

**Minutes of Special Meeting of Clane Maynooth Municipal District
Held on Monday 21st October 2024 at 10.00am
In the Council Chamber, Áras Chill Dara, Devoy Park, Naas, Co. Kildare**

Members Present: Cllr. Naoise O' Cearúil (Cathaoirleach), Cllr. Tim Durkan, Cllr. William Durkan, Cllr. Aidan Farrelly, Cllr. Angela Feeney, Cllr. Daragh Fitzpatrick, Cllr. Pdraig McEvoy, Cllr. Peter Melrose, Cllr. Paul ward, Cllr. Brendan Wyse

Officials Present: Alan Dunney, Director of Services; Marian Higgins, MD Manager, Amy Granville, Senior Planner, Gabriel Conlon, Meetings Administrator; Nollaig Curran, Senior Executive Planner; Mary McCarthy, Administrative Officer; Anne Louw, Senior Staff Officer; David Jordan, Executive Planner, Hester Pieterse, Executive Planner, Robert Brererton, Executive Planner, Carol Forde, Asst. Staff Officer, Daragh Conlon, A/Senior Engineer

Cllr. O' Cearúil (Cathaoirleach) welcomed the Members, Officials and Members of the public and media to the meeting and handed the Meeting over to the Meeting's Administrator who read the following statement into the record.

“Special Council Planning Meetings are not under any circumstances interactive and to that end, there should be no dialogue between any Elected Member and those in the public gallery. Members of the public and representatives of the media will occupy the places allotted to their use. Members of the public shall be seated and maintain silence and observe any directions given by the Cathaoirleach or by the meetings administrator in attendance. If a Member of the public interrupts a Special Planning Meeting at any time the Cathaoirleach shall warn her/him and if the interruption continues shall order that person's removal. In the case of a general disturbance in any part of the Special Planning Meeting room open to the public, the Cathaoirleach shall order that part to be cleared. No cameras of any kind or sound recording or communication equipment may be used at Special Planning Meetings. Making or receiving calls on mobile telephones shall not be permitted at the Special Planning Meetings this Municipal District. During a Special Planning Meeting the use of social media to report on business of the meeting is prohibited. In the event that this meeting is interrupted the Council may, by resolution in respect of which, at least one-half of the total number of Members vote in favour; decide to meet in committee for the remainder of the Special Planning Meeting.”

That Cathaoirleach advised the Members that were two items on the agenda to consider, item 1. Declaration of pecuniary or beneficial interests under Section 177 of the Local Government Act 2001, as amended and item. 2.To consider the Draft

Maynooth and Environs Joint Local Area Plan 2025 – 2031, Chief Executive’s Report on Submissions and Observations, dated 10th September 2024 and Member’s Motions (as included in the Meetings report issued separately).

**1. Fógra um leasanna airgeadais nó leasanna tairbhúla faoin alt 177 den Acht Rialtais Áitiúil 2001, arna leasú.
Declaration of pecuniary or beneficial interests under Section 177 of the Local Government Act 2001, as amended.**

Mr. Conlon read the following statement for the record,

“I would like to bring the members’ attention to Part 15 of the Local Government Act 2001, as amended. Please be advised that members where, at a meeting of a planning authority or of any committee of a planning authority, a resolution, motion, question or other matter is proposed or otherwise arises either pursuant to, or as regards the performance by the authority of a function under this Act or in relation to the acquisition or disposal by the authority of land under or for the purposes of this Act or any other enactment, a member of the authority or committee present at the meeting shall, if he or she has a pecuniary or other beneficial interest in, or which is material to, the matter—

(a) at the meeting, and before discussion or consideration of the matter commences, disclose the nature of his or her interest, and

(b) withdraw from the meeting for so long as the matter is being discussed or considered, and accordingly, he or she shall take no part in the discussion or consideration of the matter and shall refrain from voting in relation to it.”

The Cathaoirleach declared that he resided in Maynooth and would recuse himself from that agenda item when matters pertaining to his estate were being discussed. Cllr. Durkan advised that he resided in Maynooth but had no motions relating to his address. Cllr. Melrose advised that he resided in Maynooth and advised that there were motions relating to his address. Cllr. Feeney advised that she resided in Maynooth but had no declarations to make. There were no other declarations from the Members.

2. To consider the Draft Maynooth and Environs Joint Local Area Plan 2025 – 2031, Chief Executive’s Report on Submissions and Observations, dated 10th September 2024 and Member’s Motions (as included in the Meetings report issued separately).

The Cathaoirleach drew the Members attention to the meeting report where the traffic light system, green, red and amber, for motions was used. The Cathaoirleach advised that he would require a proposer and a seconder for each item and

agreed with the Members that discussion time would be capped at two minutes to ensure that the business of the meeting was concluded in advance of the Full Council meeting that afternoon.

Mr. Conlon advised the Members that he proposed going through the green listed items first and suggested that Members should indicate the item number that they wished to discuss. Mr. Conlon advised that there were 158 items in total, 118 were listed green, 27 were listed red and 13 were listed amber.

Chapter 1. Introduction

Mr. Conlon advised that there was one green listed item in Chapter 1, item number 1, there were no red listed items and no amber listed items.

Item No.	Proposed Material Alteration	Record
1	<p>Table 1.1 A SCOT Analysis of Maynooth, under 'Opportunities' add the text highlighted in red to bullet point 6, as follows:</p> <ul style="list-style-type: none"> <i>The delivery of improved levels of social infrastructure including a new library, community hub, an arts and cultural facility and a Municipal Sports Facility in the town.</i> 	<p>On the proposal by Cllr. Feeney and seconded by Cllr. Melrose the Proposed Material Alteration was agreed by the Members.</p>

Chapter 2: Spatial Planning Context and Vision

Mr. Conlon advised that there was one green listed item in Chapter 2, item number 2, there were no red listed items and no amber listed items.

Item No.	Proposed Material Alteration	Record
2	<p>Section 2.2, insert new Decarbonisation Objectives as follows:</p> <p><i>DO 1.3 Prepare a Strategic Land Use Zoning Emissions Study based on Map 11.1 [Land Use Zoning] and informed by the LACAP Baseline Emissions Inventory, Strategic Flood Risk Assessment and the Maynooth and Environs Area Based Transport Assessment, to enable a strategic assessment of:</i></p> <ol style="list-style-type: none"> <i>1. Climate impacts of developing zoned land to meet the planned growth and expansion requirements of the town to 2031.</i> <i>2. Opportunities for the prevention, reduction and elimination of emissions from the development of zoned land within the LAP. Implementation of the findings of this study will support the delivery of the Maynooth DZ and national climate obligations.</i> <p><i>DO 1.4 Require applicants for large new developments (i.e., 10 residential units or more, commercial developments on sites of 0.5ha 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.</i></p>	<p>On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney the Proposed Material Alteration was agreed by the Members.</p>

Chapter 3: Compliance with the Core Strategies

Mr. Conlon advised that there were three green listed items in Chapter 3, item number 3,4 and 7, there were no red listed items and two amber listed items, item number 5 and 6.

Item No.	Proposed Material Alteration	Record
3	<p>Section 3.2.1 Metropolitan Area Strategic Plan Allocation under NPO 68, insert additional footnote after title, as follows: 3.2.1 Metropolitan Area Strategic Plan Allocation under NPO 68^{Footnote}</p> <p style="color: green;"><i>Footnote It is noted that under the Draft First Review of the National Planning Framework (July 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. 150, Draft First Review of the 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.</i></p> <p>Compliance with the Core Strategies Objectives, Objective CCSO 1.3, amend as follows:</p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.</p>

	<p>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 National Policy Objective 68 of the National Planning Framework or any <i>revisions review</i> thereof.</p>																							
<p>Item No.</p>	<p>Proposed Material Alteration</p>	<p>Record</p>																						
<p>4</p>	<p>Chapter 3, Table 3.9 Estimated Residential Capacity for Maynooth (County Kildare), amend as follows:</p> <table border="1" data-bbox="315 715 1335 1382"> <thead> <tr> <th>Zoning Designation</th> <th>Location</th> <th>Site Area (Ha.)</th> <th>Site in Built-Up Area (BUA)</th> <th>Estimated Residential Yield (approx. no. of units)</th> <th>Net Density (dwelling s per hectare - dph)</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Units allocated to 'A: Town Centre' and 'B: 'Existing Residential and Infill' zoned lands</td> <td>Maynooth Town Centre and on infill sites</td> <td>N/A</td> <td>Yes</td> <td>120 250*</td> <td>N/A</td> </tr> <tr> <td><i>Settlement Consolidation on Site</i></td> <td><i>N/A</i></td> <td><i>Yes</i></td> <td><i>130* (in addition to extant permissions)</i></td> <td><i>100 dph</i></td> </tr> <tr> <td>Old Greenfield</td> <td>1.9</td> <td>Yes</td> <td>65</td> <td>N/A</td> </tr> </tbody> </table>	Zoning Designation	Location	Site Area (Ha.)	Site in Built-Up Area (BUA)	Estimated Residential Yield (approx. no. of units)	Net Density (dwelling s per hectare - dph)	Units allocated to 'A: Town Centre' and 'B: 'Existing Residential and Infill' zoned lands	Maynooth Town Centre and on infill sites	N/A	Yes	120 250*	N/A	<i>Settlement Consolidation on Site</i>	<i>N/A</i>	<i>Yes</i>	<i>130* (in addition to extant permissions)</i>	<i>100 dph</i>	Old Greenfield	1.9	Yes	65	N/A	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.</p>
Zoning Designation	Location	Site Area (Ha.)	Site in Built-Up Area (BUA)	Estimated Residential Yield (approx. no. of units)	Net Density (dwelling s per hectare - dph)																			
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	<i>Settlement Consolidation on Site</i>	<i>N/A</i>	<i>Yes</i>	<i>130* (in addition to extant permissions)</i>	<i>100 dph</i>																			
	Old Greenfield	1.9	Yes	65	N/A																			

	(Part 8 scheme)				
Units with extant permission within 'A1: Town Centre' and 'C: New Residential zoned lands'	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
Sub Total:		-	-	785	
	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)	45.08 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
Sub Total:		69.33 **	-	2,389	
TOTAL:			-	3,174***	-

	<p>* Some 250 units have been allocated to identified sites within 'A: Town Centre' and 'B: Existing Residential and Infill' zoned lands as a targeted measure aimed at supporting compact growth inside the defined Built-Up Area (BUA) of Maynooth. The 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.</p> <p>** This figure is for the area of lands zoned for 'C: New Residential' uses without extant permission.</p> <p>*** This figure represents an increase of 254 units on the 2,920 units allocated to Maynooth (County Kildare) the justification for which is set out below.</p> <p>Note: The proposed alteration above may result in consequential amendments to the text of Chapter 3 Compliance with the Core Strategies.</p>		
<p>Item No.</p>	<p>Motion: Cllr Ó Cearúil</p>	<p>Record</p>	
<p>7</p>	<p>Amend CCSO 1.1 to improve the consultation process for transport strategies and ensure rigorous traffic impact assessments are conducted prior to any major roadworks or new developments around the M4 and university areas.</p>	<p><u>Chief Executive's Opinion</u> The TII and the NTA have prepared a guidance document for local authorities to enable a consistent approach to the preparation of transport assessments such as Transport Strategies or Area-Based Transport Assessment, in order to assist in the preparation of land use plans. The guidance provides a 'step-by-step' guide to undertaking transport assessments including public consultation. The Maynooth and</p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.</p>

		<p>Environs Area-Based Transport Assessment was prepared in accordance with the guidance.</p> <p>The provisions for Traffic and Transport Assessment (TTA) are dealt with by the Kildare County Development Plan 2023-2029 where Section 15.7.4 of the Plan requires a TTA to be submitted as part of a planning application for larger developments. Table 15.6 of the CDP details the thresholds required for a TTA. These include (inter alia) residential development in excess of 200 dwellings, industrial development in excess of 5,000m², and in instances where traffic to and from the proposed development exceeds 10% of the traffic flow on the adjoining road.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
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Chapter 4: Delivering Place Quality in a Low Carbon Town

Mr. Conlon advised that there were two green listed items in Chapter 4, item number 9 and 10 , there were no red listed items and one amber listed item, item number 8.

Item No.	Proposed Material Alteration	Record
9	<p>Town Centre Consolidation and Renewal Objectives, Objective TCO 1.7, amend as follows:</p> <p style="text-align: center;">TCO 1.7 <i>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).</i></p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.
Item No.	Proposed Material Alteration	Record
10	<p>Town Centre Consolidation and Renewal Objectives, Objective TCO 1.9, amend as follows:</p> <p style="text-align: center;">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:</p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.

	<ol style="list-style-type: none"> 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). <p><i>All public realm improvements must ensure universal accessibility.</i></p>	
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Chapter 5: Homes and Communities

Mr. Conlon advised that there were sixteen green listed items in Chapter 5, item number 11,12, 13, 15, 16, 17, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, , there were three red items, 14, 19, and 23, and one amber listed item, item number 18.

Item No.	Proposed Material Alteration	Record
11	<p>Section 5.4.2 Low Energy Buildings, include additional paragraph as follows:</p> <p><i>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,</i></p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.</p>

	<i>published by the Department of Housing, Local Government and Heritage.</i>	
Item No.	Proposed Material Alteration	Record
12	<p>Section 5.4.3 Housing for Older People, amend as follows:</p> <p>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 the county. In light of this 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 E: Community and Education zoned <i>UZ1: University Zone 1</i> lands proximate to the town centre, subject to appropriate siting and design considerations.</p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.
Item No.	Proposed Material Alteration	Record
13	<p>Residential Density, Mix and Design Objectives, amend Objective HCO 2.1 as follows:</p> <p>HCO 2.1 Require that a good mix of housing types and sizes (including dwellings incorporating green, <i>universal accessibility</i> 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</p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.

	accommodation designed for older people and people with disabilities.	
Item No.	Proposed Material Alteration	Record
15	<p>Section 5.5.1 Education and Training, insert an additional sub-section before the subsection on Further Education and Training Facilities and include an additional objective under the Education and Training Objectives, as follows:</p> <p><i>Special Education Needs</i> <i>There is one special education needs school in Maynooth, Stepping Stones Special School located on the Moyglare Road. It caters for pupils from 4 to 18 years of age and currently has capacity for 36 students. Special needs education needs within Maynooth is are also served through special classes in mainstream schools. The National Council for Special Education (NCSE)^x 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.</i></p> <p><i>Footnote X Source: NCSE List of Special Classes in Mainstream Schools August 2024 (dated 28-08-2024).</i></p> <p><i>HCO 3.4X Support and facilitate the Department of Education in the expansion of existing facilities or the provision of new facilities for Special Needs Education Needs at both primary and post primary level within the plan area.</i></p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.

