Consolidation Site (as highlighted) within the Town Centre



**Credit:** James McDermott (2023), as amended

### 11.1.2 Vision and Envisaged Role

*The Vision for Maynooth Central Settlement Consolidation Site (SCS) is to create a vibrant, mixed-use urban neighbourhood that consolidates the urban core and reinforces the 10-minute settlement principle within the town centre.*

Aside from contributing to compact growth development in the town, the envisaged role of Maynooth Central SCS will be to maximise the potential of the site by creating a high quality urban environment that responds to its strategic location between St Patrick's College / Maynooth University and Maynooth Train Station (a future DART station). It is envisaged that the site will be home to a range of activities with uses including new residential development, student accommodation and commercial/retail opportunities. Crucially, there is the potential for a specific focus on development of additional community infrastructure, complementing the existing health centre and community care unit in the SCS.

### **11.1.3 Maynooth Central Urban Design Framework**

The Urban Design Framework (Figure 11.2) takes into consideration a number of spatial constraints within the SCS including the existing built form, the layout of the permitted planning scheme within the south of the site (Plan Ref.: PL09.313264) and the student accommodation development under construction in the north. Also of consideration is measure RD 7 which provides a new southern access route to an upgraded Leinster Street Car Park. This is critical for realising a range of active travel improvements proposed for the town centre. It is intended that this route will be the key artery for both vehicular access/egress within the SCS. A number of pedestrian/cycle links have also been included in order to fully integrate the site into its town centre environment.

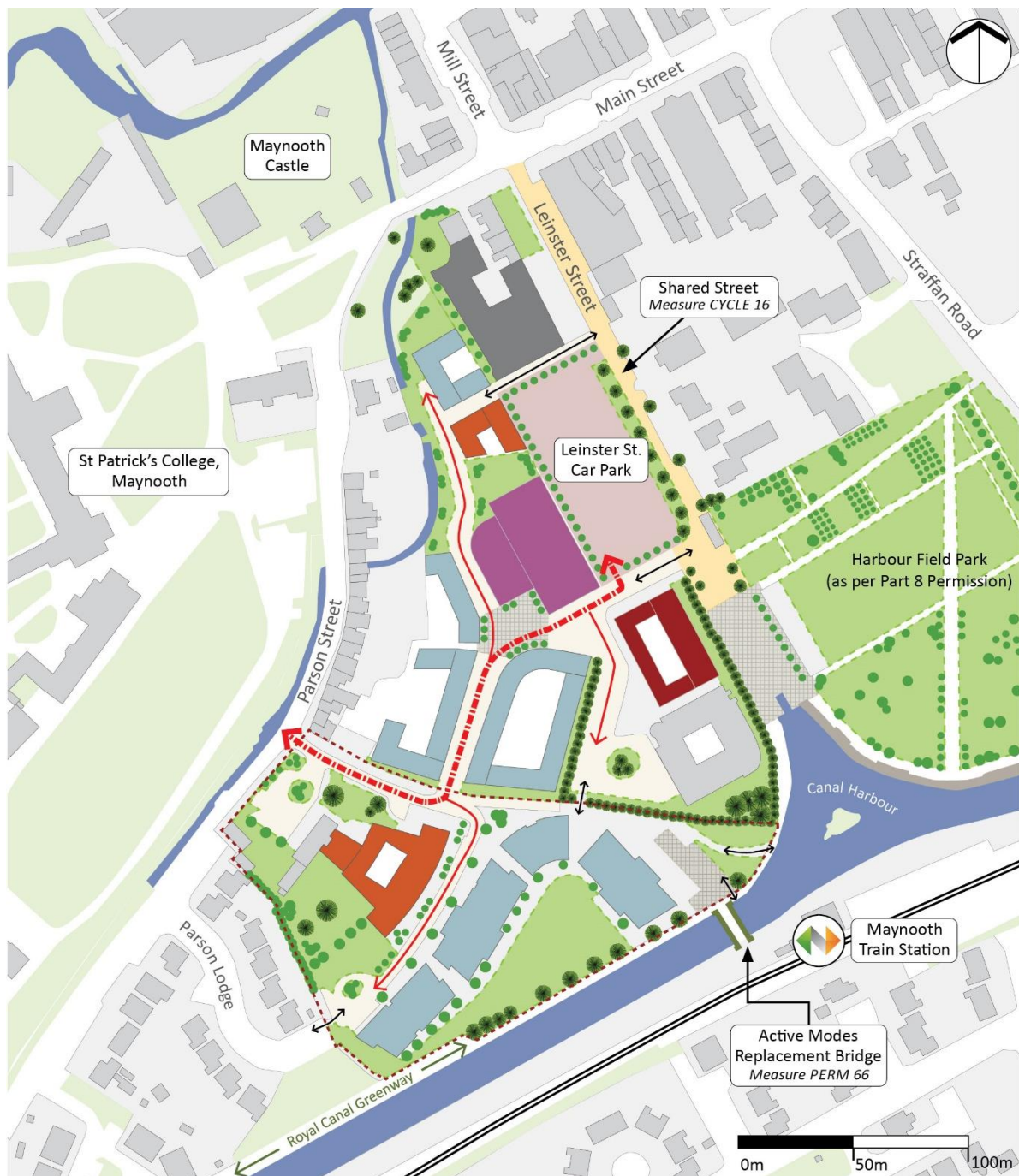
Proposed built form is laid out as perimeter blocks where possible, with an emphasis on the creation of strong building lines, particularly fronting on to the southern access route. Whilst the framework envisages substantial residential development on the site, it also provides for commercial/retail opportunities. In keeping with its 'A: Town Centre' zoning, such activities will also be encouraged on the ground floor of both residential and commercial/mixed use blocks. There is also the potential to locate a purpose-built community hub for the town within the SCS. This could potentially include a new community centre and an expanded library (see Section 5.5.5 for further details).

The proposed layout is cognisant of the existing pattern of land ownership and has been designed in a manner so that most sites can be developed without necessarily having to rely on the development of adjacent lands. Overall, the layout of buildings within the SCS not subject to extant planning permission are indicative in nature. However, the proposed southern access route is a requirement, as are the pedestrian and cyclist connections. This is to ensure the development of a connected and permeable neighbourhood. Furthermore, all built form shall provide a strong level of frontage on to both the southern access route and onto other connections and linkages, as far as practicable.

Both the built form and the public realm are required to be of a very high standard with regard to its overall design and use of materials employed. Whilst residential densities and building heights should be appropriate to its town centre location (as per the relevant Section 28 guidelines), consideration should also be given to its proximity to the historic urban core, and the fine urban grain and intrinsic character of the surrounding Maynooth ACA. Public open space provision within the SCS should consider the proximity of Harbour Field Park, the Canal Harbour and Royal Canal Greenway, which are all adjacent to the site.



**Figure 11.2** Maynooth Central Settlement Consolidation Site Urban Design Framework



**Key**

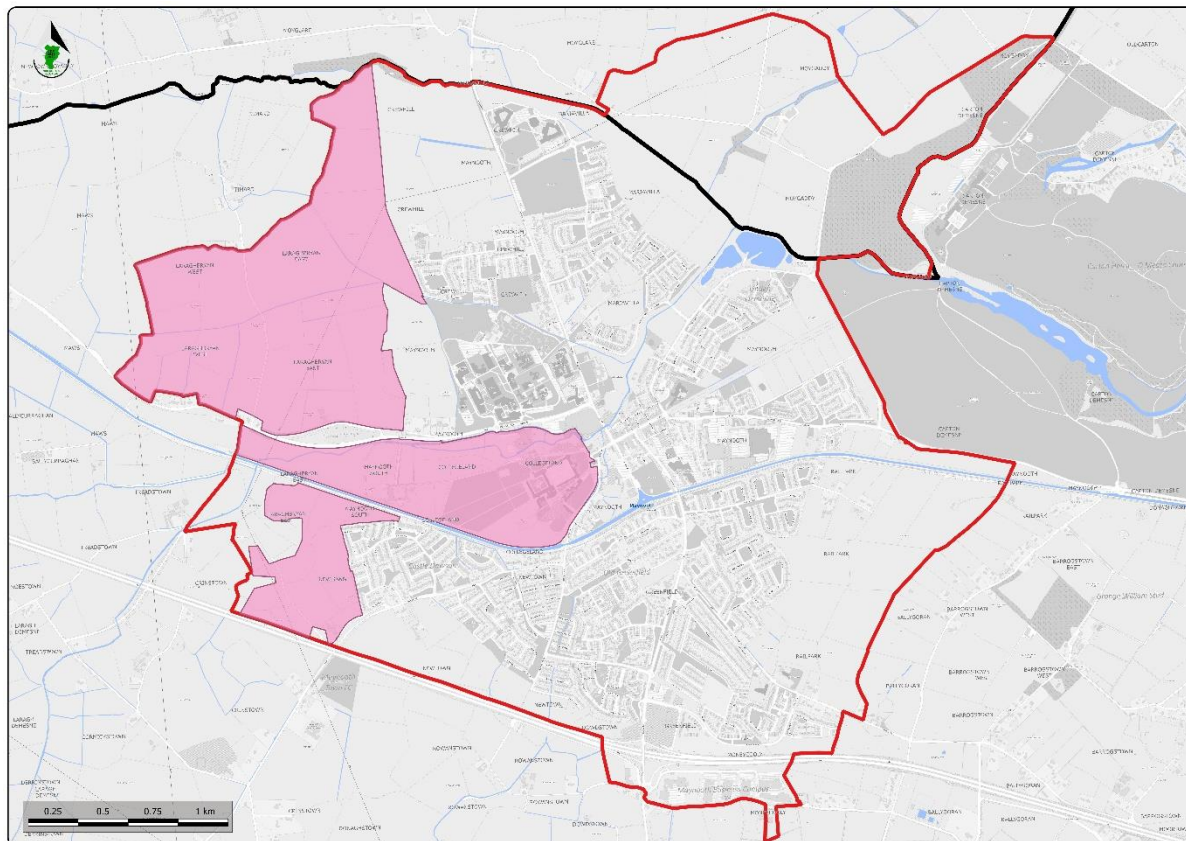
Access route to car park <i>Measure RD 7 (Table 7.5)</i>		Student accommodation	
Local access		Residential blocks	
Pedestrian/cycle connection		Commercial/mixed uses	
Open space		Potential community hub and library	
Landscape reinforcement		Upgraded/redeveloped health centre	
Landscaped civic plaza		Approved planning scheme	

## 11.2 Maynooth West Sustainable Urban Extension

*The Vision for Maynooth West is to secure over the longer term the creation of a compact and consolidated new quadrant of the town which exemplifies the principles of plan-led low carbon development and people-centred urban design. Capitalising on its strategic rail-based location, adjacent to two third level institutions, Maynooth West will contribute greatly to the existing social, economic and environmental asset base of the town by providing for a range of employment and residential uses, and public amenities, that fully integrates sustainable transport modes. Place quality will be achieved through the development of a well-designed walkable built environment served by highly connected urban street grid and an expanded green and blue infrastructure network.*

The lands to the west of the existing built-up area of Maynooth occupy a strategic location straddling the Dublin-Sligo rail line (and planned DART line), in addition to being directly adjacent to Maynooth University. As outlined in Chapter 3, the location has been identified at both regional and county levels for strategic residential and economic development. Accordingly, this Plan has identified the lands as being appropriate to accommodate a sustainable urban extension of the town, the development of which is considered to be of critical importance in securing the long term strategic development objectives for Maynooth. The sections below set out a comprehensive policy approach which seeks to ensure the plan-led, phased and co-ordinated development of Maynooth West over life of the plan and beyond. Indeed, it is noted that development of the overall of land at Maynooth West will likely have a timescale that aligns that of Project Ireland 2040.