Item No.	Proposed Material Alteration	Record
16	<p>Section 5.5.1 Education and Training, amend as follows:</p> <p><i>Further Education and Training Facilities</i> Maynooth is home to two universities and two other education and training facilities.</p> <p>Maynooth University (National University of Ireland) <i>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 2031²⁶. aims to grow its student population by an additional 4,000 students per decade from its current enrolment of approximately 15,000, which will bring the total number of students and staff up to ±20,000 by 2030²⁶. This is in accordance with the National Strategy for Higher Education to 2030 (Hunt Report, 2011).</i> St Patrick’s College, Maynooth intends to maintain its present enrolment levels over the short to medium term.</p> <p>Footnote 26: <i>Communication with the Interim Director of Estates and Capital Development. 24 February 2022. Information obtained from submission received to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 from Maynooth University (July 2024).</i></p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.</p>

Item No.	Proposed Material Alteration	Record
17	<p>Childcare Objectives, amend Objective HCO 4.1 as follows:</p> <p>HCO 4.1 Encourage the integration and co-location of childcare facilities, <i>including after-school care facilities</i> with educational institutions to improve accessibility and convenience.</p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.</p>
Item No.	Motion: Cllr Durkan	
20	<p>That Kildare County Council works with the Health Service Executive (HSE) to identify and deliver a site for a Primary Care Centre inside the town boundary of Maynooth to serve the needs of a growing population and within the first two years of the plan.</p>	<p><u>Chief Executive's Opinion</u> The Draft Plan has identified two locations within the Joint Plan area for the potential development of new Primary Care Centres. These are located on '<i>E(2): Community and Education</i>' lands at Laraghbryan and on land zoned '<i>G: Community Infrastructure</i>' in the Maynooth Environs (Moygaddy, County Meath). This is supported by Objective HCO 5.2 of the Draft Plan. It is noted that the lands identified in the Maynooth Environs is the subject of a live planning application for a Primary Care Centre which is currently being considered by An Bord Pleanála.</p> <p>Furthermore, Objective 5.3 of the Draft Plan seeks to "<i>support the upgrading/redevelopment of the</i></p>

		<p><i>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.”</i></p> <p>It is further noted that while the delivery of health facilities, including Primary Care Centres, is outside the remit of the local authority, Kildare County Council will continue to liaise with the HSE to enable and support the timely delivery of healthcare services.</p> <p><u>Chief Executive’s Recommendation</u> No change recommended.</p>	
Item No.	Motion: Cllr Feeney		Record
21	<p>That the Council works with the HSE to redevelop the existing Maynooth Health Centre located on Leinster Street, to a State of the Art Primary Care Centre. This is the preferred option for the development of a Primary Care Centre in Maynooth given that the site is centrally located and universally accessible.</p>	<p><u>Chief Executive’s Opinion</u> Objective 5.3 of the Draft Plan seeks to “<i>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.”</i></p> <p><u>Chief Executive’s Recommendation</u> No change recommended.</p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.</p>

Item No.	Motion: Cllr Feeney		Record
22	That the Council works with the HSE and interested parties to expand the current community unit for the elderly at the Harbour Maynooth.	<p><u>Chief Executive's Opinion</u> Agreed. It is considered that a new Healthcare Objective be inserted in the Plan in this regard.</p> <p><u>Chief Executive's Recommendation</u> Chapter 5: Homes and Communities, Healthcare Objectives, include an additional objective, as follows:</p> <p><i>HCO 5.X 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.</i></p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.
Item No.	Motion: Cllr Feeney		Record
24	That a suitable site be identified for the provision of a swimming pool for Maynooth.	<p><u>Chief Executive's Opinion</u> It should be noted that the identification of locations for new swimming pools and their development is an operational matter for Kildare County Council outside the scope of the Plan. However, it is</p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.

		<p>noted that the Draft Plan includes Objective HCO 6.7 which provides support for a swimming pool in Maynooth. It is considered appropriate therefore that objective HCO 6.8 be amended to identify a potential site for such a facility to be located on F(1): Open Space and Amenity zoned lands at Crewhill.</p> <p><u>Chief Executive's Recommendation</u></p> <p>Chapter 5: Homes and Communities, Healthcare Objectives, amend as follows:</p> <p>HCO 6.8 Support and facilitate the provision of appropriately sited accessible multi-functional community facilities to meet the needs of the population of Maynooth, including an all-weather Multi-Use Games Area (MUGA) <i>and the potential development of a swimming pool</i> in Crewhill Key Development Area as part of the Municipal Sports Facility, and on 'C: New Residential' zoned lands in Railpark Key Development Area.</p>	
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Item No.	Motion: Cllr Feeney		Record
25	That the vacated fire brigade/council yard site be ring-fenced for community use such as a community centre/hub, a library, a youth centre, community crèche, arts space.	<p><u>Chief Executive's Opinion</u> Section 5.5 Social and Community identifies the 0.52 hectare council owned site on Leinster Street as a location for a future community hub which may feature a range of uses including a community centre, library, youth centre, community crèche and cultural/arts space.</p> <p>Section 11.1 Maynooth Central Settlement Consolidation Site (SCS) is intended to act as a strategic framework to guide and manage the integrated development of the area and incorporates a detailed vision and urban design framework for the lands which includes the council-owned site. The delivery of community uses including community hub/library forms a centre component of the framework, as outlined in Figure 11.2.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.
Item No.	Motion: Cllr Feeney		Record
26	That provision be made for an arts and culture centre in the Plan.	<p><u>Chief Executive's Opinion</u> Section 5.5 Social and Community identifies the 0.52 hectare council</p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.

	<p>owned site on Leinster Street as a location for a future community hub which may feature a range of uses including a “<i>a space for cultural activities and performing arts (theatre space)</i>”. This is supported by Objective HCO 7.1 of the Draft Plan.</p> <p><u>Chief Executive’s Recommendation</u> No change recommended.</p>	
Item No.	Proposed Material Alteration	Record
27	<p>Open Spaces, Sports and Recreation Objectives, amend Objective HCO 6.7 as follows:</p> <p>HCO 6.7 Facilitate sports clubs, community groups and educational institutions in the acquisition and/or use of lands for sports and recreation purposes (<i>including the Maynooth Educate Together National School to address the deficit in recreational space for students</i>) and support the delivery of multi-use sports facilities (including play facilities and a <i>universally accessible</i> swimming pool) on appropriately zoned land within the Joint Plan area.</p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.</p>
Item No.	Proposed Material Alteration	Record
28	<p>Open Space, Sports and Recreation Objectives, include an additional objective as follows:</p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.</p>

	<i>HCO 6.X Investigate the feasibility of providing a dog park within lands designated for Open Space and Amenity.</i>	
Item No.	Proposed Material Alteration	Record
29	<p>Open Space, Sports and Recreation Objectives, include an additional objective as follows:</p> <p><i>HCO 6.X Support Maynooth's designation as an AsIAm Autism Friendly Town through supporting the development of a sensory garden on the grounds of the Maynooth Community Church.</i></p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.
Item No.	Motion: Cllrs Ó Cearúil Melrose, Durkan, Feeney, McEvoy, Ward, W. Durkan, Fitzpatrick, Farrelly and Wyse	Record
30	<p>That an additional objective is added; HCO 7.4 "That a Supplementary Development Contribution Scheme is developed to assist with the delivery of a Community Centre for the town"</p> <p><u>Chief Executive's Opinion</u> Section 49 of the Planning and Development Act 2000 (as amended) which relates to a Supplementary Scheme details the public infrastructure projects and services to which the Scheme can be applied unfortunately it cannot be applied in respect of a community centre.</p> <p>However, a Special Contribution by way of a planning condition can be applied in respect of the provision of recreational and community facilities under Section 48 of the Planning and Development Act 2000 (as amended). It is important to note that there are</p>	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly the Proposed Material Alteration was agreed by the Members.

	<p>time limitations to the application of a special contribution however it is considered important to ascertain funding in respect of social infrastructure through the various measures available.</p> <p><u>Chief Executive's Recommendation</u> Insert an additional objective under Chapter 3 Compliance with the Core Strategies Objectives as follows:</p> <p>CCSO X.X <i>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.</i></p>	
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Chapter 6: Economic Development

Mr. Conlon advised that there were ten green listed items in Chapter 6, items number 31,32,33,34,35,36,37,38,39 and 40, there were no red listed items and no amber listed items.

Item No.	Proposed Material Alteration	Record
31	<p>Section 6.3.3 Proactively Supporting the Expansion of Maynooth University, amend as follows:</p> <p>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., whilst also being the home of MaynoothWorks, a knowledge transfer hub and a dedicated enterprise incubation unit for start-up companies (see Section 6.4.2).</p>	<p>On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the Proposed Material Alteration was agreed by the Members.</p>

Table 6.2 Growth of Maynooth University 2010 – 2021

Year	Students	Staff (full-time equivalent)	Total
2010	8,055	744	8,700
2015	10,050	874	10,925
2021	15,000	1,300	16,300

The university is projected to grow by an additional 4,000 students per decade, in accordance with the provisions of the National Strategy for Higher Education to 2030 (Hunt Report, 2011). 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'.

Section 6.4.2 Maynooth Works, delete section in its entirety, as follows:

Section 6.4.2 Maynooth Works

Established in 2019, Maynooth Works subsumes the activities of Maynooth University's Commercialisation Office and Business Incubation Centre (BIC) under a single entity to deliver an integral approach to knowledge transfer, enterprise partnership and entrepreneurship innovation. This represented another milestone in the university enhancing its role as a key driver for

~~external industry engagement, for the creation of an enterprise culture and for the development of research-led innovation.~~

~~The growing emphasis on the commercialisation of research has seen the university spin-out 21 companies and negotiated 95 licences, options and assignments in areas ranging from communications to infection detection over the period from 2005-2020, becoming the prime public institution in the Mid-East Region in terms of licensing technology to both indigenous companies and multinational corporations. Between 2010 and 2018 Maynooth academics, working with external entrepreneurs, founded 17 spin-out companies, with two of these, Avectas and Neuromed Devices, raising significant amounts of equity financing (€67m) and now employ more than 50 skilled scientists and engineers between them.~~

~~Additionally, MaynoothWorks plays a key role in developing Enterprise Partnerships with MaynoothWorks Business Incubation Centre (BIC) each year providing incubation space for 30 technology-focused young companies who also leverage the possibilities that come from being hosted in the university. MaynoothWorks also works closely with early-stage companies just starting out on their entrepreneurial journeys through the Enterprise Ireland supported New Frontiers programme. Furthermore, the MaynoothWorks BIC is a member of the European Space Agency Business Incubation Centre (ESA BIC). The ESA BIC funding creates opportunities for space-based technologies to be developed for terrestrial uses. MaynoothWorks BIC currently hosts three ESA BIC companies.~~

Section 6.4.2.1 Maynooth Works' Low Cost Pre-incubator: Maker Central, delete section in its entirety, as follows:

~~Section 6.4.2.1 MaynoothWorks' Low Cost Pre-incubator: MakerCentral~~

~~It is the intention of MaynoothWorks' to further enhance its capacity to support spinouts, start-ups, and technology-based firms through the establishment of a new integrated "makerspace" and low-cost pre-incubator to be called "MakerCentral". This will provide a space in which companies and founding teams may rapidly prototype and test ideas, while their business development is supported by the mentorship community. MakerCentral will also act as an exploratory testbed for students to explore ideas and academic researchers seeking preliminary evidence to support funding applications, while presenting the opportunity for more established companies and multinationals to establish innovation hubs in the heart of the university campus. The establishment of MakerCentral will generate a strong pipeline of technology-enabled, researcher-led spin-outs that will drive occupancy of the BIC and growth of the overall Maynooth-based enterprise ecosystem. Such dynamic activities to support research-led entrepreneurialism and collaboration will help ensure the delivery of a successful knowledge-based, vibrant, regional ecosystems in the longer term.~~

Economic Development Objectives, amend Objective EDO 1.9, as follows:

EDO 1.9 Actively support Maynooth University's research-led activities, ~~and in particular the role of MaynoothWorks~~ in spearheading knowledge transfer, enterprise partnership and entrepreneurship innovation.

	<p>Economic Development Objective, delete Objective EDO 1.10 in its entirety as follows, and renumber subsequent objectives:</p> <p>EDO 1.10 Actively support the development of MakerCentral, a new integrated “makerspace” and low-cost pre-incubator for products and services to be developed under the auspices of MaynoothWorks in Maynooth University, subject to any planning and design considerations.</p>	
Item No.	Proposed Material Alteration	Record
32	<p>Economic Development Objectives, amend Objective EDO 1.12 as follows:</p> <p>EDO 1.12 Promote the provision of incubation/start-up units <i>and office spaces</i> suitable for small businesses, startup <i>and scale-up</i> companies in general, and particularly within locations including the town centre, Maynooth University and St Patrick’s College, Maynooth.</p>	On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the Proposed Material Alteration was agreed by the Members
Item No.	Proposed Material Alteration	Record
33	<p>Tourism Objectives, amend Objective EDO 2.1 as follows:</p> <p>EDO 2.1 Promote and facilitate the development and upgrading of <i>accessible</i> 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.</p>	On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the Proposed Material Alteration was agreed by the Members

Item No.	Proposed Material Alteration	Record
34	<p>Tourism Objectives, amend Objective EDO 2.3 as follows:</p> <p>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, <i>and a service block</i>, subject to the required planning and environmental assessments.</p>	On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the Proposed Material Alteration was agreed by the Members
35	<p>Tourism Objectives, amend Objective EDO 2.6 as follows:</p> <p>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, <i>and potential feasibility for arts and culture uses, subject to the agreement of the Office of Public Works (OPW).</i></p>	On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the Proposed Material Alteration was agreed by the Members
36	<p>Motion: Cllr Durkan</p> <p>That Kildare County Council works with the Office of Public Works (OPW) to further enhance and utilise Maynooth Castle as a tourist destination</p> <p><u>Chief Executive's Opinion</u> It is noted that Item No. 35 above provides for a Proposed Material Alteration which seeks to expand the potential of Maynooth Castle as a key</p>	On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the motion amending the Proposed Material Alteration was agreed by the Members

	and local amenity given its historical importance to the town of Maynooth.	tourism destination in conjunction with the Office of Public Works. <u>Chief Executive's Recommendation</u> No change recommended.	
Item No.	Proposed Material Alteration		Record
37	Tourism Objectives, insert additional objective, as follows: <i>EDO 2.9X To facilitate the provision of universally accessible public toilets (including a €Changing pPlaces toiletting facility, or similar) within the town centre.</i>		On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the motion amending the Proposed Material Alteration was agreed by the Members
Item No.	Proposed Material Alteration		Record
38	Tourism Objectives, insert additional objective as follows: <i>EDO 2.X Work in conjunction with Into Kildare and Fáilte Ireland to develop a tourist information centre within the town centre.</i>		On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the motion amending the Proposed Material Alteration was agreed by the Members
Item No.	Motion: Cllr Durkan		Record
39	That Kildare County Council works with Waterways Ireland to improve, utilise, and create a masterplan to expand the functionality of the Royal Canal Harbour in the centre of the town.	<u>Chief Executive's Opinion</u> Agreed. It is considered that Objective EDO 2.2 can be expanded to incorporate the provisions of the motion in this regard. <u>Chief Executive's Recommendation</u>	On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the motion amending the Chief Executive's Report was agreed by the Members

		<p>Chapter 6: Economic Development, Tourism Objectives, amend, as follows:</p> <p>EDO 2.2 <i>Work with Waterways Ireland to support the their development of a masterplan for the Royal Canal Greenway and Canal Harbour in Maynooth</i> as a multi-use tourism and amenity resource, subject to planning and environmental considerations.</p>	
Item No.	Motion: Cllr Durkan		Record
40	That Kildare County Council works with Waterways Ireland to improve the facilities along the Royal Canal Greenway for pedestrians and cyclist a like.	<p><u>Chief Executive's Opinion</u> Agreed. It is considered that Objective EDO 2.4 can be expanded to incorporate the provisions of the motion in this regard.</p> <p><u>Chief Executive's Recommendation</u> Chapter 6: Economic Development, Tourism Objectives, amend as follows:</p> <p>EDO 2.4 Support and facilitate the development of an integrated network of</p>	On the proposal by Cllr. T. Durkan and seconded by Cllr. Feeney, the motion amending the Chief Executive's Report was agreed by the Members

		greenways, heritage/tourist trails and looped walks <i>(and associated facilities)</i> 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.	
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The Members agreed to move on to Chapter 8 and consider Chapter 7 following consideration of the remaining Chapters.

Chapter 8: Built Heritage and Archaeology

Mr. Conlon advised that there were three green listed items in Chapter 8, item numbers 95,96 and 97 , there was one red listed item, item number 98 and one amber listed item, item number 99.

Item No.	Proposed Material Alteration	Record
95	Chapter 8, Section 8.4 Archaeological Heritage, amend as follows: <i>Whilst there is historical and documentary evidence of the development of Maynooth from the 12th Century, there is also archaeological evidence of Neolithic settlement beneath the site of Maynooth Castle. Whilst it was previously noted that</i> Maynooth first developed as a town in the 12th Century there is archaeological evidence of an ancient neolithic settlement	On the proposal by Cllr McEvoy and seconded by Cllr. Fitzpatrick, the Proposed Material Alteration was agreed by the Members.

	<p>directly beneath the site of Maynooth Castle. Maynooth has been home to people for centuries and the settlement therefore represents a physical representation of mankind's endeavours over millennia.</p>	
Item No.	Proposed Material Alteration	Record
96	<p>Archaeological Heritage Objectives, amend Objective BHO 3.1 as follows:</p> <p>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 <i>Framework and Principles for the Protection of the Archaeological Heritage (1999) (or any subsequent guidance)</i> National Monuments Acts 1930–2014 or the Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023 (when fully commenced).</p>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Fitzpatrick, the Proposed Material Alteration was agreed by the Members.</p>
Item No.	Proposed Material Alteration	Record
97	<p>Section 8.5 Sites and Monuments Record, amend Objective BHO 3.2 as follows:</p> <p>BHO 3.2 Prioritise the protection/preservation in situ (or upon agreement preservation by record) of items</p>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Fitzpatrick, the Proposed Material Alteration was agreed by the Members.</p>

	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.	
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There were no proposed material amendments to Chapter 9 of the Chief Executive's Report.

Chapter 10: Infrastructure and Environmental Services

Mr. Conlon advised that there were five green listed items in Chapter 10, item numbers 100,101,102,103 and 104 , there were no red listed items and one amber listed item, item number 105.

Item No.	Proposed Material Alteration	Record		
100	<p>Section 10.2.2 Wastewater, insert an additional footnote as follows:</p> <p>It is envisaged that this project will be completed within the life of the Joint Plan. <i>Footnote</i></p> <p><i>Footnote Section 10.2.2 5.3.2 of the Settlement Capacity Audit indicates that the Maynooth Wastewater Transfer Pipeline project would be completed by 2026 which Uisce Éireann has indicated may now not be the case.</i></p>	On the proposal by Cllr. Melrose and seconded by Cllr. W. Durkan, the Proposed Material Alteration was agreed by the Members.		
Item No.	Motion: Cllr Durkan	Record		
101	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%;">That Kildare County Council works with Uisce Éireann once</td> <td style="width: 70%;"><u>Chief Executive's Opinion</u></td> </tr> </table>	That Kildare County Council works with Uisce Éireann once	<u>Chief Executive's Opinion</u>	On the proposal by Cllr. Melrose and seconded by Cllr. W. Durkan, the Members
That Kildare County Council works with Uisce Éireann once	<u>Chief Executive's Opinion</u>			

	<p>the Maynooth Local Area plan is adopted to map the water and wastewater requirements of Maynooth to ensure adequate capacity is available for the level of residential and commercial development envisaged in the Plan.</p>	<p>Objective IO 1.1 of the Draft Plan seeks for the local authorities to “<i>work in conjunction with Uisce Éireann to promote 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).</i>” Furthermore, Section 10.2 of the Draft Plan states that “<i>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...</i>”</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	<p>agreed to accept the Chief Executive's recommendation.</p>
<p>Item No.</p>	<p>Motion: Cllrs Melrose and Farrelly</p>		<p>Record</p>
<p>102</p>	<p>Water Supply and Wastewater Objectives - IO 1.1 - Change “Work in conjunction with Uisce Éireann to promote prioritise and facilitate the provision of adequate water and</p>	<p><u>Chief Executive's Opinion</u> Agreed.</p> <p><u>Chief Executive's Recommendation</u> Chapter 10: Infrastructure and Environmental Services, Water</p>	<p>On the proposal by Cllr. Melrose and seconded by Cllr. W. Durkan, the Members agreed the Chief Executive's recommendation.</p>

	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).	Supply and Wastewater Objectives, amend Objective IO 1.1 as follows: IO 1.1 Work in conjunction with Uisce Éireann to promote 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).	
Item No.	Motion: Cllr Durkan		Record
103	That Kildare County Council works with the Environmental Protection Agency (EPA) to maintain and improve the water courses within the town namely the Rye, Lyreen and Joan Slade rivers to ensure good quality water status and the delivery of improved drainage where required.	<u>Chief Executive's Opinion</u> Objective IO 2.1 provides for the protection of waterbodies and groundwater aquifers however it is agreed that referring to the role of the Environmental Protection Agency (EPA) along with other stakeholders in this regard would be beneficial. <u>Chief Executive's Recommendation</u>	On the proposal by Cllr. Melrose and seconded by Cllr. W. Durkan, the Members agreed to accept the Chief Executive's recommendation.

	Chapter 10: Infrastructure and Environmental Services, Surface Water and Ground Water Objectives, amend Objective IO 1.1 as follows: IO 2.1 <i>Work with the Environmental Protection Agency and other key stakeholders to p</i> 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.	
Item No.	Proposed Material Alteration	Record
104	Surface Water and Ground Water Objectives, amend Objective IO 2.2 as follows: 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 this plan), <i>the Best Practice Interim Guidance Document 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design' 2021</i> and the Kildare County Council	On the proposal by Cllr. Melrose and seconded by Cllr. W. Durkan, Proposed Material Alteration item 104 was agreed by the Members.

	Sustainable Drainage Systems Guidance Document 2024 (for project within <i>Maynooth</i> , County Kildare).	
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Chapter 11: Implementation

Mr. Conlon advised that there were thirty five green listed items in Chapter 11, item numbers 107,108,109,110,111,112,113,114,116,117,118,119,121,124,125,126,127,128,129,130,131,132,133,134,135,136,137,138,139,140, 141,142,143,144 and 145, there were eight red listed items, item numbers 115, 122,123, 148,149,150, 151, and 152 and four amber listed items, item numbers 106, 120, 146 and 147..

Item No.	Proposed Material Alteration	Record
107	<p>Section 11.2.2.2 Built Form and Movement, insert the following sentence after the second paragraph of Section 11.2.2.2, as follows:</p> <p style="color: red; text-align: center;"><i>The masterplan will ensure that the layout and design of built form bordering Maynooth University to the east will create a positive relationship that fully integrates with the expanding university campus.</i></p>	On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 107 was agreed by the Members.
Item No.	Proposed Material Alteration	Record
108	<p>Insert the following additional section after Section 11.2.2.4 Maynooth West Research and Technology Campus and renumber all subsequent sections:</p> <p style="color: red; text-align: center;"><i>11.2.2.X Maynooth West Urban Neighbourhood Village The Maynooth West Sustainable Urban Extension will centre around an urban neighbourhood village which will be located</i></p>	On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 108 was agreed by the Members.

	<p><i>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.</i></p>	
Item No.	Proposed Material Alteration	Record
109	<p>Maynooth West Objectives, amend MWO 1.2 (f) as follows:</p> <p>MWO 1.2 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) <i>or any subsequent/updated Climate Action Plans.</i></p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 109 was agreed by the Members.</p>
Item No.	Proposed Material Alteration	Record
110	<p>Maynooth West Objectives, insert the following new objective after Objective MWO 1.2:</p> <p><i>MWO 1.3 Support and facilitate the co-ordinated delivery of critical transportation infrastructure including the Maynooth Outer Orbital Route (MOOR), DART+ West, the second train station, a park and ride facility and any potential upgrade to the M4 Motorway on lands zoned as SR(2) Strategic Reserve.</i></p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 110 was agreed by the Members.</p>

Item No.	Proposed Material Alteration	Record
<p>111</p> <p>MCC</p>	<p>Maynooth Environs Objectives, amend Objective MEO 1.1 as follows:</p> <p>MEO 1.1 Require the submission of a Masterplan <i>alongside prior to any future</i> application for the development of lands identified as ‘Masterplan Area 16’ on Map 11.2: <i>The Masterplan will be agreed in writing with the Meath County Council unless it can be demonstrated that the application will not undermine the objectives of the Masterplan being achieved and. Implementation for the prior written agreement of the Executive of the Meath County Council which shall address the following...</i></p> <p>Maynooth Environs Objectives, amend Objective MEO 1.1 to incorporate additional point as follows:</p> <p><i>7) Active travel measures to increase the number of people choosing to walk and cycle for everyday short journeys, and as part of longer journeys by public transport.</i></p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 111 was agreed by the Members.</p>
Item No.	Proposed Material Alteration	Record
<p>112</p> <p>MCC</p>	<p>Maynooth Environs Objectives, amend MEO 1.2 as follows:</p> <p>MEO 1.2 Require the submission of a Masterplan <i>alongside prior to any future</i> application for the development of lands identified as ‘Masterplan Area 17’ on Map 11.2: <i>The Masterplan will be agreed in writing with</i></p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 112 was agreed by the Members.</p>

	<p><i>the Meath County Council unless it can be demonstrated that the application will not undermine the objectives of the Masterplan being achieved and. Implementation for the prior written agreement of the Executive of the Meath County Council which shall address the following...'</i></p> <p>Maynooth Environs Objectives, amend Objective MEO 1.2 to incorporate additional point as follows:</p> <p><i>7) Active travel measures to increase the number of people choosing to walk and cycle for everyday short journeys, and as part of longer journeys by public transport.</i></p>			
Item No.	Proposed Material Alteration	Record		
113	<p>Table 11.1 Railpark KDA Design Brief, amend as follows:</p> <table border="1" data-bbox="320 927 1337 1077"> <tr> <td data-bbox="320 927 766 1077">Strategic open space provision:</td> <td data-bbox="766 927 1337 1077">A 2.5-3 hectare local park <i>with a Multi-Use Games Area</i> and additional public open spaces throughout the KDA.</td> </tr> </table> <p>Connectivity and Movement Vehicular access to this KDA shall be provided via the Maynooth Eastern Ring Road (MERR) which shall be constructed prior to or in tandem with the development of the KDA. The KDA should provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to the Royal Canal Greenway to the north, as well as adjacent areas to the west and south. The KDA should also ensure the possibility of realising future links to potential</p>	Strategic open space provision:	A 2.5-3 hectare local park <i>with a Multi-Use Games Area</i> and additional public open spaces throughout the KDA.	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 113 was agreed by the Members.</p>
Strategic open space provision:	A 2.5-3 hectare local park <i>with a Multi-Use Games Area</i> and additional public open spaces throughout the KDA.			

development lands to the east. Particular attention should be given to the interface between the residential portion of the KDA and the site of the post-primary school to the south. *The point of access to the post-primary site for vehicular traffic will be agreed with the planning authority at planning application stage. 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. *in addition to a 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, which will feature 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 MOOR 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).

Figure 11.7 Railpark KDA Urban Design Framework, replace as follows:





Key

Maynooth Eastern Ring Road (Measure R03-3)	←---→	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	★

Note: Key amendments to Figure 11.7 Railpark KDA Urban Design Framework (on previous page) include:

- Introduction of second option to access the post-primary school site from the Maynooth Eastern Ring Road (MERR).
- Insertion of a text box and locational arrow stating that the link between Parklands and the Railpark KDA will be for pedestrian and cycling modes only, as per measure PERM 65.
- Insertion of text box and locational arrow stating that that the positioning of measure PERM 74 (Active Modes Bridge) is indicative only.


- Small reduction to the size of the local park to align with the change in the text in Table 11.1 Railpark KDA Design Brief reduces its size from 3 hectares to 2.5-3 hectares.

Table 11.5 Implementation and Infrastructure Delivery Schedule – Residential Lands, amend as follows:

C(2): New Residential – Railpark 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 7.2 and 7.3 relating to the site. <ul style="list-style-type: none"> - Active modes bridge (Measure PERM 74) - Connection to Royal Canal Greenway - Bus priority measure along Leixlip Road (PT 7) and Celbridge Road (PR 10) Development of the site is contingent on the delivery of the Maynooth Eastern Ring Road (MERR) in its entirety. <i>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</i>	Medium Term – In tandem with new development.	Developer, State, KCC

	<p><i>from Celbridge Road or the MERR with the agreed location of the entrance to be determined at the planning application stage.</i></p>			
	<p>Open Space Provision</p>			
	<p>Provision of open space and recreational areas including a local park extending to 2.5- 3 ha. in size and incorporating:</p> <ul style="list-style-type: none"> - An 1-hectare all-weather Multi Use Games Area (MUGA) <i>(up to 1-ha)</i> - A playground - A well-designed and extensively planted parkland scheme on remaining lands 	<p>To be carried out in tandem with new development and completed <i>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 500th first</i> unit.</p>	Developer	
Item No.	Motion: Cllr Feeney			Record
114	<p>That the Main Entrance of the proposed Post Primary site on the Celbridge Road has access to the MERR.</p>	<p><u>Chief Executive's Opinion</u> Item No. 113 above includes a Proposed Material Alteration to provide for two potential options to access the Post-Primary School from either Celbridge Road or from the Maynooth Eastern Ring Road (MERR). A decision to select the optimal location for vehicular access to the site is considered to be premature at the land use plan stage. In this regard,</p>		<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, the Members agreed to accept the Chief Executive's recommendation.</p>

		<p>Kildare County Council will determine the most appropriate option at the planning application stage, on foot of a detailed Traffic and Transport Assessment (TTA) being submitted to the council.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
Item No.	Motion: Cllrs Melrose and Farrelly		Record
116	<p>Table 11.1 – Railpark KDA - Connectivity and Movement – Change “<i>Vehicular access to this KDA shall be provided via the Maynooth Eastern Ring Road (MERR) which shall be constructed prior to or in tandem with the development of the KDA. There shall never be vehicular road access from Railpark Estate to the MERR</i>”.</p>	<p><u>Chief Executive's Opinion</u> Item No. 113 includes a Proposed Material Alteration which seeks to amend Table 11.1 Railpark KDA Design Brief to ensure that “<i>vehicular access to residential development within the KDA will be via the MERR only.</i>” (See revised Urban Design Framework under Item No. 113).</p> <p>As per PERM 65 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 (Item No. 54, refers).</p> <p><u>Chief Executive's Recommendation</u></p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, the Members agreed to accept the Chief Executive's recommendation.</p>