**Figure 11.3** Maynooth West Sustainable Urban Extension Area (shaded in light purple)





### 11.2.1 Maynooth West Transport-Oriented Development

The Greater Dublin Area (GDA) Transport Strategy 2022–2042, notes that Transport-Oriented-Developments (TODs) would be considered appropriate within 800 metres of an existing or proposed DART line. Furthermore, measure RAIL6 of the GDA Transport Strategy provides for the development of a new train station to the west of the town. Taking these provisions into account, the lands at Maynooth West have been selected by Kildare County Council and the Department of Housing, Local Government and Heritage as a TOD. This Plan therefore designates all lands in Maynooth West that are located within an approximate 800 metre distance of the likely location of the new Maynooth West Train Station as a TOD.

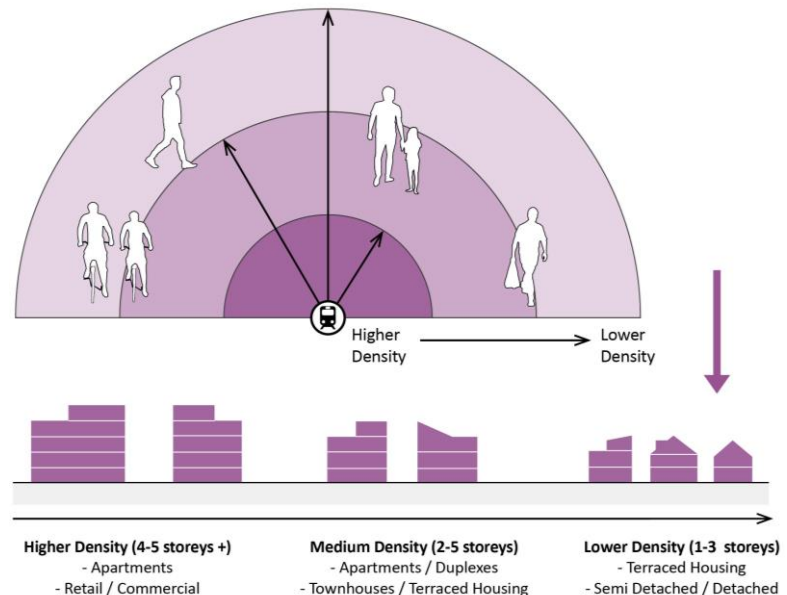
The purpose of identifying these strategic greenfield lands is to prioritise their development within the overall Maynooth West area. Additionally, it is hoped that such a designation will help attract the funding necessary (under the URDF or another future funding stream) to activate the development of

the area by delivering the critical transport and servicing infrastructure needed to fully realise and effectively implement the TOD concept. The development of a TOD at this location will help to maximise opportunities with regard to the access and usage of DART+ West as a high capacity public transport investment project. Furthermore, the TOD development concept will ensure the delivery of compact growth on this strategic greenfield site (see Figure 11.4 above), thereby assisting Maynooth in its transition to becoming a low carbon town.

#### What is Transport-Oriented Development?

A transport-oriented development (TOD) is a type of urban development that maximises the amount of residential, employment and public amenity uses within walking distance of public transport. The level of accessibility afforded by such transport infrastructure and services also allows for a higher intensity of development than would ordinarily be considered outside central areas.

**Figure 11.4** Applying the TOD Concept to Maynooth West



### 11.2.2 Maynooth West Masterplan Area

Future greenfield development within the Maynooth West Masterplan Area (i.e., all lands within Maynooth West that are north of the Royal Canal) shall be contingent on the preparation of a masterplan by the landowner to be agreed in writing with the Planning Authority (see Objective MWO 1.2). The sections below set out the issues which the

masterplan must take into consideration, as well as outlining the requirements relating to its contents and provisions.

#### *11.2.2.1 Locational Context, Development Constraints and Opportunities*

The lands within Maynooth West located to the north of the Royal Canal and rail line comprise approximately 202.3 hectares of land which are located to the west of the town and are under the ownership of St Patrick's College Maynooth. This extensive landholding contains the historic college campus which is located directly to the east of the town centre between the Royal Canal and the Kilcock Road. The lands to the north of the Kilcock Road extend as far as the Rye Water River, which forms the boundary with County Meath. These lands are rural in nature and feature an expansive field network which currently accommodates intensive agricultural uses.

**Figure 11.5** St Patrick's College – A Key Asset within Maynooth West



**Credit:** James McDermott (2023)

Green and blue infrastructure (GBI) includes treelines, hedgerows and mature parkland, in addition to the River Lyreen and Royal Canal. Such infrastructure is concentrated within the south of the masterplan area, however there are important hedgerows present to the north of the Kilcock Road, as outlined on Map 9.1 (See Appendix A: Maps). Flood risk, for the most part, is confined to the south, along the banks of the Lyreen. There are also a number of designated National Monuments located on the lands to the north of the Kilcock Road. Such natural and built heritage assets represent certain constraints within the lands which will have to be appropriately responded to by any proposed development scheme. However, they provide the opportunity to help integrate new development into its receiving environment whilst also contributing to the development of a strong sense of place and character within the area.

#### *11.2.2.2 Built Form and Movement*

Built form within the masterplan area should be of highest quality in terms of both design and materials used, with particular emphasis on being placed on the creation of a sense of place. The layout and design of the built form should actively contribute to the implementation of the Transport-Oriented Development (TOD) concept with both the density and intensity of the development being greatest in the areas closest to the location of the proposed train station. In this regard, perimeter block development typologies should be favoured in areas most proximate to the train station with a variety of different typologies to be used in other residential areas. This is both to comply with the requirements of Specific Planning Policy Requirement (SPPR) 4 of the Guidelines on Urban Development and Building Height (2018) to ensure a greater mix of building heights and typologies, and also to encourage a greater level of visual interest in the urban environment.

On the issue of movement and circulation, the masterplan should seek to ensure the development of a highly legible and joined-up network of urban streets within the lands, in accordance with the Design Manual for Urban Roads and Streets (DMURS, updated 2019) and accompanying DMURS Advice Notes. In keeping with Maynooth's designation as a Decarbonising Zone (DZ) the development of high quality active travel movement routes should be prioritised on the lands. The development of both north-south and east-west connections should seek to fully realise the permeability and cycling measures, as set out in Tables 7.1 and 7.2 of the Plan. Built form should, as far as practical provide for strong street frontages, encouraging high levels of passive supervision. This also applies to all built form addressing critical arteries such as the Maynooth Outer Orbital Route (measure RD 1, Table 7.5) and the bus only link between the MOOR and Maynooth University (measure PT 5, Table 7.4). The masterplan will ensure that the layout and design of built form bordering Maynooth University (UZ 2 zoned lands) to the east will create a positive relationship that fully integrates with the expanding university campus.

#### *11.2.2.3 Landscape, Open Space and Amenities*

The masterplan area is required to incorporate an ambitious and comprehensive landscaping scheme which should incorporate, as far as possible, all existing green infrastructure present. In keeping with Strategic Development Principle No. 5 (Making Room for Nature) the masterplan should seek to enhance biodiversity by providing space to greatly expand the areas within Maynooth West dedicated to green and blue infrastructure (GBI). Such provisions should align with Section 9.9 of the Plan.

Of particular importance for enhancing GBI is the development of the riparian habitats along the Lyreen River and the Royal Canal corridors. The masterplan should also prioritise increasing natural heritage connectivity between these waterbodies, as well as to other identified GBI areas (see Section 9.4 and Map 9.1). It is considered that the plan-led expansion of green infrastructure on the lands should contribute greatly to the Kildare County Development Plan 2023-2029 target to increase overall levels of tree coverage within the settlement by 30% (see Section 9.9.1). The development of treelined avenues along roads and streets should be prioritised in the landscaping scheme as such urban landscaping will help provide natural connectivity, in addition to increasing place quality from the outset. It will also help emulate over the long term the established treelined character within other areas in Maynooth such as Main Street and Carton Avenue. Due to



the location and scale of the Maynooth West Masterplan area it is considered to be optimally placed to accommodate a number of recreational facilities and amenities, the development of which will be critical to serving the needs of the growing population of the town (see Section 5.5.4). Such facilities include the development of a 12.6 hectare Urban Neighbourhood Park on 'F(2): Open Space and Amenity' zoned lands located to the south of the Kilcock Road. The masterplan shall also provide for a 4 hectare local park to be developed at a central location on lands to the north of the Kilcock Road. This will incorporate an all-weather Multi-Use Games Area (MUGA) in addition to a substantial landscaped parkland area, which will feature high levels of native planting. Residential development located within a 5-minute walk (400 metres) of the local park will not be required to provide for public open space in its design, with the exception of maintaining existing green and blue infrastructure features and integrating Nature-Based Solutions to surface water drainage. The landscaping scheme within Maynooth West should also actively contribute to the development of a wider Lyreen-Rye Water Linear Park in the town.

#### *11.2.2.4 Maynooth West Research and Technology Campus*

The lands zoned 'P: Research and Technology' extend to 44.3 hectares in area and have been identified for the purposes of developing a high quality employment based campus. As per Strategic Development Principle No. 2 (Creating the Right Jobs in the Right Places), the envisaged research and technology based activities shall seek to maximise synergies with Maynooth University and other high-tech employers in the area and region, in order to further develop the knowledge economy.

The masterplan for Maynooth West should seek to provide for the development of a high-quality, legible, attractive and sustainable research and technology campus environment at this location. The campus should be characterised by comprehensive pedestrian/cycle friendly infrastructure, which also facilitates the efficient functioning of enterprise related activities within this zone. The implementation of best practice urban design principles within the campus will assist in realising the long term economic viability and vibrancy of the area.

Successful technology parks are, from a built environment perspective, shaped by the relationship of built form, natural setting and man-made landscape. Consideration shall therefore be given to the valuable role played by the public realm, green and blue infrastructure and SuDS in its design. The layout of the campus shall have regard to the existing residential buildings along its southern boundary and seek to integrate with and connect into adjacent planned developments to the east, north and south.

#### *11.2.2.5 Maynooth West Urban Neighbourhood Village*

The Maynooth West Sustainable Urban Extension will centre around an urban neighbourhood village which will be located directly to the north of the proposed train station. This urban village will, in keeping with the 10-minute settlement principle, provide for the immediate needs of the local resident population. However, it is also intended to contain a mix of residential and commercial uses, in support of its status as a Transport Oriented Development (TOD). The village will incorporate car free and low car development and will, at its centre, have a pedestrian dominated and attractively landscaped main street or civic space that will open on to the Royal Canal.

### 11.2.2.6 Provisions of the Masterplan

The masterplan shall comprehensively address the specific planning and design considerations set out below:

- i. Nature, mix, density/intensity of uses.
- ii. Height, scale, massing, layout and permeability of the urban form (including connections with St Patrick’s College, Maynooth University and south of the Royal Canal / Rail line).
- iii. Access, circulation and mobility.
- iv. Facilitation of key transport infrastructure including the Maynooth Outer Orbital Route (MOOR), Maynooth West Train Station, and the bus-only link between the MOOR and Maynooth University (measure PT 5, Table 7.4).
- v. Potential of traffic generation and parking requirements including the provision of car free or low car developments (as per Objective MATO 5.3)
- vi. Finishes and materials in the public realm (including signage, lighting and street furniture).
- vii. Sustainability, resilience, climate mitigation and adaptability and energy supply.
- viii. Open space hierarchy, landscaping, boundary treatments, entrances and public art installations.
- ix. Potential environmental sensitivities such as natural habitats, built heritage and archaeological features, and flood risk.

### 11.2.3 Maynooth West Long Term Strategic and Sustainable Development Site

In keeping with Strategic Development Principle No. 6 (Identifying Future Growth Areas), the Joint Plan has identified an area extending to 102.1 hectares located within Maynooth West as a Long Term Strategic and Sustainable Development Site (LTSSDS). This is zoned as ‘SR(1): Strategic Reserve’ and ‘SR(2): Strategic Reserve’ (see Map 11.1: Land Use Zoning). The purpose of this designation, which is provided for under the Ministerial Guidelines for Development Plans (2022), is to provide a level of clarity as to the future development of the town as well as to safeguard these lands to ensure the orderly and sequential expansion of the town in the period beyond the life of the Joint Plan.

As per the provisions of the Development Plans Guidelines (2022), the lands have the potential to deliver significant future residential development among other uses. However, the lands also require the delivery of substantial transport and servicing and social infrastructure investment, including the delivery of Section 1C of the Maynooth Outer Orbital Route (measure RD 1), which has been given a long term (6-10 year) timeframe in Table 7.5: Road Measures and Phasing.

#### 11.2.3.1 Lands Zoned SR(2): Strategic Reserve

The lands within Maynooth West zoned as ‘SR(2): Strategic Reserve’ are located to the south of the Royal Canal and railway line comprise some 30.8 hectares of land which abuts the built-up area of the town at its southwestern edge. The area has a flat topography and is agricultural in nature, defined by a network of fields and hedgerow boundaries. A portion of the lands are subject to flood risk and there is a high level of uncertainty regarding aspects relating to the delivery of key transport infrastructure in the area, specifically including the following projects:

- The finalisation of the DART+ West project

- The finalisation and agreement of the route of Section 1B of the Maynooth Outer Orbital Route (MOOR), as per measure RD 1 (see Table 7.5 and Map 7.4)
- The M4 Maynooth to Leixlip Project and the potential location of a new junction, as per measure RD 2B (see Table 7.5 and Map 7.4)
- The agreement of a location for the new Maynooth West Train Station and Park and Ride Facility, as per parking measure PK 14 (see Table 7.6 and Map 7.5)

It is considered that the projects listed above, either individually or in combination, will have a significant impact on the potential of development on the lands within Maynooth West south of the rail line. Consequently, the 'SR(2): Strategic Reserve' zoning designation seeks to protect the lands from inappropriate and vulnerable uses, and facilitate key infrastructure projects to support Maynooth West as a Transport-Oriented Development, subject to site specific flood risk assessments and mitigation measures to address *inter alia* flood displacement.

### Maynooth West Objectives

It is an objective of Kildare County Council and Meath County Council to:

**MWO 1.1** Support and facilitate development of a Transport-Oriented Development (TOD) surrounding the location of a new train station at Maynooth West by continuing to engage with key stakeholders including landowners, government departments, state agencies, Iarnród Éireann, utility providers and other interested parties and by actively seeking funding from relevant agencies and government sources for key transport infrastructure to realise the full potential of Maynooth West as a Transport-Oriented Development.

**MWO 1.2** Require the preparation of a masterplan for the lands at Maynooth West located north of the Royal Canal / rail line (as outlined on Map 11.2: Implementation). This masterplan shall be submitted by the landowner, for the written agreement of the Chief Executive of Kildare County Council, alongside any application for development on the lands that is not located within or linked to activities taking place within the existing built environs of St Patrick's College campus. The masterplan should provide a comprehensive design scheme for the lands which contribute to realising the development of a Transport-Oriented Development at this location. The masterplan shall be subject to the considerations and requirements outlined in Section 11.2.2 of this Joint Plan and be developed in conjunction with the relevant environmental assessments.

The masterplan shall include (but not be restricted to):

- a) A comprehensive phasing programme which details how critical infrastructure including physical, social and transport infrastructure will be delivered either prior to, or in tandem with residential and commercial development.
- b) A Site-Specific Flood Risk Assessment for the masterplan lands.
- c) A Traffic and Transport Assessment (TTA)

- d) Outline water and wastewater network requirements including assessments regarding the capacity of receiving environment.
- e) A building heights strategy demonstrating how the masterplan addresses the provisions of Table 14.4 of the Kildare County Development Plan 2023-2029 which identifies the portions of Maynooth West as suitable for increased building height (6+ storeys).
- f) A statement detailing climate proofing measures that demonstrates consistency with the provisions of Kildare County Council's Climate Action Plan 2024-2029 relating to Maynooth Decarbonising Zone (DZ) or any subsequent/updated Climate Action Plans.
- g) The development of a comprehensive landscaping scheme for the Masterplan area which integrates 'mitigation banking' measures to protect and enhance the ecological coherency and potential of green and blue infrastructure assets, as set out in Section 9.9 of the Plan.
- h) A statement of compliance with regard to the provisions of the Maynooth and Environs Surface Water Management Plan, as well as provision of a comprehensive surface water management scheme for the lands focusing on nature-based solutions (NBS).

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

## 11.3 Maynooth Environs (Moygaddy, County Meath)

### 11.3.1 Vision for Maynooth Environs

*Maynooth Environs shall develop in partnership with the existing town in County Kildare as a dynamic developing area, which will integrate with the town's existing urban area. Lands at Moygaddy within the Maynooth Environs have been identified in RPO 4.34 of the Regional Spatial and Economic Strategy as a strategic employment location and it is envisaged that the Environs will be a focal point for science and technology employment, with high quality knowledge-based jobs utilising the synergy with Maynooth University as a centre of excellence for research and innovation. The intention is to create a unique employment hub centred on a high tech/bio tech campus within the lands, supported by a 'live work' community with a mixture of residential, employment, community and tourism zoning. The Maynooth Environs will also facilitate the delivery of a significant portion of the Maynooth Outer Orbital Route (MOOR) which is a strategic piece of infrastructure identified in RPO 4.33 of the Regional Spatial and Economic Strategy required to support the continued development of Maynooth.*

### 11.3.2 Locational Context, Development Constraints and Opportunities

The lands within Maynooth Environs (Moygaddy, County Meath) are largely undeveloped at present and comprise 139 hectares of zoned land 1.5km to the north east of the town centre. It is bisected by the R157 road which links Maynooth to Dunboyne. There are two Protected Structures, and one National Monument located within the Environs including Carton Demesne Wall, Moygaddy House and Moygaddy Castle and tower house.

A portion of Rye Water Valley / Carton Special Area of Conservation (SAC site code 001398) is located in the south-eastern portion of the lands in Carton Demesne. This area has been identified as 'H1: High Amenity' in the land use zoning objectives map where it is an objective *'to protect and improve areas of high amenity'*. Maynooth Environs presents the opportunity to establish a unique enterprise and employment zone with complementary mixed-use services and neighbourhoods that become a hub for a new sustainable economy in south Meath. This will help Maynooth fulfil its role as a Key Town within the Metropolitan Area. The Maynooth Environs will also facilitate the delivery of a significant portion of the Maynooth Outer Orbital Route (MOOR) as well as amenity parkland along the Rye Water River.

### 11.3.3 Settlement and Housing

Meath County Council will ensure that proposed developments will deliver high quality living environments. New schemes will be required to ensure the adequate provision of open space and services commensurate with the needs of the existing and proposed communities. The proposed layouts shall retain a good level of pedestrian and cycle permeability and support the provision of strategic linkages/connections within the lands. The proximity of the lands to Maynooth University and the clear deficit of student accommodation presents an opportunity to provide for same in the Maynooth Environs area in County Meath.

### 11.3.4 Employment

Employment uses for the Maynooth Environs (Moygaddy, County Meath) are based on the Meath Economic Strategy objectives which focus on the development of Life Sciences, High Tech, Bio Tech, ICT, Research and Development and seeks to benefit from synergies with third level institutions including Maynooth University (MU) and major employers already established in the sub region (Intel, Hewlett Packard). The Economic Strategy contained within Volume 1 of the Meath County Development Plan 2021-2027 (as varied) seeks to brand this area as a centre of excellence in the knowledge based economy, particularly having regard to its location vis-à-vis the M4 Knowledge Corridor.

The employment lands in the Maynooth Environs have been designated as a Strategic Employment Site in the Meath County Development 2021-2027 (as varied). The intention is to create a unique employment hub within a legible framework consisting of a series of signature and innovative architectural designs which will respect and complement the historical and ecological qualities of both Carton Demesne and Moygaddy Castle and House. The development of the lands within the Moygaddy and Carton Demesne shall be subject to the preparation of masterplans.



### 11.3.5 Urban Design and Public Realm

It is a requirement that the architectural and urban design of the employment buildings, residential area and associated facilities should be of the highest quality. Commercial buildings represent an opportunity for innovative design in a campus setting. In Moygaddy, within the Science and Technology zone, there should be a coherent landscaping edge to the proposed local distributor road and to the R157 Regional Road. Commercial buildings must ensure that façades facing the road represent the public face of the development. Any storage/warehouse elements of structures should be located to the rear of the respective plots. Standalone warehouse or distribution operations will not be permitted within these lands, as such architecture would detract from the concept for the lands and can be facilitated more readily in other less sensitive locations.

Layouts shall retain a good level of permeability and create safe, attractive and overlooked pedestrian linkages. Layouts will be required to facilitate the retention of the maximum number of significant trees, which must be adequately protected before and during development works. Where it is necessary to remove trees to facilitate development, the Council may require the planting of semi-mature trees, saplings or tree seedlings or other plants as a condition of the permission.

### 11.3.6 Masterplans

There are two masterplan areas identified within the Maynooth Environs. The purpose of the masterplans is to ensure an integrated approach is taken to the phasing, management, and development of lands within each masterplan area. A planning application will not be considered in the absence of the masterplan being agreed in writing with Meath County Council.

Masterplan 16 relates to lands incorporating a range of employment, residential, tourism and community support opportunities within the Maynooth Environs boundary, excluding the Masterplan 17 lands. Masterplan 17 relates to employment lands within Carton Demesne, located in County Meath. Map 11.2: Implementation (see Appendix A: Maps) outlines the location and extent of lands relating to Masterplan 16 and Masterplan 17.

#### Maynooth Environs Objectives

It is an objective of Kildare County Council and Meath County Council to:

- MEO 1.1** Require the submission of a masterplan prior to any future application for the development of lands identified as ‘Masterplan Area 16’ on Map 11.2: Implementation. The masterplan will be agreed in writing with Meath County Council and shall address the following:
- 1) A Design Statement outlining the evolution of the design process for the proposed development. An emphasis on exemplar sustainable design and aesthetic quality shall be required.
  - 2) Proposals for the accessing of lands which shall adhere to the permitted Part VIII realignment of the junction of the R157 Regional Road and Moygaddy Road.