		Refer to Item No. 113 and Item No. 54.	
Item No.	Motion: Cllrs Melrose and Farrelly		Record
117	<p>Figure 11.6 - Railpark KDA Urban Design Framework - (p.203) – insert cul-de-sac (see below, highlighted purple)</p> 	<p><u>Chief Executive's Opinion</u> It should be noted that Item No. 113 above includes a Proposed Material Alteration to Figure 11.6 Railpark KDA Urban Design Framework which has inserted a cul-de-sac at this location.</p> <p><u>Chief Executive's Recommendation</u> Refer to Item No. 113.</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, the Members agreed to accept the Chief Executive's recommendation.</p>
Item No.	Motion: Cllrs Ó Cearúil, Melrose, Durkan, Feeney, McEvoy, Ward, W. Durkan, Fitzpatrick, Farrelly and Wyse		Record
118	<p>That an additional objective is added; 11.4.2 "A Supplementary Development Contribution Scheme is developed to assist with the delivery of the Municipal Sports Facility at C (5) Crewhill"</p>	<p><u>Chief Executive's Opinion</u> Section 49 of the Planning and Development Act 2000 (as amended) which relates to a Supplementary Scheme details the public infrastructure projects and services to which the Scheme can be applied unfortunately it cannot be applied in respect of a community centre.</p> <p>However, a Special Contribution by way of a planning condition can be applied in respect of the provision of recreational</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, the Members agreed to accept the Chief Executive's recommendation.</p>

		<p>and community facilities under Section 48 of the Planning and Development Act 2000 (as amended). It is important to note that there are time limitations to the application of a special contribution however it is considered important to ascertain funding in respect of social infrastructure through the various measures available.</p> <p><u>Chief Executive's Recommendation</u> Insert an additional objective under Chapter 3 Compliance with the Core Strategies Objectives as follows:</p> <p>CCSO X.X <i>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.</i></p>	
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Item No.	Proposed Material Alteration	Record		
119	<p>Table 11.2 Crewhill KDA Design Brief, amend as follows:</p> <table border="1" data-bbox="322 347 1339 422"> <tr> <td data-bbox="322 347 770 422">Site area:</td> <td data-bbox="770 347 1339 422">15.0811 hectares (C: New Residential lands)</td> </tr> </table> <p>Built Form and Urban Structure</p> <p>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 northern and 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 development of this KDA should take into consideration its surrounding context, in particular the location and setting of the historic dwelling on the site, in addition to the sloping topography of Crew Hill itself. The house and may be fully integrated into any design scheme but should be screened appropriately with landscaping if not.</p> <p>The new neighbourhood centre should be located adjacent to the Moyglare Road <i>to the south of the MOOR</i> 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.</p> <p>The built from 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</p>	Site area:	15. 08 11 hectares (C: New Residential lands)	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 119 was agreed by the Members.</p>
Site area:	15. 08 11 hectares (C: New Residential lands)			

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 shall~~ 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) along the full northern boundary of the residential area. 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. *Green 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.

The hedgerows surrounding the ~~eastern, northern and western~~ 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 ~~should be 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 its boundary onto the MOOR 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 11.7 Crewhill KDA Urban Design Framework, replace as follows:



Key

Maynooth Outer Orbital Route Measure RD 1C (Kilcock Road - Moyglare Road)		Strategic open space	
Local route		Existing green infrastructure	
Pedestrian/cyclist connections		Landscape reinforcement	
Residential block		Neighbourhood centre	
Key building frontage		Landscaped civic plaza	
Playground		Nature-Based Management Area	



Key

Maynooth Outer Orbital Route Measure RD 1C (Kilcock Road - Moyglare Road)	←→	Strategic open space	
Local route	←→	Existing green infrastructure	
Pedestrian/cyclist connections	←→	Landscape reinforcement	
Residential block		Neighbourhood centre	
Key building frontage		Landscaped civic plaza	
Playground		Nature-Based Management Area	

Table 11.5 Implementation and Infrastructure Delivery Schedule – Residential Lands, amend as follows:

C(5): New Residential – Crewhill Key Development Area			
Infrastructure	Delivery Schedule	Funding Sources	
Movement and Active Travel			
<p>Implement measures identified on Map 7.1 and 7.2 as per Table 7.2 and 7.3 relating to the site.</p> <p><i>Residential D development within the KDA of the site 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).</i></p>	<p>In tandem with new development.</p>	<p>Developer</p>	
<p>Note: See also Chief Executive’s Proposed Material Alterations relating to consequential amendments to Table 3.9 Estimate Residential Capacity for Maynooth (County Kildare), Map 7.4: Movement and Active Travel – Road Measures and Map 11.1: Land Use Zoning.</p>			
Item No.	Motion: Cllr Feeney		Record
121	<p>That the Council puts measures in place, to ensure that any housing development at the Crewhill KDA includes the provision of a sports amenity.</p>	<p><u>Chief Executive’s Opinion</u> Item No. 119 (above) and Item No 14 propose that the Draft Plan be altered to move the location of the F (1): Open Space and Amenity lands designated for the Municipal Sports Facility to the north.</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, the Members accepted the Chief Executive’s Recommendation.</p>

		<p>This is due to a number of reasons including (inter alia) the presence and location of Crew Hill within the Key Development Area (KDA). The lands that are now proposed to be the site of the Municipal Sports Facility lie outside the boundary of the landholding designated for residential development in the Crewhill KDA. Consequently, it is not possible to place any condition on the lands to be developed for housing to link with the development of the sports amenity.</p> <p>However, any housing development on the site will still be required to provide the access road to the Municipal Sports Facility. Furthermore, the Draft Plan incorporates a number of specific provisions including Objectives HCO 6.9 and HCO 6.10 which supports the local authorities in taking a leading role in acquiring the lands and in seeking funding from the relevant sources to develop them for their intended purpose.</p> <p>Furthermore, under Item No. 30 and 118 it is proposed to include an additional objective in respect of the application of a Special Development Contribution by way of a planning condition for the provision of a community centre and municipal sports facility.</p>	
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		<u>Chief Executive's Recommendation</u> No change recommended.																						
Item No.	Proposed Material Alteration		Record																					
124	<p>Table 11.5 Implementation and Infrastructure Delivery Schedule – Residential Lands, remove all references to public transport measure PT 2 from Table 11.5 as follows:</p> <table border="1"> <thead> <tr> <th colspan="3">C(7): New Residential – Mariavilla (Dunboyne Road)</th> </tr> <tr> <th>Infrastructure</th> <th>Delivery Schedule</th> <th>Funding Sources</th> </tr> </thead> <tbody> <tr> <td colspan="3">Movement and Active Travel</td> </tr> <tr> <td> Implement measures identified on Map 7.1 and 7.2 as per Table 7.2 and 7.3 relating to the site. — Bus priority measure PT 2 (Moyglare Road – Lyreen Avenue) - Active modes link (Measure PERM 88) </td> <td>In tandem with new development.</td> <td>Developer, State</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="3">C(8): New Residential – Lyreen Avenue Key Development Area</th> </tr> <tr> <th>Infrastructure</th> <th>Delivery Schedule</th> <th>Funding Sources</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>		C(7): New Residential – Mariavilla (Dunboyne Road)			Infrastructure	Delivery Schedule	Funding Sources	Movement and Active Travel			Implement measures identified on Map 7.1 and 7.2 as per Table 7.2 and 7.3 relating to the site. — Bus priority measure PT 2 (Moyglare Road – Lyreen Avenue) - Active modes link (Measure PERM 88)	In tandem with new development.	Developer, State	C(8): New Residential – Lyreen Avenue Key Development Area			Infrastructure	Delivery Schedule	Funding Sources				<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 124 was agreed by the Members.</p>
C(7): New Residential – Mariavilla (Dunboyne Road)																								
Infrastructure	Delivery Schedule	Funding Sources																						
Movement and Active Travel																								
Implement measures identified on Map 7.1 and 7.2 as per Table 7.2 and 7.3 relating to the site. — Bus priority measure PT 2 (Moyglare Road – Lyreen Avenue) - Active modes link (Measure PERM 88)	In tandem with new development.	Developer, State																						
C(8): New Residential – Lyreen Avenue 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 7.2 and 7.3 relating to the site. <i>Incorporation of Bus priority measure PT 2 (Moyglare Road – Lyreen Avenue).</i>	In tandem with new development.	Developer State
Item No.	Proposed Material Alteration		Record
125	Section 11.6 Land Use Zoning Objectives, include the following additional text at end of the third paragraph. <i>Vulnerable and less vulnerable uses shall not be permitted on any area where there is identified flood risk as shown in Map 10.2 Strategic Flood Risk Assessment.</i>		On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 125 was agreed by the Members.
Item No.	Proposed Material Alteration		Record
126	Table 11.7 Land Use Objectives for Lands in Maynooth (County Kildare), update as follows:		On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 126 was agreed by the Members.

Ref.	Land Use	Land-Use Zoning Objectives
C	Phase 2 New Residential (Transit- Oriented Develop- ment)	<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 plans⁷³.</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. <i>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).</i></p>

Item No.	Proposed Material Alteration		Record						
127	<p>Chapter 11, Table 11.7 Land Use Zoning Objectives for Lands in Maynooth (County Kildare), amend as follows:</p> <table border="1" data-bbox="360 379 1310 1050"> <thead> <tr> <th data-bbox="360 379 405 491">Ref.</th> <th data-bbox="405 379 555 491">Land Use</th> <th data-bbox="555 379 1310 491">Land-Use Zoning Objectives</th> </tr> </thead> <tbody> <tr> <td data-bbox="360 491 405 1050">E</td> <td data-bbox="405 491 555 1050">Community and Education</td> <td data-bbox="555 491 1310 1050"> <p>To provide for education, recreation, community and health.</p> <p>E* These lands have been designated for the provision of a childcare facility only in line with approved residential developments.</p> <p>E(1) This site is designated for the provision of a cemetery extension.</p> <p>E(2) This site is designated for the provision of a primary school(s) and primary health centre.</p> <p>E(3) This site is designated for the provision of a post-primary school <i>and shared recreational facilities for use by the Maynooth Educate Together National School and Gaelscoil Uí Fhiaich.</i></p> </td> </tr> </tbody> </table>		Ref.	Land Use	Land-Use Zoning Objectives	E	Community and Education	<p>To provide for education, recreation, community and health.</p> <p>E* These lands have been designated for the provision of a childcare facility only in line with approved residential developments.</p> <p>E(1) This site is designated for the provision of a cemetery extension.</p> <p>E(2) This site is designated for the provision of a primary school(s) and primary health centre.</p> <p>E(3) This site is designated for the provision of a post-primary school <i>and shared recreational facilities for use by the Maynooth Educate Together National School and Gaelscoil Uí Fhiaich.</i></p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 127 was agreed by the Members.</p>
Ref.	Land Use	Land-Use Zoning Objectives							
E	Community and Education	<p>To provide for education, recreation, community and health.</p> <p>E* These lands have been designated for the provision of a childcare facility only in line with approved residential developments.</p> <p>E(1) This site is designated for the provision of a cemetery extension.</p> <p>E(2) This site is designated for the provision of a primary school(s) and primary health centre.</p> <p>E(3) This site is designated for the provision of a post-primary school <i>and shared recreational facilities for use by the Maynooth Educate Together National School and Gaelscoil Uí Fhiaich.</i></p>							
Item No.	Motion: Cllr Feeney		Record						
128	<p>That provision be made for multi-use sport pitches at the Educate Together campus.</p>	<p><u>Chief Executive's Opinion</u> Item No. 127 above includes a Proposed Material Alteration which provides for shared recreational facilities on the E(3) for the use of both Maynooth Educate</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, The Members agreed to accept the Chief Executive's Recommendation.</p>						

		Together National School and Gaelscoil Uí Fhiaich. <u>Chief Executive's Recommendation</u> Please refer to Item No. 127.	
Item No.	Proposed Material Alteration		Record
129	Table 11.7 Land Use Zoning Objectives for Lands in Maynooth (County Kildare), amend as follows:		On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, the Members agreed to Proposed Material Alteration item 129.
	Ref.	Land Use	Land-Use Zoning Objectives
	SR	Strategic Reserve	<p>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.</p> <p>SR(1) Maynooth West Masterplan Area as per objective MWO1.2 in Section 11.2.2.</p> <p>SR(2) To protect the integrity of lands to the south of the railway line and canal corridor from inappropriate and vulnerable uses, and facilitate key infrastructure projects (i.e., MOOR, Dart + West, Maynooth West Train Station, Park and Ride at Maynooth West Train Station and M4 Maynooth to Leixlip Project) <i>to facilitate the future Transit Oriented Development for Maynooth West</i> subject to site specific flood risk assessments and implementation of mitigation measures to address issues including flood displacement.</p>

Item No.	Motion: Cllr Feeney	Record
130	<p>SR1 and SR2 – that no development should occur until transport infrastructure is in place.</p> <p><u>Chief Executive's Opinion</u> Agreed. The central purpose of the Strategic Reserve (SR) zoned lands is that no development takes place over the life of the Plan. An exception to this is SR(2) lands which limits development to the identified transport infrastructure linked projects (see Item No 129 above). Furthermore, it is noted in Section 3.4.2 of the Draft Plan that the “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 extending to 121.5 hectares seek to provide for the future strategic expansion of the town, in line with stated county and regional planning policy.”</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, The Members agreed to accept the Chief Executive's Recommendation.</p>
Item No.	Proposed Material Alteration	Record
131	<p>Table 11.7 Land Use Zoning Objectives for Lands in Maynooth (County Kildare), as amended:</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 131 was agreed by the Members.</p>

	Ref	Land Use	Land-Use Zoning Objectives	
		UZ 2	University Zone 2	<p>To support the growth of Maynooth University. 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 to the west shall <i>create a positive relationship that fully integrates with and addresses</i></p> <p><i>All new development within the area of the 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.</i></p>
Item No.	Proposed Material Alteration			Record
132	Table 11.9 Land Use Zoning Matrix for lands in Maynooth (County Kildare), insert an additional footnote, as follows:			On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 132 was agreed by the Members.