- 3) Proposals providing for the delivery of the Maynooth Outer Relief Road (MOOR) which shall be developer driven in tandem with the overall development.
- 4) Proposals for piped water services to be agreed with Uisce Éireann compliant with any existing consents in place.
- 5) Mobility Management Plan for the development. This Plan shall be to the fore in establishing the agreed quantum of employees which can be accommodated within individual locations predicated on maximising public transport opportunities and the use of innovation in reducing associated carbon footprint.
- 6) Urban design and landscape design statement.
- 7) Active travel measures to increase the number of people choosing to walk and cycle for everyday short journeys, and as part of longer journeys by public transport.

Any development within the subject lands shall be subject to compliance with the requirements of the Habitats Directive and shall be phased with the delivery of the MOOR in Phase 1 of the development.

**MEO 1.2** Require the submission of a masterplan prior to any future application for the development of lands identified as ‘Masterplan Area 17’ on Map 11.2: Implementation. The masterplan will be agreed in writing with Meath County Council for development of lands in the Maynooth Environs located within Carton Demesne which and shall address the following:

- 1) An assessment prepared by a suitably qualified conservation architect which demonstrates and concludes that the proposed development is sited and scaled such that it ensures that the character and integrity of this sensitive designed landscape and setting of Carton House within this landscape is respected and not adversely impacted upon. The assessment shall include reference to the significance of the designed landscape within the Development Framework lands to the overall evolution of the demesne.
- 2) Proposals for piped water services to be agreed with Uisce Éireann and compliant with any existing consents in place.
- 3) Proposals for the accessing of lands identified which shall adhere to the permitted Part VIII realignment of the junction of the R157 Regional Road and Moygaddy Road: inclusive of works to the Moygaddy Gate entrance to the demesne.
- 4) A Design Statement outlining the evolution of the design process for the proposed development. An emphasis on exemplar sustainable design and aesthetic quality shall be required.
- 5) Mobility Management Plan for the development. This Plan shall be to the fore in establishing the agreed quantum of employees which can be accommodated within individual locations predicated on maximising public transport opportunities and the use of innovation in reducing associated carbon footprint.
- 6) Urban design and landscape design statement.

- 7) Active travel measures to increase the number of people choosing to walk and cycle for everyday short journeys, and as part of longer journeys by public transport.

Any development within the subject lands shall be subject to compliance with the requirements of the Habitats Directive.

**MEO 1.3** Facilitate the development of appropriately designed student accommodation on lands zoned 'A2: New Residential' within the Maynooth Environs to facilitate Maynooth University to continue to develop as a national and international centre for education.

## 11.4 Key Development Areas

The Joint Plan identifies four specific Key Development Areas (KDAs) within Maynooth (County Kildare), as follows:

- Railpark
- Crewhill
- Rye Water Valley
- Lyreen Avenue

These lands are considered to be strategic areas for the development of integrated residential neighbourhoods that will make an important contribution to the future growth and consolidation of the town. A design brief and an urban design framework has been prepared for each KDA based on an appraisal of each area in its respective contextual environment. The purpose of both the brief and the framework is to set out broad parameters for future development within the KDAs and are intended to assist landowners, developers, residents and other interested stakeholders involved in the planning process. They will also guide the Planning Authority in its assessment of any detailed proposals submitted.

While principal access points and connections, key building frontages and public spaces should generally be regarded as fixed requirements; a degree of flexibility can apply. For example, access points from the main road network and key connections within the KDA will be required but the actual position of each route could be altered subject to site-specific traffic and permeability considerations. Key building frontages and the layout of the urban blocks may be varied where it is demonstrated that there is a strong urban design rationale, and that passive supervision of public spaces will not be compromised.

Furthermore, in the interests of promoting an innovative approach to design-led planning of KDAs, the Planning Authority will be open to alternative proposals for the KDAs where it is demonstrated that more optimal planning outcomes can be achieved in terms of delivering increased place quality within a site. However, such proposals must still align with land use zoning objectives and provide for the implementation of all relevant permeability, cycling and road measures, as outlined in Chapter 7.

### 11.4.1 Railpark Key Development Area

The Railpark Key Development Area represents an important opportunity for Maynooth to grow sustainably delivering a significant quantum of housing as well as the Maynooth Eastern Ring Road (MERR) in addition to providing new social infrastructure to serve the existing and planned resident population of the area.

**Table 11.1** Railpark KDA Design Brief

<b>Site area:</b>	30.47 hectares (C: New Residential lands)
<b>Indicative net density:</b>	40 dwellings per hectare (DPH)
<b>Estimated residential yield:</b>	954 units
<b>Urban character area:</b>	Suburban edge
<b>Housing types:</b>	Apartments, duplexes, maisonettes, terraced townhouses and semi-detached houses
<b>Strategic open space provision:</b>	A 2.5-3-hectare local park with a Multi-Use Games Area and additional public open spaces throughout the KDA.

#### **Vision**

*To realise the creation of a compact and well-integrated urban extension that consolidates development within the eastern area of Maynooth. The KDA will deliver a local park and a neighbourhood centre, as well as providing a site for a new post-primary school which will be developed over the medium to long term.*

#### **Built Form and Urban Structure**

The built form should seek to fully integrate with the established housing estates to the west and the approved residential scheme to the southwest. Overall densities should be lower where directly adjacent to existing residential areas and higher along the areas of the KDA fronting onto the approved route of the Maynooth Eastern Ring Road (MERR). This will offer a defined urban edge and enhance passive supervision of the route. The layout of urban form should be both permeable and legible. To enable this, the size of the street blocks should, as far as practicable, be 80-120 metres in dimension (as per DMURS Guidelines). The development of this KDA should take into consideration and respond appropriately to its surrounding context, in particular the location and setting of the low density dwellings in the north. These dwellings, which are currently accessed via a cul-de-sac from the Parklands estate, may be redeveloped as part of the design scheme.

The new neighbourhood centre should be located adjacent to the MERR and should be a key feature of the KDA. Designed as an urban village centre it should fully integrate into the KDA and act as an attractive local landmark and entrance to the neighbourhood.

The built form should be designed around the existing green and blue infrastructure features. Open spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. A mix of housing types and styles is required to create legibility and variety in the urban environment. Built form on corner sites shall have dual frontages.

### **Connectivity and Movement**

Vehicular access to this KDA shall be provided via the Maynooth Eastern Ring Road (MERR) which shall be constructed prior to or in tandem with the development of the KDA. Internal vehicular links between different landholdings within the KDA shall be subject to the agreement of the planning authority during the planning application stage. The KDA should provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to the Royal Canal Greenway to the north, as well as adjacent areas to the west and south. The KDA should also ensure the possibility of realising future links to potential development lands to the east. Particular attention should be given to the interface between the residential portion of the KDA and the site of the post-primary school to the south. A single point of access to the post-primary school site for vehicular traffic will be agreed with the planning authority at planning application stage. This will be either via point A: Celbridge Road or point B: MERR, as identified in Figure 11.6. Vehicular access to residential development within the KDA will be via the MERR only.

### **Green and Blue Infrastructure, Open Spaces and Surface Water Drainage**

Natural features on the site such as existing hedgerows and treelines should be retained as far as practicable to protect the existing biodiversity and ecological networks on the site and help provide an established sense of place in the neighbourhood from the outset.

Green open space should be designed to a high quality finish. Spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. The KDA should provide for a 2.5-3-hectare local park at a central location. This will incorporate an all-weather Multi-Use Games Area (MUGA) and playground. Notwithstanding the multiple ownership of lands within the KDA, the local park shall feature a comprehensive and integrated design scheme with a substantial landscaped parkland area, containing high levels of native planting. The MUGA should not form an overly dominant aspect of the park. Appropriate urban trees should also be planted to help define internal streets as well as along the route of the MERR.

Nature-Based Solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Maynooth and Environs Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objective IO 2.2 (Chapter 10).

### **Boundaries and Entrance Treatments**

All entrances to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself. All boundaries and interface areas with the MERR should be understated and attractive and avoid presenting a closed-off or walled-in character.

Overall, boundary and entrance treatments should be in keeping with Section 15.4.5 of the Kildare County Development Plan 2023-2029.



**Figure 11.6** Railpark KDA Urban Design Framework



**Key**

Maynooth Eastern Ring Road (Measure RD 3)		Landscape reinforcement	
Local route		Potential access to Post-Primary school	
Pedestrian/cyclist connections		Wayleave	
Residential block		Neighbourhood centre	
Key building frontage		Landscaped civic plaza	
Strategic open space		Playground	
Existing green infrastructure		Nature-Based Management Area	

### 11.4.2 Crewhill Key Development Area

Crewhill (KDA) is located to the north of the town. The development of the KDA will help consolidate the built-up area of the settlement while also providing Maynooth with a dedicated and purpose-built Municipal Sports Facility.

**Table 11.2** Crewhill KDA Design Brief

<b>Site area:</b>	15.11 hectares (C: New Residential lands)
<b>Indicative net density:</b>	40 dwellings per hectare (DPH)
<b>Estimated residential yield:</b>	422 units
<b>Urban character area:</b>	Suburban edge
<b>Housing types:</b>	Apartments, duplexes, maisonettes, terraced townhouses and semi-detached houses
<b>Strategic open space provision:</b>	10% minimum

#### **Vision**

*To consolidate the urban environment within the north of Maynooth and reinforce the 10-minute settlement principle by providing for a new neighbourhood centre and a municipal sports facility for the town.*

#### **Built Form and Urban Structure**

The built form should seek to fully integrate with the established residential estates to the south. Overall densities should be lower in areas directly adjacent to existing residential areas and higher along the eastern edge of the KDA fronting onto Moyglare Road and the Maynooth Outer Orbital Route (MOOR). This will offer a defined urban edge and enhanced passive supervision of the MOOR. The layout of urban form should be both permeable and legible. To enable this, the size of the street blocks should, as far as practicable, be 80-120 metres in dimension (as per DMURS Guidelines).

The new neighbourhood centre should be located adjacent to the Moyglare Road to the south of the MOOR and should be a key feature of the KDA. Designed as an urban village centre it should fully integrate into the KDA and act as an attractive local landmark.

The built form should be designed around the existing green and blue infrastructure features. Open spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. A mix of housing types and styles is required to create legibility and variety in the urban environment. Built form on corner sites shall have dual frontages.

#### **Connectivity and Movement**

Vehicular access to this KDA will be provided via the Maynooth Outer Orbital Route (MOOR) which shall be constructed in full, alongside residential development within the KDA, as far as its western boundary with the lands zoned SR(1). Vehicular access to the Municipal Sports Facility shall be via the MOOR to the south. The KDA should provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to adjacent areas to the south and also ensure the possibility of realising links to future development lands to the west. The Municipal Sports Facility should also incorporate

pedestrian and cyclist access points, in particular connecting with Moyglare Road to the east.

### **Green and Blue Infrastructure, Open Spaces and Surface Water Drainage**

Natural features on the site such as existing hedgerows, treelines and mature trees should be retained as far as practicable to protect the existing biodiversity and ecological networks on the site and help provide an established sense of place in the neighbourhood from the outset.

Green open space should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. All public open spaces should be designed to a high quality finish and the KDA should also provide for a new playground at a central location within the new residential zoned lands and a Multi-Use Games Area (MUGA) within the Municipal Sports Facility. Furthermore, the Municipal Sports Facility will feature a universally accessible walking and wheeling route around its perimeter.