Item No.	Proposed Material Alteration	Record																																				
	133	<p>Table 11.9 Land Use Zoning Matrix for lands in Maynooth (County Kildare), insert an additional footnote as follows:</p> <table border="1"> <thead> <tr> <th>LAND USE</th> <th>A: Town Centre</th> <th>A1: Town Centre Extension</th> <th>B: Existing Residential / Infill</th> <th>C: New Residential</th> <th>E: Community and Education</th> <th>F: Open Space and Amenity</th> <th>H: Industry/Office Park/</th> <th>I: Agriculture</th> <th>J: Student Accommodation</th> <th>L: Leisure and Tourism</th> <th>N: Neighbourhood Centre</th> <th>P: Research and Technology</th> <th>Q: Enterprise and</th> <th>S: Carton Avenue</th> <th>T: General Development</th> <th>U: Transport and Utilities</th> <th>University Zone</th> </tr> </thead> <tbody> <tr> <td>Community facilities and/or Sports buildings</td> <td>Y</td> <td>Y</td> <td>O</td> <td>O</td> <td>O</td> <td>N^x</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> <td>Y</td> </tr> </tbody> </table> <p><i>Footnote x The development of community facilities and/or sports buildings are 'Permitted in Principle' on lands designated for the Municipal Sports buildings on the Crewhill lands to the north of the town, F(1) only. The land use is 'Not Normally Permitted' across all other sites zoned for Open Space and Amenity.</i></p>	LAND USE	A: Town Centre	A1: Town Centre Extension	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry/Office Park/	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and Technology	Q: Enterprise and	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone	Community facilities and/or Sports buildings	Y	Y	O	O	O	N ^x	N	N	N	N	N	N	N	N	N	N	Y
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/	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and Technology	Q: Enterprise and	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone																					
Community facilities and/or Sports buildings	Y	Y	O	O	O	N ^x	N	N	N	N	N	N	N	N	N	N	Y																					

	LAND USE																
	A: Town Centre	A1: Town Centre Extension	B: Existing Residential / Infill	C: New Residential	E: Community and	F: Open Space and Amenity	H: Industry/Office Park/	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and Technology	Q: Enterprise and	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone
Cinema	Y	Y	N	N	N	N	N	N	N	N	N	N	N ^x	N	N	N	N
Community facilities and/or Sports buildings	Y	Y	O	O	O	N	N	N	N	N	N	N	N ^y	N	N	N	Y
Medical Consultant / Health Centre	Y	Y	O	O	O	N	N	N	O	N	Y	N	N ^z	N	Y	N	O

Footnote x A cinema will only be considered on lands zoned Q(1) on Dublin Road.

Footnote y Community facilities and/or sports buildings will only be considered on lands zoned Q(1) on Dublin Road.

Footnote z A medical consultant/health centre will only be considered on the Dublin Road.

Item No.	Proposed Material Alteration	Record
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134	<p>Table 11.9 Land Use Zoning Matrix for lands in Maynooth (County Kildare), insert an additional footnote as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">LAND USE</th> <th style="width: 5%;">A: Town Centre</th> <th style="width: 5%;">A1: Town Centre Extension</th> <th style="width: 5%;">B: Existing Residential / Infill</th> <th style="width: 5%;">C: New Residential</th> <th style="width: 5%;">E: Community and Education</th> <th style="width: 5%;">F: Open Space and Amenity</th> <th style="width: 5%;">H: Industry/Office Park/</th> <th style="width: 5%;">I: Agriculture</th> <th style="width: 5%;">J: Student Accommodation</th> <th style="width: 5%;">L: Leisure and Tourism</th> <th style="width: 5%;">N: Neighbourhood Centre</th> <th style="width: 5%;">P: Research and Technology</th> <th style="width: 5%;">O: Enterprise and Employment</th> <th style="width: 5%;">S: Carton Avenue</th> <th style="width: 5%;">T: General Development</th> <th style="width: 5%;">U: Transport and Utilities</th> <th style="width: 5%;">University Zone</th> </tr> </thead> <tbody> <tr> <td>Hot food takeaway</td> <td style="text-align: center;">O</td> <td style="text-align: center;">O</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">O</td> <td style="text-align: center;">O</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> <td style="text-align: center;">ON</td> <td style="text-align: center;">N</td> <td style="text-align: center;">N</td> </tr> </tbody> </table> <p><i>Footnote x The use of a hot food takeaway shall be ancillary to the existing service station use on site only.</i></p>	LAND USE	A: Town Centre	A1: Town Centre Extension	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry/Office Park/	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and Technology	O: Enterprise and Employment	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone	Hot food takeaway	O	O	N	N	N	N	N	N	N	O	O	N	N	N	O N	N	N	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 134 was agreed by the Members.</p>
LAND USE	A: Town Centre	A1: Town Centre Extension	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry/Office Park/	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and Technology	O: Enterprise and Employment	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone																					
Hot food takeaway	O	O	N	N	N	N	N	N	N	O	O	N	N	N	O N	N	N																					

Item No.	Proposed Material Alteration	Record
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135	<p>Table 11.9 Land Use Zoning Matrix for lands in Maynooth (County Kildare), amend as follows:</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 135 was agreed by the Members.</p>
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LAND USE	A: Town Centre	A1: Town Centre Extension	B: Existing Residential /	C: New Residential	E: Community and	F: Open Space and	H: Industry/Office Park/	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	N: Neighbourhood Centre	P: Research and	Q: Enterprise and	S: Carlton Avenue	T: General Development	U: Transport and Utilities	University Zone
	Car Park (other than ancillary) / Bus Parking	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	O
Hot food takeaway	O	O	N	N	N	N	N	N	N	O	O	N	N	N	N	N	N x
Offices	Y	Y	O ⁸⁰	O ⁸¹	N	N	Y	N	N	N	O	Y	Y	N	Y	N	N O
Park / Playground	Y	Y	Y	Y	Y	Y	N	N	N	O	O	N	N	Y	N	N	N O
Place of Worship	Y	Y	O	O	Y	N	O	N	N	N	O	N	N	N	O	N	N Y
Specialist Housing for Older Persons ⁹⁵	Y	Y	O	O	Y	N	N	N	N	N	N	N	N	N	O	N	N y
Footnote 74: Only bus parking will be considered within this land use. <i>The redistribution of existing car parking spaces to other areas on-campus may be considered as part of the granting of</i>																	

planning permission for development within the respective campuses of St Patrick's College and Maynooth University.

Footnote x A proliferation of hot food takeaways will not be permitted within the grounds of the University.

Footnote y Only age-friendly housing will be considered on UZ 1: University Zone 1 lands on the grounds of St Patrick's College Maynooth.

Item No.

Proposed Material Alteration

Record

136

Table 11.9 Land Use Zoning Matrix for lands in Maynooth (County Kildare), insert an additional footnote as follows:

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/	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
Shop - Convenience	Y	Y	O 8 8	O 8 9	N	N	N	N	O 9 0	O 9 1	O 9 2	N	O 9 3	N	O x	N	O 9 4

On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 136 was agreed by the Members.

Footnote x Shop – Convenience will only be considered to the north of the Mullen Park Road having regard to the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines.


Item No.	Proposed Material Alteration	Record
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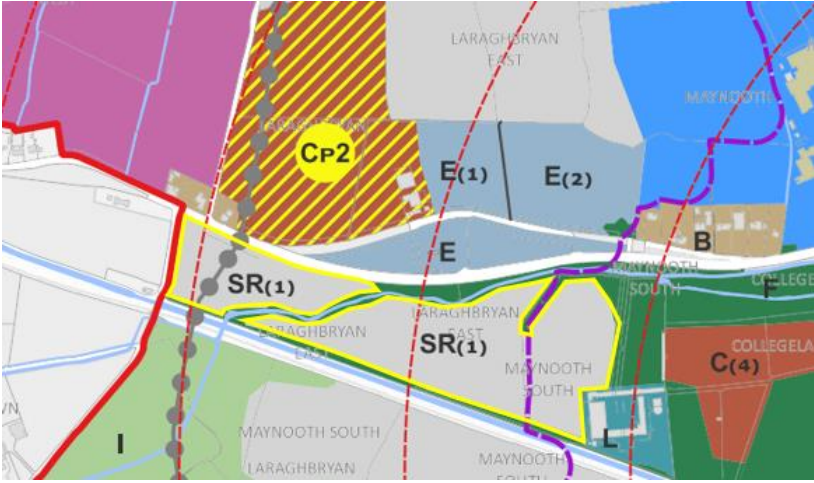
137	Table 11.9 Land Use Zoning Matrix for lands in Maynooth (County Kildare), amend as follows:		On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 137 was agreed by the Members.																	
	LAND USE	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #f4a460; text-align: center;">A: Town Centre</td> <td style="background-color: #f4a460; text-align: center;">A1: Town Centre Extension</td> <td style="background-color: #c4a460; text-align: center;">B: Existing Residential / Infill</td> <td style="background-color: #804040; text-align: center;">C: New Residential</td> <td style="background-color: #4080c4; text-align: center;">E: Community and</td> <td style="background-color: #40a460; text-align: center;">F: Open Space and Amenitv</td> <td style="background-color: #f4a460; text-align: center;">H: Industrv/Office Park/</td> <td style="background-color: #80c480; text-align: center;">I: Agriculture</td> <td style="background-color: #c44040; text-align: center;">J: Student Accommodation</td> <td style="background-color: #4080c4; text-align: center;">L: Leisure and Tourism</td> <td style="background-color: #c480c4; text-align: center;">M: Neighbourhood Centre</td> <td style="background-color: #8040c4; text-align: center;">P: Research and Technology</td> <td style="background-color: #c44040; text-align: center;">Q: Enterprise and</td> <td style="background-color: #40c480; text-align: center;">S: Carton Avenue</td> <td style="background-color: #80c440; text-align: center;">T: General Development</td> <td style="background-color: #4080c4; text-align: center;">U: Transport and Utilities</td> <td style="background-color: #4080c4; text-align: center;">University Zone</td> </tr> </table>		A: Town Centre	A1: Town Centre Extension	B: Existing Residential / Infill	C: New Residential	E: Community and	F: Open Space and Amenitv	H: Industrv/Office Park/	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	M: Neighbourhood Centre	P: Research and Technology	Q: Enterprise and	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone
	A: Town Centre	A1: Town Centre Extension		B: Existing Residential / Infill	C: New Residential	E: Community and	F: Open Space and Amenitv	H: Industrv/Office Park/	I: Agriculture	J: Student Accommodation	L: Leisure and Tourism	M: Neighbourhood Centre	P: Research and Technology	Q: Enterprise and	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone		
Agricultural Buildings	Residential unit(s)																			

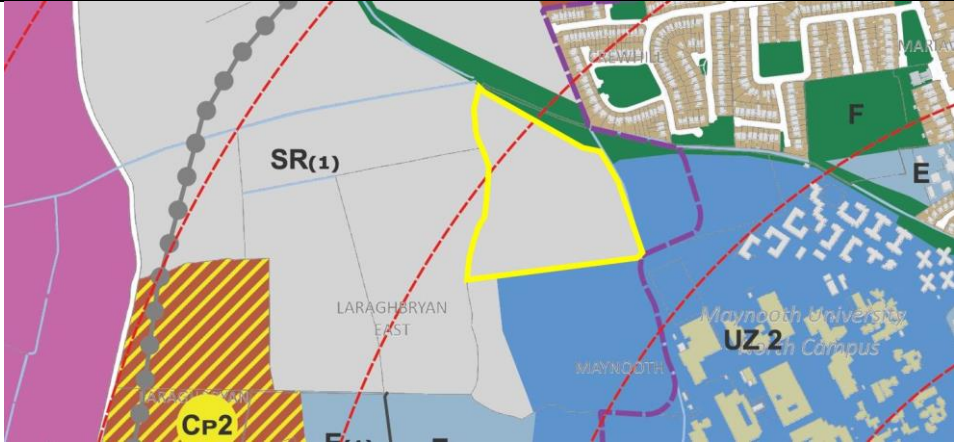

¹ Ancillary to health/community use, and/or to meet group/special needs housing.


² Residential unit(s) within the Neighbourhood Centre zoning shall be ancillary to an overall neighbourhood centre development.

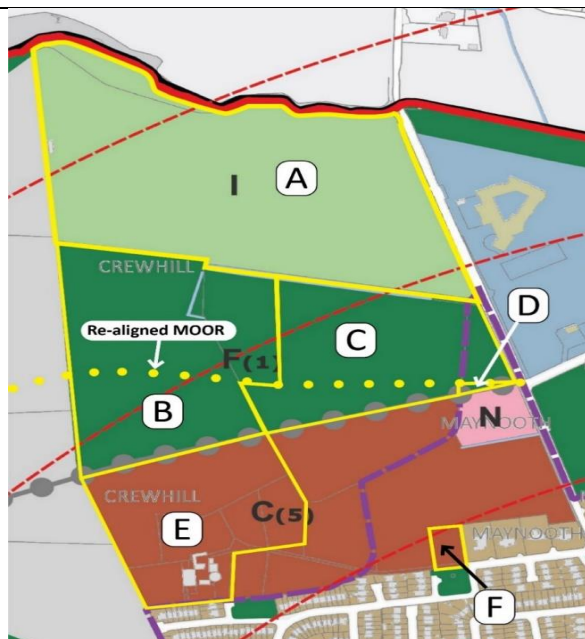
	<p>Footnote X <i>Less vulnerable developments such as stable yards or agricultural buildings will not be permitted where there is identified flood risk as shown in Map 10.2.</i></p> <p>Footnote 83: as outlined in the Kildare County Development Plan. <i>One-off housing is a highly vulnerable use and will not be permitted where there is identified flood risk as shown in Map 10.2.</i></p>	
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Proposed Material Alterations to Map 11.1: Land Use Zoning		
Item No.	Proposed Material Alteration	Record
138	<p>Map 11.1 Land Use Zoning, amend zoning objective of lands comprising 0.74 hectares as outlined in yellow on map below from ‘J: Student Accommodation’ to ‘E: Community and Education’, as follows:</p> 	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 138 was agreed by the Members.</p>

Item No.	Proposed Material Alteration	Record
139	<p>Map 11.1: Land Use Zoning, amend the zoning of the two plots of land outlined in yellow below from SR (1) to Phase 2 New Residential (Transit-Oriented Development). Site area is 3.3ha and 9.2ha accordingly.</p> 	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 139 was agreed by the Members.</p>
Item No.	Proposed Material Alteration	Record
140	<p>Map 11.1 Land Use Zoning Map, amend zoning on lands comprising 6.42 hectares from 'SR (1): Strategic Reserve' to 'UZ 2: University Zone 2', as follows (see area highlighted in yellow on map below):</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 140 was agreed by the Members.</p>

		
Item No.	Proposed Material Alteration	Record
141	<p>Map 11.1: Land Use Zoning, amend zoning on lands comprising 0.66 hectares from 'F(2): Open Space and Amenity' to 'J: Student Accommodation, as follows (see area highlighted in yellow on map below):</p> 	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 141 was agreed by the Members.</p>

Item No.	Proposed Material Alteration	Record
142	<p>Map 11.1: Land Use Zoning, amend zoning on lands comprising 0.46 hectares from 'SR(1): Strategic Reserve' to 'F: Open Space and Amenity', as follows (see area highlighted in yellow on map):</p> 	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 142 was agreed by the Members.</p>
Item No.	Proposed Material Alteration	Record
143	<p>Map 11.1: Land Use Zoning, amend as follows:</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 143 was agreed by the Members.</p>



- A - Lands measuring 16.71 hectares, amend from 'I: Agriculture' to 'F(1): Open Space and Amenity'
- B - Lands measuring 9.41 hectares, amend from 'F(1): Open Space and Amenity' to 'I: Agriculture'
- C - Lands measuring 6.26 hectares, amend from 'F(1): Open Space and Amenity' to 'C(5): New Residential'
- D - Lands measuring 0.08 hectares from 'F(1): Open Space and Amenity' to 'N: Neighbourhood Centre'
- E - Lands measuring 5.88 hectares from 'C (5): New Residential' to 'I: Agriculture'
- F - Lands measuring 0.35 hectares from 'C (5): New Residential' to 'B: Existing Residential / Infill'
- Note:** The above proposed amendments will require consequential amendments to Table 3.9 Estimate Residential Capacity for Maynooth