The hedgerows surrounding the boundaries of the Municipal Sports Facility shall be retained. Furthermore, the design scheme of the facility should seek to enhance the urban tree canopy area, as per Section 9.9.1 of the Joint Plan. Appropriate urban trees should also be planted to help define internal streets as well as along the route of the MOOR.

Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Maynooth and Environs Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objective IO 2.2 (Chapter 10).

### **Boundaries and Entrance Treatments**

All entrances to the residential element of the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself. The new Municipal Sports Facility to the north of the KDA should integrate well with the surrounding lands and avoid presenting a closed-off or walled-in character.

Overall, boundary and entrance treatments should be in keeping with Section 15.4.5 of the Kildare County Development Plan 2023-2029.



**Figure 11.7** Crewhill KDA Urban Design Framework



**Key**

Maynooth Outer Orbital Route Measure RD 1C (Kilcock Road - Moyglare Road)	←→	Strategic open space	Green area
Local route	←→	Existing green infrastructure	Green line
Pedestrian/cyclist connections	←→	Landscape reinforcement	Green dots
Residential block	Yellow rectangle	Neighbourhood centre	Pink square
Key building frontage	Black line	Landscaped civic plaza	Red circle
Playground	Red asterisk	Nature-Based Management Area	Blue asterisk

### 11.4.3 Rye Water Valley Key Development Area

Rye Water Valley Area (KDA) is located within the defined built-up area (BUA) of the town adjacent to the Maynooth Environs (Moygaddy, County Meath). The development of the KDA will help consolidate the town while also protecting a crucial green and blue infrastructure (GBI) corridor along the Lyreen and Rye Water Rivers. The KDA will also provide for the delivery of a key section of the Lyreen and Rye Water Linear Park and greenway, providing both new and existing residents in Maynooth with an important recreational amenity and active movement route.

**Table 11.3** Rye Water KDA Design Brief

<b>Site area:</b>	9.89 hectares (C: New Residential lands)
<b>Indicative net density:</b>	40 dwellings per hectare (DPH)
<b>Estimated residential yield:</b>	316 units
<b>Urban character area:</b>	Suburban edge
<b>Housing types:</b>	Apartments, duplexes, maisonettes, terraced townhouses and semi-detached houses
<b>Strategic open space provision:</b>	10% minimum

#### **Vision**

*To provide for the creation of a compact residential neighbourhood that consolidates development within the northern built-up area of town and to deliver a new greenway and linear park alongside the Lyreen and Rye Water Rivers.*

#### **Built Form and Urban Structure**

The built form should seek to fully integrate with the established residential estates to the southwest. Overall densities should be lower in areas directly adjacent to existing residential areas and higher along the northern and eastern edge of the development. This will offer a defined urban edge and enhanced passive supervision of the linear park and greenway. The layout of the urban form should be both permeable and legible. To enable this, the size of the street blocks should be 80-120 metres in dimension (as per DMURS Guidelines).

The built form should be designed around the existing green and blue infrastructure features. Green spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. A mix of housing types and styles is required to create legibility and variety in the urban environment. Built form on corner sites shall have dual frontages.

#### **Connectivity and Movement**

Vehicular access to this KDA should be provided via Lyreen Close in the existing Mariavilla development only. The KDA should provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to adjacent areas. This shall incorporate all permeability and cycling measures outlined in Chapter 7, including the delivery of the new greenway (measure PERM 140) as far as its junction with the Maynooth Outer Orbital Route (MOOR).



### **Green and Blue Infrastructure, Open Spaces and Surface Water Drainage**

Natural features on the site such as existing hedgerows, treelines and wet grassland should be retained as far as practicable to protect the existing biodiversity and ecological networks on the site and help provide an established sense of place in the neighbourhood from the outset.

New landscaping should seek to enhance the long term biodiversity potential of open spaces, particularly along the Lyreen and Rye Water Rivers. In this regard, it is considered that the development of a high quality landscaped linear park alongside these two waterbodies will be crucial in providing area with sense of place. Accordingly, any development scheme shall provide for a bespoke landscaping scheme that enhances the existing riparian habitat, in accordance with Objective GBIO 2.5. Furthermore, the design scheme should seek to enhance the urban tree canopy area, as per Section 9.9.1 of the Joint Plan. Appropriate urban trees should be planted to help define internal streets.

Green open spaces should be designed to a high quality finish and the KDA should also provide for a new playground. Greenways, pathways and all ancillary lighting and amenity infrastructure shall be setback at an appropriate distance from both the Lyreen and Rye Water Rivers, as per Objectives GBIO 1.4 and GBIO 1.5 (Chapter 9).

Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Maynooth and Environs Surface Water Management Strategy and Kildare County Council’s Sustainable Drainage Systems Guidance Document (2024), as per Objective IO 2.2 (Chapter 10).

### **Boundaries and Entrance Treatments**

All entrances to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself.

Overall, boundary and entrance treatments should be in keeping with Section 15.4.5 of the Kildare County Development Plan 2023-2029.

**Figure 11.8** Rye Water Valley KDA Urban Design Framework



**Key**

Local route		Existing green infrastructure	
Pedestrian/cyclist connections		Landscape reinforcement	
Residential block		Playground	
Key building frontage		Greenway	
Strategic open space		New residential lands	

#### 11.4.4 Lyreen Avenue Key Development Area

Lyreen Avenue Key Development Area (KDA) is located on an infill site to the north of the town within a notional 800 metres distance of the town centre. Surrounded by residential development, the lands represent a prime opportunity to deliver compact growth in Maynooth and help advance the 10-minute settlement principle.

**Table 11.4** Lyreen Avenue KDA Design Brief

<b>Site area:</b>	5.47 hectares
<b>Indicative net density:</b>	60 dwellings per hectare (DPH)
<b>Estimated residential yield:</b>	263 units
<b>Urban character area:</b>	Accessible Suburban
<b>Housing types:</b>	Apartments, duplexes, maisonettes and terraced townhouses
<b>Strategic open space provision:</b>	10% minimum
<b>Vision</b> <i>To provide for the creation of a compact residential neighbourhood that consolidates development within the northern built-up area of town and provides a strong level of integration with surrounding existing residential areas.</i>	
<b>Built Form and Urban Structure</b> <p>The development of this KDA should take into consideration its surrounding context, in particular the location and setting of the protected structure that is Maria Villa. The house should be the focal point of the KDA and may be fully integrated into any design scheme. Overall densities should be lower in areas to the north of the KDA and correspondingly higher along its southern and eastern periphery, presenting a strong urban edge along its boundary with Lyreen Avenue. The layout of urban form should be both permeable and legible. To enable this, the size of the street blocks should, as far as practicable, be between 80-120 metres in dimension (as per DMURS Guidelines).</p> <p>Open spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. A mix of housing types is encouraged to create legibility and variety in the urban environment. Built form on corner sites shall have dual frontages.</p>	
<b>Connectivity and Movement</b> <p>Vehicular access to this KDA should be provided via existing Mariavilla development and the Moyglare Hall residential estate to the north. The KDA should also provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to adjacent areas.</p>	
<b>Green and Blue Infrastructure, Open Spaces and Surface Water Drainage</b> <p>Natural features on the site such as existing hedgerows and treelines should be retained as far as practicable to protect the existing biodiversity and ecological networks on the site and help provide an established sense of place in the neighbourhood from the outset.</p>	

New landscaping should seek to enhance the long term biodiversity potential of open spaces. Soft landscaping measures should seek screen Maria Villa from the rest of the KDA, if it is not integrated into any proposed design scheme. Appropriate urban trees should be planted to help to define internal streets. Green open spaces should be designed to a high quality finish and the KDA should also provide for a new playground.

Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Maynooth and Environs Surface Water Management Strategy and Kildare County Council’s Sustainable Drainage Systems Guidance Document (2024), as per Objective IO 2.2 (Chapter 10).

### **Boundaries and Entrance Treatments**

The boundaries of residential development within the KDA should not create a closed-off or ‘tunnel effect’ on the adjoining network of streets and distributor roads. Accordingly, boundaries with the street where deemed to be unavoidable, should be composed of either native hedgerow and/or low wall/railings with a maximum height of 1.2 metres. Entrances to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself.

Overall, boundary and entrance treatments should be in keeping with Section 15.4.5 of the Kildare County Development Plan 2023-2029.



**Figure 11.9** Lyreen Avenue Key Development Area Design Framework



### Key

Active Modes Link Measures PERM 94 and CYCLE 57		Playground	
Local route		Existing green infrastructure	
Pedestrian/cyclist connections		Strategic open space	
Residential block		Landscape reinforcement	
Key building frontage		Protected structure	



## 11.5 Implementation and Infrastructure Delivery Schedule

Kildare County Council and Meath County Council acknowledge that one of the main factors in the successful implementation of the Joint Plan is securing the necessary funding and partnerships to deliver key objectives such as those relating to infrastructure and services. The Settlement Capacity Audit (SCA) which accompanies the Plan provides an assessment of the necessary infrastructure that will be required for the development of lands which are zoned for residential and employment development. The outputs of the Audit has informed the overall development strategy and objectives in the Plan, specifically the residential and employment land use zoning.

The following Tables 11.5 and 11.6 represent the Implementation and Infrastructure Delivery Schedule for the key infrastructure necessary and funding sources in order to achieve the timely delivery of the objectives of the Maynooth and Environs Joint Local Area Plan 2025-2031.

It should be noted from the outset that with regard to water supply, Maynooth lies within the Greater Dublin Area Water Resource Zone which is currently constrained. Leakage reduction and/or capital investment to maintain or improve levels of service will be required as the demand increases in the region. On the issue of wastewater services in the town, capacity to accommodate planned growth in Maynooth will be restricted until the Maynooth Transfer Pipeline is completed. Surface water drainage management within individual sites should align with the Maynooth and Environs Surface Water Management Strategy (published alongside the Plan).