	(County Kildare), Table 11.2 Crewhill KDA Urban Design Brief and Figure 11.7 Crewhill KDA Urban Design Framework.	
Item No.	Motion: Cllrs Melrose, Farrelly and Ó Cearúil	Record
144	<p>Remove “Q (2) Enterprise and Employment (Newtown Road)” land zoning and replace with “E – Community and Education” for site-specific school, park/playground, childcare facility, and playing pitches.</p> <p><u>Chief Executive’s Opinion</u> While the locations identified in the Draft Plan are considered to be optimum sites for Community and Educational Facilities in the context of new growth areas in Maynooth and are informed by the Social Infrastructure Audit, given the planned population increase and the range of community and other uses permitted in principle and/or open for consideration within the ‘E’ land use zoning, the rezoning of the lands identified are agreed. However, a site-specific objective is not required in this instance as all the land uses detailed in the motion are already Permitted in Principle in the Land Use Zoning Matrix on ‘E: Community and Education’ zoned lands.</p> <p>It should be noted that while the LAP may identify a zoning at this particular location, it cannot compel the landowner to deliver a specific development [i.e., park/playground, childcare facility and playing pitches].</p> <p><u>Chief Executive’s Recommendation</u></p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 143 was agreed by the Members.</p> <p>This item was re-considered at the end of the meeting together with motions 145 and 146. See record at page 209</p>

		Amend Land use zoning map to replace 'Q (2) Enterprise and Employment (Newtown Road)' land zoning with "E – Community and Education".	
Item No.	Motion: Cllr Feeney		Record
145	That the Newtown rezoning to E as an appropriate location for primary school provision in tandem with the Laraghbryan site.	<p><u>Chief Executive's Opinion</u> While the locations identified in the Draft Plan are considered to be optimum locations for community and education facilities in the context of new growth areas in Maynooth and are informed by the Social Infrastructure Audit (SIA), given the planned population increase and the range of community and other uses permitted in principle and/or open for consideration in the 'E' land use zoning, the rezoning of the lands identified are agreed.</p> <p><u>Chief Executive's Recommendation</u> Amend Land use zoning map to replace 'Q (2) Enterprise and Employment (Newtown Road)' land zoning with 'E: Community and Education'.</p>	<p>On the proposal by Cllr. Feeney and seconded by Cllr. T. Durkan, Proposed Material Alteration item 145 was agreed by the Members.</p> <p>This item was re-considered at the end of the meeting together with motions 144 and 146. See record at page 209</p>

Strategic Flood Risk Assessment (SFRA)

Item No.	Proposed Material Alteration	Record
153	<p>SFRA, Section 6.4 Groundwater Flooding, updated as follows:</p> <p><i>A review of the GSI Groundwater Flooding Data Viewer, as presented in Figure 6-3, shows some instance of groundwater flooding occurring in the south of Maynooth. This area has been already developed reducing the recurrence of groundwater flooding. GSI Groundwater Predictive Flooding Maps does not identify risk in the Draft Joint Plan Boundary, hence the risk of ground-water flooding is deemed to be low. <u>GSI Groundwater Flooding Data Viewer</u> is the primary source of historic and predictive groundwater mapping across Ireland. GSI Groundwater Predictive Flooding Maps do not identify any risk of groundwater flooding within the Draft Joint Plan Boundary. However, as presented in Figure 6-3, an isolated location of groundwater flooding is mapped to have occurred in the south of Maynooth near the M4. A Site-Specific Flood Risk Assessment (SSFRA) was completed to support a development application at this location which was granted permission by KCC on 31/01/2019. The proposed development included a residential development with direct connection to a drainage system. The SSFRA concluded that “the proposed development will alter the topography and therefore disrupt the existing flood pattern”, and that “the proposed development will not displace the existing floodwaters but instead alter the drainage pattern so that they do not occur at all.” On the basis that this development is already constructed, that local topography was modified, and that a drainage network was</i></p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. T. Durkan, Proposed Material Alteration item 153 was agreed by the Members.</p>

	<p><i>introduced, the risk of groundwater flooding is considered to be low.</i></p>	
	<p>SFRA, Section 7 Development Plan Zoning, include new text as follows:</p> <p><i>The impact of climate change has been considered in the preparation of the Draft Joint Plan through review of CFRAM flood mapping of predictive climate change events. Proposed new zoned areas take consideration of predicted future flood risk, such that future development avoids areas potentially prone to flooding the future. In most areas presented in Table 7-4 the new proposed land use decreases the land use vulnerability to flood risk from the previous land zoning, thereby increasing resilience to climate change conditions. Where development already exists within areas of flood risk, or in areas likely to be at flood risk predicted climate change conditions, a series of structural and non-structural measures are required to be implemented at the development management stage to provide a precautional approach to flood management in accordance with The Guidelines. Informed by the CFRAM mapped extent of existing and likely future flood risk, The Draft Joint Plan specifies the zone for which a Site-Specific Flood Risk Assessment must be completed to support a development application. The SSFRA must demonstrate the appropriate management of flood risk in accordance with The Guidelines.</i></p> <p><i>Typically, the SSFRA should address the site layout with respect to vulnerability of the proposed development type, finished floor levels should be above the 0.1% with an allowance for climate change or 1% AEP level, flood resilient construction materials and fittings should be considered and the site should not impede existing flow paths or cause flood risk impacts to the surrounding</i></p>	

	<i>areas. An emergency evacuation plan and defined access / egress routes should be developed for extreme flood events.</i>	
	SFRA, Table 5-1 Possible Flooding Mechanisms, update 'Groundwater' row as follows:	

Source	Pathway	Receptor	Likelihood (remote, possible, likely)	Consequences (low, medium, high)	Risk (low, medium, high)	Comment/ Reason
Ground water	Rising Ground Water Level	Town Centre and Suburbs	Possible	High	Low	<p>There is a recorded historic ground water flooding in the southern part of the area. The area is now developed; hence risk of groundwater flooding is low.</p> <p><i>There is historic evidence of groundwater flooding adjacent to Mullen Park Road near the M4. However, subsequent residential development of this area has modified the landscape and provided drainage, reducing the risk</i></p>

	<p><i>of groundwater flooding at this location.</i></p> <hr style="border: 1px solid #800080;"/>	
	<p>SFRA, Section 7.2.11 Moygaddy, near Rye Water, amended as follows:</p> <p>However, it is required that highly vulnerable infrastructure should not be developed in Flood Zone A and B and less vulnerable infrastructure should <i>not</i> be developed in Flood Zone A</p>	
	<p>SFRA, Appendix B Justification Tests, amended as follows:</p> <p>Test 1 Town Centre, Response to 2(ii) Yes, comprises undeveloped <i>developed</i> lands in the town centre. The subjected land is in an appropriate area to provide mixed-use urban neighbourhood that consolidates the urban core and reinforces the 10-minute settlement principle within the town centre.</p> <p>Test 3 Parson Street The flood mapping indicates that part of the existing residential zoning fall within Flood Zone A and Flood Zone B. <i>The subject lands are already developed as an existing residential area. The</i></p>	

predicted flood zones are largely contained to a rowing club building and its yard which are considered flood compatible in The Guidelines.

SFRA, Appendix B, include new Justification Test for 'Dunboyne Road site as follows:

2 The Draft Joint Plan 2025-2031 Dunboyne Road
5



1 The urban settlement is targeted for growth under the regional planning guidelines, national planning policy under Project Ireland 2040, statutory plans as defined above or under the Planning Guidelines or Planning

Maynooth is one of two Key Towns in Co. Kildare as identified in the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031. Key Towns are defined in the RSES as large towns which are

	<p><i>Directives provisions of the Planning and Development Act, 2000, as amended.</i></p>	<p><i>economically active towns that provide employment for their surrounding areas. They have high quality transport links and the capacity to act as a regional driver to complement Regional Growth Centres. The designation of Maynooth as a Key Town is reflective in Kildare County Development Plan 2023-2029. The RSES acknowledges the potential for substantial growth in Maynooth through planned infrastructure enhancements, such as the M4 upgrades from Maynooth to Leixlip, Maynooth Eastern Ring Road to the southeast of the town, the DART Expansion project, and the proposed electrification of the rail line to Maynooth. These developments present a significant opportunity for sequential expansion in Maynooth.</i></p>	
	<p><i>2 The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and in particular:</i></p>	<p><i>Land Zoned: Existing Residential & Infill</i></p>	
	<p><i>(i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement,</i></p>	<p><i>The land is already significantly developed with residential infrastructure. Any future</i></p>	

		<i>development proposals on the zoned land shall be restricted to minor infill proposals as outlined in Section 5.28 of The Guidelines.</i>	
	<i>(ii) Comprises significant previously developed and/or underutilized lands,</i>	<i>Yes, comprises significantly previously developed residential lands.</i>	
	<i>(iii) Is within or adjoining the core of an established or designated urban settlement,</i>	<i>It is accepted that the site zoned 'Existing Residential' does not adjoin the 'Town Centre' Zoning. However, the land is already developed with residential infrastructure hence it would be inappropriate to re-zone the lands. Any future development proposals on the zoned land shall be restricted to minor infill proposals as outlined in Section 5.28 of The Guidelines.</i>	
	<i>(iv) Will be essential in achieving compact and sustainable urban growth, and</i>	<i>The subject lands are already developed as an existing residential area. The zoning objectives for lands allow for appropriate consolidation and infill development, where appropriate. This will be essential to achieve compact sustainable growth.</i>	
	<i>(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or</i>	<i>The identified lands have already been developed as residential use. Having regard to the developed nature of the lands and potential to consolidate lands, it is considered</i>	

	<p><i>adjoining the core of the urban settlement.</i></p>	<p><i>reasonable to zone the land as 'Existing Residential and Infill' subject to a stipulation that any development within the areas of the flood risk zone include measures to mitigate against flooding. Therefore, prior to any further development being permitted a SSFRA should be undertaken to the satisfaction of Kildare County Council</i></p>	
	<p>3 <i>A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed, and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment</i></p>	<p><i>The flood zones show extents for the 0.1% AEP events within the site. Future development in this area should be subject to a SSFRA. SSFRAs should address the following: Apply sequential approach should be applied through site planning and should avoid encroachment onto, or loss of, the flood plain, Any future development shall be restricted to minor development as outlined in the Planning Guidelines Circular PL 2/2014 (iv) Revised Section 5.28 – page 52 of the Guidelines. Should address climate change scenarios in relation to FFLs and potential mitigation measures,</i></p>	

		<p><i>Finished floor levels should be above the 0.1% or 1% AEP level where appropriate, Bedrooms should be located in the upstairs of two-story buildings where appropriate, Flood resilient construction materials and fittings should be considered, Proposals should not impede existing flow paths or cause flood risk impacts to the surrounding areas, and Emergency evacuation plan and defined access / egress routes should be developed for extreme flood events. Any development shall also be required to be built in accordance with SuDS principles and in compliance with the surface water and drainage policies of the Draft Joint Plan and Kildare County Development Plan</i></p>	
	<p>Strategic Flood Risk Assessment, Section 7.2.2, replace reference to WWTP with WWPS.</p>		

Strategic Environmental Assessment (SEA)

Item No.	Chief Executive's Proposed Material Alteration	Record
154	SEA Environmental Report, Table 3.1, replace reference to (2014-2016) with (2020-2024) .	On the proposal by Cllr. McEvoy and seconded by Cllr. Farrelly, Proposed Material Alteration item 154 was agreed by the Members.

Chief Executive's Proposed Material Alterations

Item Nos. 155–158 below outline an additional four further Chief Executive's Proposed Material Alterations that were not included in the Chief Executive's Report on Submissions/Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025 – 2031 published on 10th September 2024.

Item No.	Proposed Material Alteration	Record
155	Chapter 4: Delivering Place Quality in a Low Carbon Town, Section 4.5 Maynooth Town Centre Ground Floor Land Use Survey and Figure 4.11 Maynooth Town Centre Ground Floor Land Use Survey, amend Section 4.5 and Figure 4.11 by inserting a replacement updated Ground Floor Land Use Survey Map and accompanying narrative text dated Q4 2024.	On the proposal by Cllr. McEvoy and seconded by Cllr. T. Durkan , Proposed Material Alteration item 155 was agreed by the Members.
Item No.	Proposed Material Alteration	Record
156	Chapter 5: Homes and Communities, Open Space, Sports and Recreation Objectives, amend Objective 6.1, as follows:	On the proposal by Cllr. McEvoy and seconded by Cllr. T. Durkan , Proposed

	<p>MTO 6.1 Support and facilitate the delivery of public parks on 'F: Open Space and Amenity', '<i>S: Carton Avenue</i>' '<i>SR(1): Strategic Reserve</i>', and '<i>H1: High Amenity</i>' zoned Lands at the following locations:</p> <ul style="list-style-type: none"> • Lands at Carton Avenue • Lands along the Lyreen and Rye Water Rivers • Lands within the Railpark Key Development Area • Lands within Maynooth West 	Material Alteration item 156 was agreed by the Members.
Item No.	Proposed Material Alteration	Record
157	Chapter 11: Implementation, Table 11.9 Land Use Zoning Matrix for lands in Maynooth (County Kildare), insert new footnote as follows:	On the proposal by Cllr. McEvoy and seconded by Cllr. T. Durkan , Proposed Material Alteration item 157 was agreed by the Members.

	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	O: Enterprise and Employment	S: Carton Avenue	T: General Development	U: Transport and Utilities	University Zone
	Guest House/Hotel/Hostel	Y	Y	O	O _x	N	N	N	N	N	O ₇₈	N	N	N	N	N	N	O
	Footnote X <i>No hotels, apart-hotels or motel style developments shall be permitted on lands zoned C: New Residential.</i>																	
Item No.	Proposed Material Alteration																	Record
158	Chapter 11: Implementation, Table 11.9 Land Use Zoning Matrix for lands in Maynooth (County Kildare), insert new footnote follows:																	On the proposal by Cllr. McEvoy and seconded by Cllr. T. Durkan , Proposed Material Alteration item 157 was agreed by the Members.

	LAND USE	
		O
	A1: Town Centre Extension	O 97
	B: Existing Residential / Infill	N
	C: New Residential	N
	E: Community and Education	Y x
	F: Open Space and Amenity	N
	H: Industry/Office Park/ Warehousing	N
	I: Agriculture	N
	J: Student Accommodation	Y
	L: Leisure and Tourism	N
	N: Neighbourhood Centre	N
	P: Research and Technology	N
	Q: Enterprise and Employment	N
	S: Carton Avenue	N
	T: General Development	N
	U: Transport and Utilities	N
University Zone	Y	
<p>Footnote X <i>Purpose-built student accommodation will only be permitted within the grounds of the Divine Word / Societas Verbi Divini (SVD) on Moyglare Road.</i></p>		

Addendum to Chief Executives Report on Submissions/ Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 - For Noting

Re: Submission no. 390 by Michael McCarthy Flynn which was excluded in error from the Chief Executives Report circulated to the members on 10th September 2024. The summary, Chief Executives Opinion and Chief Executives Recommendation is now included below and shall be attached to the Chief Executives Report.

Submission No. 390 (Michael McCarthy Flynn)

Issues Raised

The submission questions the construction of the Maynooth Outer Orbital Route (MOOR) before implementing other active and sustainable travel options. It suggests providing alternative and more sustainable modes of transport and moving away from individual car use to reduce congestion. Additionally, it raises concerns about inconsistencies in the Settlement Capacity Audit. It also highlights the lack of clear mechanisms to achieve the necessary social, cultural, and physical infrastructure in the area.

Active Travel

The submission highlights that prioritising the construction of the Maynooth Outer Orbital Route (MOOR) over other sustainable travel options does not align with the Department of Transport's National Sustainable Mobility Policy. Emphasising that building more roads does not solve traffic congestion issues and suggests that providing alternative and sustainable modes of transport away from car use should be prioritised. Additionally, the submission stresses the importance of a comprehensive public transport system linked to the MOOR and expresses concerns about the lack of a clear public transport connection to the planned new housing and enterprise spaces in the Moygaddy Environs area.

Settlement Capacity Audit

The submission contends that the allocation of points/scores for settlement criteria in the Settlement Capacity Audit for Maynooth Environs is inconsistent and needs to be revised and clearly explained. Submission contends there are discrepancies in the allocation of points for adherence to Compact Growth and RSES policy, particularly in comparison between Site 38 and Sites 39, 40, 41, and 42. Submission seeks for these inconsistencies to be addressed before zoning proposals based on this audit can be considered valid.

Height restrictions

Submission seeks for height restrictions to be put in place to correspond with the rural nature of this area.

Infrastructure needs

The submission highlights the serious shortfalls in social, cultural, and physical infrastructure in Maynooth. Pointing out that Kildare County Council has limited power to deliver the necessary infrastructure and is dependent on central government funding. Emphasises the need to ensure that necessary infrastructure is in place before or in parallel with housing development to avoid repeating past mistakes. It warns against reckless population growth without adequate infrastructure and advocates for a sustainable and liveable town through a change in approach to local action planning.

Chief Executive's Opinion

Active Travel

The concerns raised with respect to the connectivity of Maynooth Environs to the town centre and significant car usage are noted. The Draft Joint Plan was heavily influenced by the Maynooth Environs Area Based Transport Assessment (MEABTA), prepared in advance of the finalisation of the Draft Joint Plan. The key objective of the MEABTA is to provide an integrated transport network for Maynooth and improve safety for pedestrians and cyclists. In this regard, the Draft JLAP places a strong emphasis on improving active travel 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. Tables 7.2 and 7.3 in Chapter 7 of the Draft JLAP detail the permeability measures, cycling measures and phasing proposed and should be read in conjunction with Map 7.1 Movement and Active Travel – Permeability Measures and Map 7.2: Movement and Active Travel - Cycling Measures. These measures arise from the recommendations and findings of the MEABTA. In relation to the Maynooth Environs, one of the main permeability and active travel measures is to link the Environs to the town centre via a new greenway and is supported by objectives PERM 140, 141, 142 and 143. Footpaths and cycle tracks are also proposed on the existing roads from Moygaddy into Maynooth and the North-Eastern MOOR will also have footpaths and cycle tracks to the town centre, university and train station.

It is also an objective of the Draft JLAP under MATO 3.3 to support the ongoing roll-out of the BusConnects programme in Maynooth and support a potential expansion in BusConnects routes which would serve new and expanding areas of Maynooth including Maynooth West and Moygaddy and both Council's look forward to working with the NTA in this regard. A further objective of the Draft Plan is to require the submission of a Masterplan prior to any future application for the development of the MP 16 and

MP 17 lands at Maynooth Environs. As per objectives MEO 1.1 and MEO 1.2, both of these masterplans must include a Mobility Management Plan which must seek to maximise public transport opportunities and reduce the carbon footprint for any proposed employment uses that form part of a Masterplan.

Settlement Capacity Audit

With respect to the Settlement Capacity Audit (SCA) for Maynooth and Environs, the SCA was carried out in accordance with NPO 72, Appendix 3 of the NPF and Section 4.5.2 Settlement Strategy - Key Considerations in the Development Plans: Guidelines for Planning Authorities (DoHLGH, 2022).

The methodology for assessing lands is clearly outlined in Section 3 of the SCA. The Development Plan Guidelines (2022) state that at a basic level, the Settlement Capacity Audit should look at infrastructure such as road access, footpath access, cycle access, foul sewerage, drainage, water supply and surface water. Furthermore, a set of sustainable Planning Criteria has been developed having regard to inter alia; the objective for compact growth in the National Planning Framework (NPF) and the strategic development areas identified for Maynooth in the RSES.

The SCA determined that sites 38, 39 and 40 are identified as Tier 2 (serviceable lands). The SCA's Compact Growth and RSES scoring criteria (outlined in Appendix A in the Settlement Capacity Audit) sought to prioritise lands identified in the RSES for residential development, as well as assessing the potential of each site to contribute to compact growth. Sites zoned town centre or directly adjacent received the highest score, followed by sites located within the Built-Up Area (BUA). Sites partially within the BUA received higher scores based on the percentage of the site area inside the BUA. Sites outside but adjacent to the BUA received scores based on the extent of the boundary (if any) that they shared with the BUA.

It should be noted that sites 38, 39 and 40 all scored 65 under the 'compact growth' criteria. Sites 39 and 40 scored an additional 150 points on the basis that these 2 sites will achieve a key objective of the RSES in delivering the north-eastern section of the MOOR (RPO 4.33). Planning permission has been granted by both MCC (22/1251) & KCC (22/1213) for the development of the north-eastern section of the MOOR (currently on appeal). Government funding is not currently available for the development of the Maynooth Outer Orbital Route, thus it will be developer-driven and will only be delivered in tandem with residential development on the A2 zoned lands (Sites No. 39 and 40) and other commercial development. It should also be noted that compact growth does not solely relate to residential zoning, it relates to all zoning types including community infrastructure. Site 38 has been identified as a

sequentially preferable site to provide supporting social and community infrastructure to serve Maynooth Environs and the settlement as a whole.

Regarding scoring criteria for employment sites in the SCA, sites 37,40,41 and 42 scored 215 points out of 300 for adherence to Compact Growth and Regional Policy. The subject sites are all currently zoned E1-Strategic Employment Zones in the Meath County Development Plan 2021 -2027 (as varied) and they are specifically identified in the RSES (RPO 4.34) for science and technology-based employment to improve the economic base of the town and provide for an increased number of jobs.

Height

Comments regarding height restrictions to be amended to correspond with the rural nature of the area is noted. The density proposed in the Maynooth Environs is in keeping with the Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (DHLGH, 2024) which outlines a density of 35-50dph for suburban/urban extension areas. The land at Moygaddy would be defined as suburban/urban extension area.

The Urban Development and Building Heights: Guidelines for Planning Authorities (DHPLG, 2018) contain mandatory Specific Planning Policy Requirements (SPPRs) SPPR 1 that requires local authorities to explicitly 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. Having regard to these requirements, this Draft JLAP Plan does not propose to place any height limitations on new development in Maynooth. In keeping with the provisions set out in SPPR 1, Kildare County Council and Meath County Council's respective County Development Plans 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).

As stated above, these are locations where increased building height may be appropriate. However, this is not a confirmation of the definitive future height of the development on these lands but sets a context and potential for buildings of height which will be considered and assessed in detail in any future applications in these areas.

Social infrastructure

Concerns raised relating to shortfalls in social, cultural, and physical infrastructure in Maynooth are noted. The SIA assessed the existing social infrastructure and analysed the future demand for additional social infrastructure within the entirety of Maynooth including the Maynooth Environs under the headings of Education and Training, Childcare, Health, Sports, Recreation and Open Space and Social and Community. A series of recommendations have been proposed to address any deficiencies in social and community infrastructure. It is considered that the SIA provides a robust and comprehensive study of social infrastructure in Maynooth and its environs.

With the development of the North-Eastern section of the MOOR, the Maynooth Environs lands will be within 300 metres of Maynooth Education Campus and Maynooth GAA club. The residential zoned lands are located within 1km of Carton Avenue public open space and will be within 800 metres of a proposed neighbourhood centre at Moyglare Road.

The current SHD application (SH314548) for 360 residential units also includes provision for a range of community facilities including a scout den, childcare facility, public park, playground and linear park along the Rye River. Furthermore, any proposal for future residential application over 50 units in Maynooth Environs will require a Social Infrastructure Assessment to be submitted to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents as per Objective SH OBJ 23 of the Meath CDP 2021-2027 (as varied).

A Primary Care Centre, nursing home (22/1251) and 3 office blocks (22/1252) are also proposed within Maynooth Environs. All retail, social, community, healthcare, education and recreational facilities will be within a 10-minute walk of the Maynooth Environs ensuring that it can develop as a Live-Work-Play community with all necessary facilities and services within a 10-minute walk, including employment opportunities.

Chief Executive's Recommendation

No change recommended.

The Members noted the Addendum.

List of Non-Material Changes for Noting

A number of the Chief Executive's Recommendations detailed in the Chief Executive's Report dated the 10th September 2024 contained minor changes to the Draft Plan as a result of the submissions/observations received during the public consultation period. These changes are considered non-material changes; however, they are important to note and as such are detailed below. All the non-material changes will be made to the Draft Plan.

Chapter 1: Introduction and Context

Item A

Section 1.10, Table 1.1 A Scot Analysis of Maynooth, amend text in 'Challenges', as follows:

The need to deliver an adequate quantum of *affordable* homes set within high quality environments, accessible to services, and close to where people work.

Item B

Section 1.10, Table 1.1 A SCOT Analysis of Maynooth, under 'Opportunities' add the text highlighted in red to bullet point 4:

- *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.*

Chapter 4: Place Quality in a Low Carbon Town

Item C

Section 4.6.1, amend as follows:

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 business (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.*

Chapter 5: Homes and Communities

Item D

Figure 5.3 Pobal HP Deprivation Map 2022 for Maynooth and Environs, delete Footnote 21:

~~²¹The Joint Plan area is outlined in red.~~

Item E

Section 5.5.1, amend the first paragraph of the Further Education and Training Facilities section, as follows:

Further Education and Training Facilities

Maynooth is home to two universities (*Maynooth University and St Patrick’s College*) and ~~two~~ *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 Gods Genil Training Centre.*

Item F

Section 5.5.6 Arts and Culture, amend first sentence as follows:

There are ~~circa 45~~ *17* arts and cultural ~~organisations~~ facilities in Maynooth most of which are related to music, dance, and drama.

Table 5.6 Social Infrastructure Requirements, amend as follows:

Themes	Zoning	Land Use	Requirements over the Plan Period	Potential location	Delivery Mechanism
Education and Training					
Post-Primary Schools	E	Education	<i>Identified requirement: Additional 1,248 places required</i>		
			New school building for Gaelcholáiste Mhaigh Nuad ▪ Capacity for 350 pupil places	▪ Site along Moyglare Road, previously occupied by	▪ KWETB/ Department of Education

				Maynooth Post Primary School	
			Extension of the existing post-primary schools in Maynooth <ul style="list-style-type: none"> ▪ Capacity for 1,248 additional pupil places 	<ul style="list-style-type: none"> ▪ Maynooth Education Campus, Moyglare Road 	Department of Education
			Reserve a site for a new post-primary school	<ul style="list-style-type: none"> ▪ Lands on Celbridge Road zoned 'E(3): Education and Community' 	Department of Education
Social and Community					
Social and Community Facilities	E	Community and Education	<ul style="list-style-type: none"> ▪ Six additional community facilities, it is suggested that these are: <ul style="list-style-type: none"> ○ A Community Centre <i>(including a theatre space)</i> ○ A Community Garden/Allotments <i>(See the 'Public Open Spaces' theme above)</i> ○ A Community-run crèche ○ A Multi Use Games Area <i>(See the 'Outdoor Sports Areas' theme above)</i> ○ A new/expanded Public Library ○ A Youth Centre 		Kildare County Council

Chapter 6: Economic Development

Item G

Section 6.5.3, last bullet point:

- Potential ~~N~~*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*.

Chapter 7: Movement and Active Travel

Item H

Section 7.1, second sentence:

For example, the National Planning Framework (NPF) supports the realisation of sustainable movement (National Strategic Outcome 4) ~~and includes a National Policy Objective (NPO 27) which requires the integration of safe and convenient alternatives to the car into the design of our local communities.~~

Item I

Map 7.1: Movement and Active Travel – Permeability Measures, Legend:

Additional proposed link not in assessed in *Area Based Transport Assessment as part of the 'Do Something'(DS) Network*

Item J

Section 7.7.2 Maynooth Outer Orbital Route, update reference to the Design Manual for Urban Roads and Streets as follows:

Design Manual for Urban Roads and Streets (DMURS, Updated 2019 *and accompanying DMURS Advice Notes*)

Item K

Section 7.8.2 Car Parking Measures, amend the text as follows:

7.8.2 ~~Car~~ Parking Measures

Table 7.7 below details the ~~public transport~~ *parking* measures and phasing⁵⁷ proposed and should be read in conjunction with Map 7.5: Movement and Active Travel – Parking Measures (Appendix A: Maps).

Car Parking Objectives, amend the text (title of the objectives box) as follows:

~~Car~~ *Parking Objectives*

Chapter 10: Infrastructure and Environmental Services

Item L

Section 10.2.2.2 Wastewater, eighth sentence, amend as follows:

This €35 multi-million project will take all the flow from Maynooth and deliver it directly to the Leixlip WWTP without passing through the local Leixlip network.

Chapter 11: Implementation

Item M

Figure 11.1, amend image by inserting locational references to ‘Maynooth Central Settlement Consolidation Site’, ‘Maynooth Train Station’, ‘Main Street’, ‘St Patrick’s College’, and ‘Maynooth University’ as follows:



Item N

Section 11.2.2.2, update reference as follows:

Design Manual for Urban Roads and Streets (DMURS, Updated 2019 *and accompanying DMURS Advice Notes*)

Item O

Maynooth West Objectives, revise wording relating subsection ‘c’ of Objective MWO 1.2, as follows:

c) A *Traffic and* Transport *Impact* Assessment (*TTA*).

List of Typographical Errors

The following outlines a number of typographical errors in the Draft Plan. These errors are considered non-material changes which will be made to the Draft Plan.

Chapter 2: Spatial Planning Context and Vision

Typographical Error No. 1

Table 2.1, Plan Response to Regional Policy Objective (RPO 5.8):

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 Chapters 7).

Typographical Error No. 2

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

Regeneration	Maynooth Town Centre, Canal Harbour and Carton Park
Economic Development	West of University Campus (Research and Technology) and at Moygaddy, <i>County</i> : Meath (Science and Technology)
Residential Development	Significant residential capacity on the Railpark lands, Greenfield and to the north, west and southwest of the town near the University

Phasing/Enabling infrastructure	DART expansion, road upgrades, bridge, Maynooth Outer Orbital Route (MOOR), wastewater and local water network upgrades
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Typographical Error No. 3

Section 2.2.3, final bullet point:

- Supporting the implementation of the Maynooth Decarbonising Action Plan (Chapter 5 of the LACAP) including actions *regarding relating to* locally based renewable energy generation opportunities and district heating initiatives.

Chapter 3: Compliance with the Core Strategies

Typographical Error No. 4

Section 3.2.4, bullet point b):

- b) To ensure a more accurate estimate of the target population in *2030 Q1 2031* to determine social infrastructure provision in the town as part of the Social Infrastructure Audit.

Typographical Error No. 5

Section 3.3, text box entitled: ‘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 *area are* created from clusters of urban development (grouping all buildings, not just dwellings) and their boundaries reflect land use for urban purposes.