The lifetime of this Plan is six years, and the delivery schedule is divided into several phases with the delivery plan of servicing infrastructure to be carried out during the plan period and beyond:

<b>Immediate term:</b>	Year 1 and Year 2
<b>Short term:</b>	Year 3 to Year 4
<b>Medium term:</b>	Year 5 to Year 6
<b>Long term:</b>	7 years +
<b>On-going:</b>	Throughout the Plan lifetime and beyond

**Table 11.5** Implementation and Infrastructure Delivery Schedule – Town Centre and Residential Lands

Town Centre – Maynooth Central Settlement Consolidation Site		
Infrastructure	Delivery Schedule	Funding Sources
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site. <ul style="list-style-type: none"> <li>PERM 66 – replace active modes bridge over Royal Canal and other active travel measures identified on Map 7.1 and Map 7.2</li> <li>RD 7 – new southern access to Parson Street from Leinster Street (Map 7.4)</li> </ul>	Short to medium term – in tandem with new development.	Developer, State

- PK 6 – upgrade Leinster Street car park (Map 7.5)
- Upgrades to existing infrastructure

**Education**

Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
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**Open Space Provision**

Provision of open space and recreational areas.	To be carried out in tandem with new development and completed prior to the occupation of first unit.	Developer
Maynooth Harbour Field Park	Short – medium term (subject to funding)	State, KCC

**Water and Wastewater**

<b>Water Supply</b> – No site-specific constraints envisaged. Some local network improvements may be required.	In tandem with new development.	Developer
<b>Wastewater</b> – No site-specific constraints envisaged - subject to modelling.	In tandem with new development.	Developer

**Surface Water Drainage**

<p>A portion of site is considered to be significantly affected by fluvial flooding. Consideration should be given to utilising public green open space as multi-purpose spaces to include surface water attenuation to help improve the resilience of the system and maintain capacity under likely climate change scenarios.</p> <p>Infiltration at source to remove pollutants and minimal runoff through third-party lands/into road drainage.</p>	On-going – in tandem with new development.	Developer
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**C(1): New Residential – Celbridge Road**

<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Movement and Active Travel</b>		
<p>Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.</p> <ul style="list-style-type: none"> <li>- Bus priority measure PT 10 along Celbridge Road (Map 7.3)</li> <li>- Upgrades to existing infrastructure</li> </ul>	Medium term – in tandem with new development.	Developer, State
<b>Education</b>		
Childcare facility – as per E*: Community and Education zoning.	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer

<b>Open Space Provision</b>		
Provision of open space and recreational areas.	To be carried out in tandem with new development and completed prior to the occupation of first unit.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Wastewater</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Surface Water Drainage</b>		
<p>No known fluvial flood risk on this site.</p> <p>May need access through third party lands to connect to appropriate surface water outfall. Closest watercourse outfalls are to a watercourse flowing into a SAC (subject to Appropriate Assessment process).</p> <p>Infiltration at source to remove pollutants and minimal runoff through third-party lands/into road drainage.</p>	On-going – in tandem with new development.	Developer
<b>C(2): New Residential – Railpark Key Development Area</b>		
<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Movement and Active Travel</b>		
<p>Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.</p> <ul style="list-style-type: none"> <li>- Active modes bridge (measure PERM 74)</li> <li>- Connection to Royal Canal Greenway</li> <li>- Bus priority measure along Leixlip Road (PT 7) and Celbridge Road (PT 10)</li> </ul> <p>Development of the site is contingent on the delivery of the Maynooth Eastern Ring Road (MERR) in its entirety. Vehicular access to residential development within the KDA will be via the MERR only. The point of access to the post-primary school may be either from Celbridge Road or the MERR with the agreed location of the entrance to be determined at the planning application stage.</p>	Medium term – in tandem with new development.	Developer, State, KCC
<b>Education</b>		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings to be completed in the first phase of development.	Developer, State

Post-Primary School	Reservation of lands zoned 'E(3): Community and Education' for a new post-primary school.	
<b>Open Space Provision</b>		
Provision of open space and recreational areas including a local park extending to 2.5-3 hectares in size and incorporating: <ul style="list-style-type: none"> <li>- An all-weather Multi Use Games Area (MUGA) (up to 1-hectare)</li> <li>- A playground</li> <li>- A well-designed and extensively planted parkland scheme on remaining lands</li> </ul>	To be carried out in tandem with new development and completed prior to the occupation of on a phased basis for each application site, subject to agreement with the planning authority. The Local Park shall be completed prior to the occupation of the 500 <sup>th</sup> unit.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Wastewater</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Surface Water Drainage</b>		
No known fluvial flood risk on this site (see Map 10.2).  May need access through third party lands to connect to appropriate surface water outfall. Closest watercourse outfalls are flowing through a SAC or a watercourse joining a SAC (subject to Appropriate Assessment process).  Infiltration at source to remove pollutants and minimal runoff through third-party lands/into road drainage.	In tandem with new development.	Developer
<b>C(3): New Residential – Dublin Road</b>		
<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site. <ul style="list-style-type: none"> <li>- Bus priority measure PT 7 along Leixlip Road</li> <li>- Active modes bridge (measure PERM 74)</li> <li>- Connection to Royal Canal Greenway</li> </ul> Site bisected by Maynooth Eastern Ring Road (MERR) and development on the site is affected its delivery.	Medium term - in tandem with new development.	Developer, State, KCC

<b>Education</b>		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings to be completed in the first phase of development.	Developer
<b>Open Space Provision</b>		
Provision of open space and recreational areas.	To be carried out in tandem with new development and completed prior to the occupation of first unit.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Wastewater</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Surface Water Drainage</b>		
<p>No known fluvial flood risk on this site.</p> <p>May need access through third party lands to connect to appropriate surface water outfall. Closest watercourse outfalls are flowing through a SAC or a watercourse joining a SAC (subject to Appropriate Assessment process).</p> <p>Infiltration at source to remove pollutants and minimal runoff through third-party lands/into road drainage.</p>	In tandem with new development.	Developer
<b>C(4): New Residential – St Patrick’s College<sup>77</sup></b>		
<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Movement and Active Travel</b>		
<p>Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.</p> <ul style="list-style-type: none"> <li>- Access from the Kilcock Road across ‘F’ zoned lands to the north of the site will be permissible</li> <li>- Amenity walk / linear park (PERM 67)</li> <li>- New link (PERM 105)</li> <li>- Upgrades to existing infrastructure</li> </ul>	In tandem with new development.	Developer
<b>Education</b>		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer

<sup>77</sup> In keeping with the provisions of Objective MWO 1.2 Kildare County Council will require the preparation of a masterplan for the Maynooth West Masterplan Area to be completed prior to an application for development on the ‘C(4) New Residential’ zoned lands at St Patrick’s College.



Open Space Provision		
Provision of open space and recreational areas	To be carried out in tandem with new development and completed prior to the occupation of first unit.	Developer
Water and Wastewater		
<b>Water Supply</b> – A connection to the Kilcock Road would require a waterbody crossing which could potentially be located within the highway crossing.	In tandem with new development.	Developer
<b>Wastewater</b> – Connections to wastewater network would probably require underwater crossings.	In tandem with new development.	Developer
Surface Water Drainage		
No known fluvial flood risk on this site. Surface water drainage shall align with provisions of the Maynooth and Environs Surface Water Management Strategy.	On-going – in tandem with new development.	Developer
C(5): New Residential – Crewhill Key Development Area		
Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.  Residential development within the KDA is contingent on the delivery of Section RD 1C of the Maynooth Outer Orbital Route (MOOR) as far as its western boundary with the lands zoned SR(1).	In tandem with new development.	Developer
Education		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
Open Space Provision		
<ul style="list-style-type: none"> <li>- Provision of open space and recreational areas</li> <li>- Provision of a playground</li> </ul>	To be carried out in tandem with new development and completed prior to the occupation of first unit.	Developer
Water and Wastewater		
<b>Water Supply</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Wastewater</b> – Due to the large size of site, the extra demand generated by the proposed development may have to be modelled to assess its impact on the wastewater network.	Prior to new development.	Developer

<b>Surface Water Drainage</b>		
No known fluvial flood risk on this site. Surface water drainage shall align with provisions of the Maynooth and Environs Surface Water Management Strategy.	Prior or in tandem with new development.	Developer
<b>C(6): New Residential – Rye Water Valley Key Development Area</b>		
<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site. - Greenway (measure PERM 140) - Active modes bridge (measure PERM 141)	Medium to long term – in tandem with new development.	Developer
<b>Education</b>		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
<b>Open Space Provision</b>		
Provision of open space and recreational areas. This includes the development of a playground and a landscaped linear park alongside Lyreen and Rye Water Rivers.	To be carried out in tandem with new development and completed prior to the occupation of first unit.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Wastewater</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Surface Water Drainage</b>		
No known fluvial flood risk on this site. Surface water drainage shall align with provisions of the Maynooth and Environs Surface Water Management Strategy.	On-going – in tandem with new development.	Developer
<b>C(7): New Residential – Mariavilla (Dunboyne Road)</b>		
<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site. - Active modes link (measure PERM 88)	In tandem with new development.	Developer, State
<b>Education</b>		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings to be completed in the first phase of development.	Developer

<b>Open Space Provision</b>		
Provision of open space and recreational areas.	To be carried out in tandem with new development and completed prior to the occupation of first unit.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Wastewater</b> – There is a gravity storm sewer running through the site which needs to be protected during development.	In tandem with new development.	Developer
<b>Surface Water Drainage</b>		
No known fluvial flood risk on this site. Surface water drainage shall align with provisions of the Maynooth and Environs Surface Water Management Strategy.	In tandem with new development.	Developer
<b>C(8): New Residential – Lyreen Avenue Key Development Area</b>		
<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Sources</b>
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.	In tandem with new development.	Developer
<b>Education</b>		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings to be completed in the first phase of development.	Developer
<b>Open Space Provision</b>		
Provision of open space and recreational areas, including the provision of a playground.	To be carried out in tandem with new development and completed prior to the occupation of first unit.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – Maynooth lies within the Greater Dublin Area Water Resource Zone which is currently constrained.	In tandem with new development.	Developer
Leakage reduction and/or capital investment to maintain or improve levels of service will be required as the demand increases.		
<b>Wastewater</b> - No constraints envisaged.	In tandem with new development.	Developer
<b>Surface Water Drainage</b>		
No known flood risk.	In tandem with new development.	Developer
May need access through third party lands to connect to appropriate surface water outfall. Closest watercourse outfalls are to		

SAC or a watercourse joining a SAC (subject to Appropriate Assessment process).

Infiltration at source to remove pollutants and minimal runoff through third party lands.

#### A2: New Residential – Maynooth Environs (Moygaddy, County Meath)

Infrastructure	Delivery Schedule	Funding Sources
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site. <ul style="list-style-type: none"> <li>- Greenway (measures PERM 142 and PERM 143)</li> <li>- Active modes bridge (measure PERM 141)</li> <li>- Upgrades to existing infrastructure</li> </ul> Development of the site is contingent on the delivery of Section RD 5 (North-eastern Maynooth Outer Orbital Route).	Short to medium term – in tandem with new development.	Developer, Meath County Council
<b>Education</b>		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
<b>Open Space Provision</b>		
Provision of open space and recreational areas.	To be carried out in tandem with new development.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Wastewater</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Surface Water Drainage</b>		
No known fluvial flood risk on this site.	On-going - in tandem with new development.	Developer

**Table 11.6** Implementation and Infrastructure Delivery Schedule – Employment Lands

Q(1) Enterprise and Employment (Dublin Road)		
Infrastructure	Delivery Schedule	Funding Sources
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.  Bus priority measure PT 7 along Dublin Road (Map 7.3).	Short to medium term – in tandem with development.	Developer / KCC /State
<b>Water and Wastewater</b>		
<b>Water Supply</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Wastewater</b> – No site-specific constraints envisaged.	In tandem with new development.	Developer
<b>Surface Water Drainage</b>		
No known flood risk.  Ensure connection to existing surface water network and site limited to appropriate greenfield/brownfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development.	Developer
P: Research and Technology (Maynooth West) <sup>78</sup>		
Infrastructure	Delivery Schedule	Funding Sources
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.  Development of the site is contingent on the delivery of the Section 1C of the Maynooth Outer Orbital Route (MOOR)	In tandem with development.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – No site-specific constraints envisaged.	In tandem with development.	Developer
<b>Wastewater</b> – A network extension will be required. Modelling of downstream impacts would have to be assessed.	In tandem with development.	Developer

<sup>78</sup> In keeping with the provisions of Objective MWO 1.2 Kildare County Council will require the preparation of a masterplan for the Maynooth West Masterplan Area to be completed prior to an application for development on 'P: Research and Technology' zoned lands at St Patrick's College.



A strategic rising main traverse the site and will require a wayleave.

#### Surface Water Drainage

No known flood risk.

In tandem with development.

Developer

Identify a suitable outfall or contain all surface water within the confines of the site.

#### G1: Community Infrastructure (Maynooth Environs)

##### Infrastructure

##### Delivery Schedule

##### Funding Sources

#### Movement and Active Travel

Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.

In tandem with development.

Developer

Development of the site is contingent on the delivery of Section RD 5 (North-eastern Maynooth Outer Orbital Route).

#### Water and Wastewater

**Water Supply** – The nearest water supply pipe is located along the L2214 Local Road. Access to this supply would require a watercourse crossing.

In tandem with development.

Developer

**Wastewater** – A network extension will be required. Modelling of downstream impacts would have to be assessed.

In tandem with development.

Developer

A sewer extension may involve a river crossing.

#### Surface Water Drainage

Flood risk in minor area within the southeast of the site – this area would be required to remain free of development (see Map 10.1: Strategic Flood Risk Assessment).

In tandem with development.

Developer

Surface water drainage shall align with provisions of the Maynooth and Environs Surface Water Management Strategy.

E1: Strategic Employment Zones (East of Blackhall Little Stream) (Maynooth Environs)		
Infrastructure	Delivery Schedule	Funding Sources
<b>Movement and Active Travel</b>		
<p>Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.</p> <p>Development of the site is contingent on the delivery of Section RD 5 (North-eastern Maynooth Outer Orbital Route).</p>	In tandem with development.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – There is a water supply pipe is located along the L2214 Local Road and another supply pipe within the east of the lands within the woodland.	In tandem with development.	Developer
<p><b>Wastewater</b> – A network extension will be required. Modelling of downstream impacts would have to be assessed.</p> <p>A sewer extension may involve a river crossing.</p>	In tandem with development.	Developer
<b>Surface Water Drainage</b>		
<p>Flood risk in minor area within the northwest of the lands along the Blackhall Little Stream – this area would be required to remain free of development (see Map 10.1: Strategic Flood Risk Assessment).</p> <p>Eastern portion of lands (within Carton Demesne) are heavily planted with woodland which may have flood prevention benefits that would be reduced if trees are removed.</p> <p>Surface water drainage shall align with provisions of the Maynooth and Environs Surface Water Management Strategy.</p>	In tandem with development.	Developer

D1: Tourism (Maynooth Environs)		
Infrastructure	Delivery Schedule	Funding Sources
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.  Development of the site is contingent on the delivery of Section RD 5 (North-eastern Maynooth Outer Orbital Route).	In tandem with development.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – The nearest water supply pipe is located along the L2214 Local Road.	In tandem with development.	Developer
<b>Wastewater</b> – A network extension will be required. Modelling of downstream impacts would have to be assessed.  A sewer extension may involve a river crossing.	In tandem with development.	Developer
<b>Surface Water Drainage</b>		
Flood risk in minor area within the northwest of the site – this area would be required to remain free of development (see Map 10.1: Strategic Flood Risk Assessment).  Surface water drainage shall align with provisions of the Maynooth and Environs Surface Water Management Strategy.	In tandem with development.	Developer
E1: Strategic Employment Zones (West of Blackhall Little Stream) (Maynooth Environs)		
Infrastructure	Delivery Schedule	Funding Sources
<b>Movement and Active Travel</b>		
Implement measures identified on Map 7.1 and 7.2 as per Table 7.1 and 7.2 relating to the site.  Development of the site is contingent on the delivery of Section RD 5 (North-eastern Maynooth Outer Orbital Route).	In tandem with development.	Developer
<b>Water and Wastewater</b>		
<b>Water Supply</b> – The nearest water supply pipe is located along the L2214 Local Road.	In tandem with development.	Developer
<b>Wastewater</b> – A network extension will be required. Modelling of downstream impacts would have to be assessed.	In tandem with development.	Developer

A sewer extension may involve a river crossing.

#### Surface Water Drainage

May require identification of suitable surface water outfall and potential agreement through third party lands.

In tandem with development.

Developer

Surface water drainage shall align with provisions of the Maynooth and Environs Surface Water Management Strategy.

## 11.6 Land Use Zoning Objectives

Land use zonings for the plan area are identified on Map 11.1: Land Use Zoning Objectives.

For lands located in Maynooth (County Kildare), Map 11.1 Land Use Zoning Objectives should be read in conjunction with Table 11.7 Land Use Zoning, Table 11.8 Definition of Terms and Table 11.9 Land-Use Zoning Matrix. The land use objectives have been formulated having regard to the existing pattern of development, the protection of the environment and the need to promote the proper planning and sustainable development of Maynooth in accordance with national, regional and local policy objectives.

For lands located in the Maynooth Environs (Moygaddy, County Meath), the land use zonings are already embedded in the Meath County Development Plan 2021-2027 (as varied). The land use zonings are replicated on Map 11.1 Land Use Zoning of this Joint Plan for reference purposes only. The land use zoning objectives and associated matrix and Development Management Standards are contained in Chapter 11 within Volume 2 of the Meath County Development Plan 2021–2027 and these should be referred to when considering development proposals. Chapter 11 can be viewed via the following link: <https://consult.meath.ie/en/consultation/consolidated-meath-county-development-plan-2021-2027-incl-variations-1-2>.

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

**Table 11.7** Land Use Zoning Objectives for Lands in Maynooth (County Kildare)

Ref.	Land Use	Land-Use Zoning Objectives
A	Town Centre	To protect, improve and provide for the future development of the town centre.
A1	Town Centre Extension	To promote consolidated mixed-use development as an extension of the town centre.
B	Existing Residential / Infill	<p>To protect and enhance the amenity of established residential communities and promote sustainable intensification.</p> <p>B* To improve the visual and residential amenity of this site. Extensions to, or intensification of, the existing non-conforming use (i.e., telecommunications) will only be considered where significant improvements are made to the appearance of the site and structures thereon.</p>
C	New Residential	<p>To provide for new residential development.</p> <p>C(1) to C(9) – See Table 3.9 Estimated Residential Capacity for Maynooth (County Kildare).</p>
Cp2	Phase 2 New Residential (Transport-Oriented Development)	<p>To protect future development lands within the Maynooth West Sustainable Urban Extension from inappropriate forms of development which would impede the sequential expansion and consolidation of the town in terms of providing for new residential development for future plans.<sup>79</sup></p> <p>These lands form part of the Maynooth West Masterplan Area, as outlined in Map 11.2: Implementation and detailed in Section 11.2.2 of the Plan. No development proposals shall be considered on these lands until such time as a masterplan has been prepared by the landowner(s) in accordance with Objective MWO1.2 of this Plan and agreed with the planning authority (Kildare County Council). New residential development will be required to be phased and delivered in tandem with the delivery of DART+ West and Maynooth West Train Station. The future development of the lands between the Kilcock Road and the Royal Canal/Railway corridor shall be informed by the masterplan to include village centre uses adjacent to the planned train station, connected via an active modes bridge (PERM 115) (see Section 11.2.2.5).</p>

<sup>79</sup> The land identified as Phase 2 could be brought forward for New Residential development through a statutory amendment under Section 20 of the Planning and Development Act 2000 (as amended) or through subsequent planning legislation.



Ref.	Land Use	Land-Use Zoning Objectives
E	Community and Education	<p><b>To provide for education, recreation, community and health.</b></p> <p><b>E*</b> These lands have been designated for the provision of a childcare facility only, in line with approved residential developments.</p> <p><b>E(1)</b> This site is designated for the provision of a cemetery extension.</p> <p><b>E(2)</b> This site is designated for the provision of a primary school(s) and primary health centre.</p> <p><b>E(3)</b> This site is designated for the provision of a post-primary school and shared recreational facilities for use by the Maynooth Educate Together National School and Gaelscoil Uí Fhiaich.</p> <p><b>E(4)</b> This site is designated for the provision of a community/arts centre. No development shall take place until the Carton Avenue Masterplan has been prepared and agreed.</p>
F	Open Space and Amenity	<p><b>To protect and provide for open space, amenity and recreation provision.</b></p> <p><b>F(1)</b> These lands are designated for a Municipal Sporting Facility as part of the Crewhill Key Development Area.</p> <p><b>F(2)</b> These lands are designated for an Urban Neighbourhood Park at St Patrick's College.</p>
H	Industry/ Office Park/ Warehousing	<p><b>To provide for new and existing industrial, office park and warehouse development.</b></p> <p>High quality design and landscaping will be particularly important on these lands, which are located on the approach roads to the town from the south.</p>
I	Agriculture	<b>To retain and protect agricultural uses.</b>
J	Student Accommodation	<p><b>To provide for high-quality, professionally managed, purpose-built undergraduate and graduate student accommodation.</b></p> <p>Development proposals shall comply with Section 15.4.11 of the Kildare County Development Plan 2023-2029. Ancillary uses will only be permitted when subsidiary to the primary use being for student accommodation.</p>
L	Leisure and Tourism	<b>To provide for leisure and tourism facilities.</b>

Ref.	Land Use	Land-Use Zoning Objectives
<b>N</b>	<b>Neighbourhood Centre</b>	<p><b>To provide for new/existing neighbourhood centres and associated facilities.</b></p> <p>Neighbourhood centres are intended to serve the immediate needs of local residents and workers and should not compete with similar retail uses within the town centre.</p>
<b>P</b>	<b>Research and Technology</b>	<p><b>To provide for research and technology based employment generating uses/related educational uses.</b></p> <p>The purpose of this zoning is to provide for a high quality employment based campus linked to Maynooth University. The envisaged research and technology based activities will be fostered through links with the university and other high-tech employers in the area and region. All development proposals shall be contemporary in design and of the highest quality.</p> <p>These lands form part of the Maynooth West Masterplan Area, as outlined in Map 11.2: Implementation and detailed in Section 11.2.2 of the Plan. No development proposals shall be considered on these lands until such time as a masterplan has been prepared by the landowner(s) in accordance with Objective MWO1.2 of this Plan and agreed with the Planning Authority (Kildare County Council).</p>
<b>Q</b>	<b>Enterprise and Employment</b>	<p><b>To provide for and facilitate an appropriate mix of employment uses including office-based industry, enterprise and incubator units, business, science and technology and institutional uses.</b></p> <p><b>Q(1)</b> A high quality design will be required at this location marking the entry to the town on Dublin Road.</p>
<b>S</b>	<b>Carton Avenue</b>	<p><b>To protect and provide for passive amenity use on lands on both sides of Carton Avenue / the Lime Walk.</b></p> <p>These lands shall be maintained to ensure the character and setting of this historic walkway are protected and improved.</p>
<b>SR</b>	<b>Strategic Reserve (Long Term Strategic and Sustainable Development Site)</b>	<p><b>To protect the integrity of the lands to provide for the future strategic expansion of the town and ensure that any development that would prejudice the future orderly expansion of the town will be resisted.</b></p> <p><b>SR(1)</b> Maynooth West Masterplan Area as per Objective MWO1.2 in Section 11.2.2.</p> <p><b>SR(2)</b> To protect the integrity and strategic nature of lands to the south of the railway line and canal corridor from inappropriate</p>

Ref.	Land Use	Land-Use Zoning Objectives
		development and vulnerable uses, and facilitate key infrastructure projects with key stakeholders (i.e., MOOR, Dart + West, Maynooth West Train Station, Park and Ride at Maynooth West Train Station and M4 Maynooth to Leixlip Project) to facilitate future Transport Oriented Development for Maynooth West, subject to site specific flood risk assessments and implementation of mitigation measures to address issues including flood displacement.
<b>T</b>	<b>General Development</b>	<p><b>To provide for general development.</b></p> <p>In this zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones and to avoid developments that would be detrimental to visual and neighbouring residential amenity.</p>
<b>U</b>	<b>Transport and Utilities</b>	<b>To provide for and improve public infrastructure utilities.</b>
<b>UZ 1</b>	<b>University Zone 1</b>	<p><b>To support the growth of St Patrick’s College Maynooth.</b></p> <p>To support and facilitate the sensitive expansion and consolidation of St Patrick’s College campus and to maximise the existing built, natural and ecclesiastical heritage to facilitate new and continued research, learning and living in a unique campus environment.</p>
<b>UZ 2</b>	<b>University Zone 2</b>	<p><b>To support the growth of Maynooth University.</b></p> <p>To support and facilitate the appropriate expansion and consolidation of Maynooth University as an exceptional campus of international recognition and provide for uses which facilitate the sustainable future development of educational, community, cultural and ancillary needs for the benefit of the University population and the wider area.</p> <p>All new development within the area of Maynooth University campus that borders the Maynooth West Masterplan Area will ensure that the layout and design of built form and open spaces create a positive relationship that fully integrates with and addresses the Maynooth West Masterplan Area.</p>

**Table 11.8** Zoning Matrix – Definition of Terms for Lands in Maynooth (County Kildare)

<b>Term</b>	<b>Definition</b>
<b>Permitted in Principle (Y)</b>	Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives as set out in other chapters of this Plan.
<b>Open for Consideration (O)</b>	Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant land use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area.
<b>Not Normally Permitted (N)</b>	Land uses which are indicated as 'Not Normally Permitted' in the Land Use Zoning Matrix (see Table 11.9) are uses which will not be permitted, except in very exceptional circumstances and where it can be demonstrated and justified that the development does not contravene Section 28 Ministerial Guidelines. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the objectives contained in this Joint Plan or that it may be inconsistent with the proper planning and sustainable development of the area.
<b>Other Uses</b>	Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area.
<b>Non-Conforming Uses</b>	Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1 <sup>st</sup> October 1964 or by planning permission, will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.
<b>Transitional Areas</b>	<p>While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity.</p> <p>In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties.</p> <p>Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.</p>

**Table 11.9** Land Use Zoning Matrix for lands in Maynooth (County Kildare)

LAND USE	A: Town Centre	A1: Town Centre Extension	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry/Office Park/ Warehousing	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and Technology	Q: Enterprise and Employment	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone
Amusement arcade / casino	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural buildings	N	N	N	N	N	N	N	Y <sub>80</sub>	N	N	N	N	N	N	N	N	N
Betting office	O	O	N	N	N	N	N	N	N	N	O	N	N	N	N	N	N
Car park (other than ancillary) / bus parking	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	O	O <sub>81</sub>
Cemetery	N	N	N	N	Y <sub>82</sub>	N	N	N	N	N	N	N	N	N	N	N	N
Childcare facility	Y	Y	O	Y	Y	N	N	N	O	N	Y	O	O	N	O	N	Y
Cinema	Y	Y	N	N	N	N	N	N	N	N	N	N	O	N	N	N	N
Community facilities and/or sports buildings	Y	Y	O	O	O	N <sub>83</sub>	N	N	N	N	N	N	O	N	N	N	Y
Conference / exhibition centre	Y	Y	N	N	N	N	N	N	N	O	N	O	O	N	N	N	Y

<sup>80</sup> Less vulnerable developments such as stable yards or agricultural buildings will not be permitted where there is identified flood risk as shown in Map 10.2.

<sup>81</sup> Only bus parking will be considered within this land use. The redistribution of existing car parking spaces to other areas on-campus may be considered as part of the granting of planning permission for development within the respective campuses of St Patrick's College and Maynooth University.

<sup>82</sup> A cemetery will be considered on the lands referred to under Section 5.5.7 only.

<sup>83</sup> The development of community facilities and/or sports buildings are 'Permitted in Principle' on F(1) zoned lands designated for the Municipal Sports Facility at Crewhill to the north of the town only. The land use is 'Not Normally Permitted' across all other sites zoned 'F: Open Space and Amenity'.



LAND USE	A: Town Centre	A1: Town Centre Extension	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry/Office Park/ Warehousing	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and Technology	Q: Enterprise and Employment	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone
Cultural uses/cultural tourism <sup>84</sup> / library	Y	Y	N	N	Y	N	N	N	N	Y	O	N	O	N	O	N	Y
Funeral homes	Y	Y	N	N	O	N	N	N	N	N	O	N	N	N	O	N	N
Garage / car Repairs	N	N	N	N	N	N	O	N	N	N	N	N	N	N	O	N	N
Group/ special needs housing <sup>85</sup>	Y	Y	Y	Y	O	N	N	N	N	N	O	N	N	N	O	N	N
Guest house / hotel / hostel	Y	Y	O	O <sup>86</sup>	N	N	N	N	N	O <sup>87</sup>	N	N	N	N	N	N	O
Heavy commercial vehicle park	N	N	N	N	N	N	Y	N	N	N	N	N	O	N	O	O	N
Hot food takeaway	O	O	N	N	N	N	N	N	N	O	O	N	N	N	O <sup>88</sup>	N	O <sup>89</sup>
Indoor recreational facilities <sup>90</sup>	Y	Y	N	N	N	N	N	N	N	O	N	N	O	N	O	N	N
Industry (general)	N	N	N	N	N	N	Y	N	N	N	N	Y	N	N	N	O	N

<sup>84</sup> Cultural tourism relates to uses associated with architectural, archaeological, historical and theological tourism uses.

<sup>85</sup> For further information on group/special needs housing refer to Section 5.4.1 of this Plan.

<sup>86</sup> No hotels, apart-hotels or motel style developments shall be permitted on lands zoned 'C: New Residential'.

<sup>87</sup> Guest house/hotel/hostel use will not be permitted within the flood risk zone as illustrated in Map 10.1 Strategic Flood Risk Assessment.

<sup>88</sup> The use of a hot food takeaway shall be ancillary to the existing service station use on site only.

<sup>89</sup> A proliferation of hot food takeaways will not be permitted within the grounds of St Patrick's College and Maynooth University.

<sup>90</sup> This land use relates to play centres such as indoor play/adventure centres, bowling alleys, and trampoline parks.

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Industry (light)	Y	Y	O	N	N	N	Y	N	N	O	N	Y	Y	N	Y	N	N
Medical consultant / health centre	Y	Y	O	O	O	N	N	N	O	N	Y	N	O	N	Y	N	O
Motor sales	O	O	N	N	N	N	Y	N	N	N	N	N	N	N	Y	N	N
Night-club	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Offices	Y	Y	O <sub>91</sub>	O <sub>92</sub>	N	N	Y	N	N	N	O	Y	Y	N	Y	N	O
Park / playground	Y	Y	Y	Y	Y	Y	N	N	N	O	O	N	N	Y	N	N	O
Place of worship	Y	Y	O	O	Y	N	O	N	N	N	O	N	N	N	O	N	Y
Playing fields	Y	Y	Y	Y	Y	Y	N	O	N	N	N	N	N	Y	N	N	Y
Pub	Y	Y	N	O	N	N	N	N	N	O	O	N	N	N	N	N	O
Residential unit(s)	Y	Y	Y	Y	O <sub>93</sub>	N	N	O <sub>94</sub>	N	N	O <sub>95</sub>	N	N	N	N	N	N
Restaurant/café	Y	Y	O	O	O <sub>96</sub>	O <sub>97</sub>	N	N	N	Y	O	O	O <sub>98</sub>	N	O	N	O
Retail warehousing	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N

<sup>91</sup> Proposals of this nature shall be restricted to a gross floor area of 100sqm.

<sup>92</sup> Proposals of this nature shall be restricted to a gross floor area of 100sqm.

<sup>93</sup> Ancillary to health/community use, and/or to meet group/special needs housing.

<sup>94</sup> Subject to Rural Housing Policy as outlined in the Kildare County Development Plan. One-off housing is a highly vulnerable use and will not be permitted where there is identified flood risk as shown in Map 10.2.

<sup>95</sup> Residential unit(s) within the Neighbourhood Centre zoning shall be ancillary to an overall neighbourhood centre development.

<sup>96</sup> Only when ancillary to a community use.

<sup>97</sup> Limited to Harbour Field Park only.

<sup>98</sup> Ancillary to an enterprise and employment function or part of a mixed-use enterprise facility.

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Service station	N	O	N	N	N	N	N	N	N	N	O	N	O	N	O	O	N
School	Y	Y	O	O	Y	N	N	N	N	N	N	N	O	N	O	N	Y
Shop - Comparison	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Shop - Convenience	Y	Y	O <sub>99</sub>	O <sub>100</sub>	N	N	N	N	O <sub>101</sub>	O <sub>102</sub>	O <sub>103</sub>	N	O <sub>104</sub>	N	O <sub>105</sub>	N	O <sub>106</sub>
Specialist housing for older persons <sup>107</sup>	Y	Y	O	O	Y	N	N	N	N	N	N	N	N	N	O	N	O <sub>108</sub>
Stable yard	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N
Student accommodation	O <sub>109</sub>	O <sub>110</sub>	N	N	Y <sub>111</sub>	N	N	N	Y	N	N	N	N	N	N	N	Y

<sup>99</sup> No single unit shall exceed 100sqm. of net retail.

<sup>100</sup> No single unit shall exceed 100sqm. of net retail space.

<sup>101</sup> Any retail unit shall be ancillary to the Student Accommodation land use zoning objective and serve the on-site student catchment only.

<sup>102</sup> Any retail unit shall be ancillary to the Leisure and Tourism land use zoning objective.

<sup>103</sup> No single unit shall exceed 200sqm of net retail space subject to a maximum number of three units. The total net retail space shall not exceed 300sqm.

<sup>104</sup> Retail development shall be in accordance with the Retail Planning – Guidelines for Planning Authorities (DECLG, 2012) or any subsequent guidelines.

<sup>105</sup> Shop – Convenience will only be considered to the north of Mullen Park Road having regard to the Retail Planning – Guidelines for Planning Authorities (DECLG, 2012) or any subsequent guidelines.

<sup>106</sup> Any retail unit shall be ancillary to the University Zone land use zoning and serve the localised on-site student catchment only.

<sup>107</sup> This land use relates to retirement villages, nursing homes, supportive housing, and long-term care facilities.

<sup>108</sup> Only age-friendly housing will be considered on UZ 1: University Zone 1 lands on the grounds of St Patrick's College Maynooth.

<sup>109</sup> In accordance with Section 5.5.9 only.

<sup>110</sup> In accordance with Section 5.5.9 only.

<sup>111</sup> Purpose-built student accommodation will only be permitted within the grounds of the Society of the Divine Word / Societas Verbi Divini (SVD) on Moyglare Road.

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Utility structures	O	O	O	O	O	N	O	O	O	O	O	O	O	N	O	Y	O
Veterinary services	Y	Y	O	O	N	N	O	O <sup>112</sup>	N	N	O	N	O	N	O	N	N
Warehouse (wholesale) / logistics / store / depot	O	O	N	N	N	N	Y	N	N	N	N	N	N	N	O	N	N

<sup>112</sup> A large animal practice will only be considered.