Typographical Error No. 6

Section 3.3, second bullet point:

- A prioritisation of compact growth development by targeting approximately *54.9% c. 52%* of all new residential units to be provided on brownfield, infill and sequentially appropriate greenfield sites within Maynooth’s defined Built-Up Area (BUA)

Typographical Error No. 7

Footnote 12:

¹² There is a Strategic Housing Development (SHD) application for 360 no. residential units (196 no. houses, 62 no. apartments, 102 no. duplexes), crèche and associated site works in the Maynooth Environs (*Moygaddy, County Meath*). As of May 2024, this is a ‘live application’ and is still being considered by An Bord Pleanála (*Case Reference: TA17.314548*).

Typographical Error No. 8

Section 3.6, third paragraph, second sentence:

This will provide for the sequential development of the lands over a timescale that ~~is longer than the period~~ *extends beyond the life* of the Plan.

Chapter 4: Delivering Place Quality in a Low Carbon Town

Typographical Error No. 9

Section 4.3.2, first paragraph, fifth sentence:

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.

Typographical Error No. 10

Section 4.4.1, final sentence:

This is assuming tenancy of *all* vacant property over the medium to long term.

Typographical Error No. 11

Section 4.6.1, first paragraph, second sentence:

The results of this can be seen in the extent of outdoor seating provided by hospitality businesses (as highlighted in Section 4.4).

Typographical Error No. 12

Section 4.6.1, second paragraph, second sentence:

The design and layout of the Main Street has resulted in conflict occurring between pedestrians and cyclists due to ~~the~~ poorly located cycle lanes that ~~has~~ *have* been placed in the centre of both footpaths.

Typographical Error No. 13

Section 4.6.4, second sentence:

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 ~~Lidl~~ *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.

Chapter 5: Homes and Communities

Typographical Error No. 14

Section 5.1, first sentence:

A key function of the Joint Plan is to act as a driver in delivering ~~of~~ 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.

Typographical Error No. 15

Footnote 19:

¹⁹Note: The vacancy figures referred to excludes holiday homes and homes where people are ~~temporary~~ temporarily absent.

Typographical Error No. 16

Section 5.4, third paragraph, first sentence:

The housing unit allocation in Maynooth and Environs for new residential zoned lands (see ~~Table 3.7~~, Section 3.4.2) applies a 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 (~~above~~).

Typographical Error No. 17

Section 5.5, text box entitled: '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 ~~and~~ / recreational spaces.

Typographical Error No. 18

Childcare Objectives, Objective HCO 4.2:

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 ~~childcare~~ such facilities are required to be delivered.

Typographical Error No. 19

Section 5.5.3, subsection entitled: 'Residential Care Settings for Older People', first sentence:

The four residential care facilities for older people located within/~~within~~ in close proximity of

Maynooth are at 85% capacity.

Typographical Error No. 20

Healthcare Objectives, Objective HCO 5.2:

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' ~~at~~ *in the Maynooth Environs (Moygaddy, County Meath)*, subject to planning and design considerations.

Typographical Error No. 21

Section 5.5.4, Subsection entitled: 'Sports and Recreation', last sentence:

~~Liaison~~ *Sustained consultation* with the Kildare Sports Partnership and Maynooth University / St. Patrick's College, as well as other stakeholders, will be critical in this regard.

Typographical Error No. 22

Open Spaces Sports and Recreation Objectives, Objective HCO 6.8:

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) in Crewhill Key Development Area as part of the Municipal Sports Facility, and on 'C: New Residential' zoned lands in Railpark Key Development Area.

Typographical Error No. 23

Section 5.5.5, subsection entitled: 'Maynooth Community Hub, second bullet point:

- A new community centre incorporating facilities and spaces for sports/recreation and a space for cultural activities and ~~preforming~~ *performing* arts (theatre space)

Typographical Error No. 24

Social Infrastructure Objectives, Objective HCO 9.1:

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.

Chapter 6: Economic Development

Typographical Error No. 25

Section 6.2, last sentence:

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.

Typographical Error No. 26

Section 6.2.1, text box entitled: '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 was one job available for every resident worker.

Typographical Error No. 27

Section 6.3.2, second paragraph, last sentence:

Furthermore, targeting the development of such knowledge-based employment in ~~the town~~ *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.

Typographical Error No. 28

Section 6.4.5, third paragraph, last sentence:

This Plan actively supports the development of such hubs in Maynooth Town Centre, as they ~~have will~~ contributed to the ~~continuing~~ vitality and sustainability of the historic commercial core, whilst also adhering to the government's Town Centre First policy (2022).

Typographical Error No. 29

Section 6.5, first paragraph, first sentence:

The town's rich architectural, industrial and historic character represents a critical tourism asset ~~for the town~~ which can be further utilised and enhanced to benefit both the general visitor experience and the overall liveability of the town for its residents.

Chapter 7: Movement and Active Travel

Typographical Error No. 30

Table 7.1, first column, second row:

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

Typographical Error No. 31

Table 7.2, Permeability Measures and Phasing:

Ref. No.	Description	Timeframe
PERM 141	Active modes bridge over Rye River to Maynooth Environs (Moygaddy lands , <i>County Meath</i>)	Medium - long
PERM 142	Rye River Greenway (north bank, Maynooth Environs - Moygaddy lands , <i>County Meath</i>)	Medium - long
PERM 143	Blackhall Little Greenway, Maynooth Environs (Moygaddy lands , <i>County Meath</i>)	Medium - long
PERM 144	Rye River Greenway connection to Dunboyne Road (north bank, Maynooth Environs (Moygaddy lands , <i>County Meath</i>))	Medium - long

Typographical Error No. 32

Table 7.3, Cycling Measures and Phasing:

Ref. No.	Description	Proposed Link Type	Timeframe
CYCLE 48	North-eastern MOOR at Maynooth Environs (Moygaddy lands , <i>County Meath</i>)	Cycle track	Medium – long (as per road measure 5)

Typographical Error No. 33

Table 7.5, Public Transport Measure PT 23:

Ref. No.	Description	Timeframe
PT 23	KCC <i>and MCC</i> will work collaboratively with the NTA to improve the frequency on key bus services serving Maynooth	Short-Medium

Typographical Error No. 34

Table 7.6, Road Measure RD 5:

Ref. No.	Description		Timeframe	Dependency on Other Measures or Projects
RD 5	North-Eastern orbital MOOR to Moygaddy and filtered permeability in Moyglare Hall		Medium Term	Linked to the development of the Moygaddy site in <i>Maynooth Environs (Moygaddy, County Meath)</i>

Typographical Error No. 35

Section 7.8, second paragraph, first sentence:

The MEABTA's Parking Strategy seeks to ~~improve~~ *provide for* the efficient use of existing carparks in Maynooth Town Centre.

Chapter 8: Built Heritage and Archaeology


Typographical Error No. 36

Section 8.3.1, first paragraph, second sentence:

These relate to views to/from historic bridges over the Royal Canal *and Rye Water River* (see Table 8.2).

Typographical Error No. 37

Table 8.3, description of 'View 8':

View Ref.	Location/Description
View 8	View from footbridge of <i>over</i> the Royal Canal, looking north-west towards spire of St Patrick's College Chapel 

Chapter 9: Green and Blue Infrastructure

Typographical Error No. 38

Section 9.6.7, first bullet point:

- **Attenuation ponds - Maynooth Business Park 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.

Typographical Error No. 39

Section 9.9.1, fourth bullet point:

- On lands identified for the future Lyreen – Rye Water Linear Park, the Maynooth West **Urban Neighbourhood Local** Park and the Railpark **Neighbourhood Local** Park

Typographical Error No. 40

Green and Blue Infrastructure Objectives, renumber objectives after Objective GBIO 2.7 to ensure that they are in numerical order:

GBIO 2.98 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 2.109 Incorporate items of historical or heritage importance within the Green and Blue Infrastructure network as amenity features, where practical.

Chapter 10: Infrastructure and Environmental Services

Typographical Error No. 41

Surface Water and Ground Water Objectives, title:

Surface Water and ~~Ground Water~~ *Groundwater* Objectives

Typographical Error No. 42

Section 10.4.1, third sentence:

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.

Typographical Error No. 43

Figure 10.3, title:

Figure 10.3 Noise Map for Heavily Trafficked Roads (~~daytime~~, *evening*, *night* period) in Maynooth Area

Chapter 11: Implementation

Typographical Error No. 44

Section 11.2.1, last sentence:

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 (~~see Map 11.2~~).

Typographical Error No. 45

Section 11.3.3, last sentence:

The proximity of the lands to Maynooth University and the clear deficit of ~~3rd~~ *third* level accommodation presents an opportunity to provide for same in the Maynooth Environs area in County Meath.

Typographical Error No. 46

Table 11.7, title:

Table 11.7 Land Use Zoning Objectives for Lands in (~~Maynooth~~) (*County Kildare*)

The Members noted the list of non-Material Amendments.

Mr. Conlon advised the Meeting that they would now deal with the Amber and Red listed items from Chapters 3,4, 5, 8, 10 and 11.

Chapter 3: Compliance with the Core Strategies

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Chapter 4: Delivering Place Quality in a Low Carbon Town

Mr. Conlon advised that there were two amber items in Chapter 3, item number 5 and 6.

The Members agreed to take item numbers 5 and 6 from Chapter 3 and item number 8 from Chapter 4 together.

Item No.	Motion: Cllr Durkan	Record
5	That Kildare County Council carry out a review and progress report on the delivery of key infrastructure to specifically include but not limited to Crèche's Places, Maynooth Outer Orbital Route, Play Grounds, Community Centre, Neighbourhood Centre's, Swimming Pool, Sports Centre of Excellence (as identified in the Kildare County Development Plan), School Places, Doctor's Surgery's, Harbour Field	<p><u>Chief Executive's Opinion</u> There is no provision in either the Planning and Development Act 2000 (as amended) or in the Section 28 statutory guidelines on Local Area Plans (DoECLG, 2013) which requires local authorities to undertake a review or prepare a progress report on any aspect of a local area plan once it is adopted. It is noted however Objective CCSO 1.2 of the Draft Plan seeks to "establish a Joint Local Area Plan Monitoring and Implementation Group who will prepare a Monitoring and Implementation Framework that will include an agreed co-ordinated</p> <p>The Motion was proposed by Cllr. T. Durkan and seconded by Cllr. Wyse.</p> <p>Items 5,6 and 8 were taken together.</p> <p>Cllr. Durkan noted that there were deficits in key infrastructure in Maynooth and considered that a review was required.</p> <p>Cllr. Feeney considered it imperative that the Council assess where they were in two years' time to see what was delivered.</p> <p>Cllr O' Cearúil considered it was critical that social infrastructure was delivered.</p>

	<p>upgrade, Main Street Upgrade, Court House Square Upgrade, Carton Avenue and Mill Street Upgrade at the end of year two of the plan.</p>	<p><i>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.” It is considered that such a Monitoring and Implementation Group will, as part of its work, track and record the delivery of identified community and servicing infrastructure, along with regeneration projects, in the town over the life of the Plan.</i></p> <p><u>Chief Executive’s Recommendation</u> No change recommended.</p>	<p>Ms. Granville advised the Members that “Objective CCSO 1.2 of the Draft Plan provides for the establishment of a Joint Local Area Plan Monitoring and Implementation Group 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. It is considered that such a Monitoring and Implementation Group will, as part of its work, track and record the delivery.”</p> <p>Ms. Granville confirmed that the first report would be prepared after two years.</p> <p>The Members accepted that an update would be provided two years after adoption Report from Ms. Granville.</p>
<p>Item No.</p>	<p>Motion: Cllr Feeney</p>		<p>Record</p>
<p>6</p>	<p>That a mid LAP critical infrastructure review happens to assess progress in critical infrastructure supporting the growth plan for Maynooth.</p>	<p><u>Chief Executive’s Opinion</u> As noted in Item No. 5 above, there is no provision in either the Planning and Development Act 2000 (as amended) or in the Section 28 statutory guidelines on Local Area Plans (DoECLG, 2013) which requires local authorities to undertake any type of review of the Plan. However, Objective</p>	<p>The Motion was proposed by Cllr. O’ Cearúil and seconded by Cllr. Feeney</p> <p>Items 5,6 and 8 were taken together.</p> <p>Please see record at item number 5.</p>

		<p>CCSO 1.2 of the Draft Plan provides for the establishment of “a <i>Joint Local Area Plan Monitoring and Implementation Group 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.</i>” It is considered that such a Monitoring and Implementation Group will, as part of its work, track and record the delivery of critical infrastructure in the town over the life of the Plan.</p> <p><u>Chief Executive’s Recommendation</u> No change recommended</p>	
Item No.	Motion: Cllrs Ó Cearúil, Melrose, Durkan and Feeney		Record
8	<p>That the following is added to 4.3.2, "that a critical infrastructure review takes place in the middle of the Local Area Plan (LAP) period to review progress in key infrastructure supporting the Maynooth growth plan. The infrastructure review would address, but not be limited to,</p>	<p><u>Chief Executive’s Opinion</u> As noted in Item Nos. 5 and 6 above, there is no provision in either the Planning and Development Act 2000 (as amended) or in the Section 28 statutory guidelines on Local Area Plans (DoECLG, 2013) which requires local authorities to undertake any type of review of the Plan. However, Objective CCSO 1.2 of the</p>	<p>The Motion was proposed by Cllr O’ Cearúil and seconded by Cllr. Feeney.</p> <p>Items 5,6 and 8 were taken together.</p> <p>Please see record at item number 5.</p>

	transport, school and preschool, primary health services, water and waste services, and ESB network capacity.	<p>Draft Plan provides for the establishment of “a <i>Joint Local Area Plan Monitoring and Implementation Group 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.</i>” It is considered that such a Monitoring and Implementation Group will, as part of its work, track and record the delivery of critical infrastructure in the town over the life of the Plan.</p> <p><u>Chief Executive’s Recommendation</u> No change recommended.</p>	
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Chapter 5: Homes and Communities

Mr. Conlon advised that there were three red listed items, item numbers 14,19 and 23 and one amber listed items, item number 18 in Chapter 5.

Item No.	Motion: Cllr Durkan		Record
14	That all part 5 housing is dispersed evenly throughout the proposed developments.	<p><u>Chief Executive’s Opinion</u> It is considered that such a provision is not appropriate for a Local Area Plan. It is noted that the housing</p>	The motion was proposed by Cllr. Durkan and seconded by Cllr. Wyse.

		<p>department in Kildare County Council seeks to pursue such a policy on a case-by-case basis. The mandating of such a policy in a statutory plan is considered overly restrictive and could have unintended consequences. It would also present difficulties for the local authority in a number of different instances, including for example when dealing with whole residential estates being developed by Approved Housing Bodies (ABPs).</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	<p>Cllr. Durkan considered that Part V houses should be pepper potted throughout the estate.</p> <p>Ms. Granville advised that this was dealt with as part of conditions of planning through the development management process and considered that Part V units were dispersed.</p> <p>The Members accepted the Chief Executive's Recommendation.</p>
Item No.	Motion: Cllr Durkan		Record
18	To ensure that all Crèche's and Neighbour Centres proposed in this Local Area Plan are completed in tandem with residential development.	<p><u>Chief Executive's Opinion</u> Objective HCO 4.2 states that "<i>childcare facilities will be required, by a condition of planning permission, to be developed within the first phase of any new residential development where childcare facilities are required to be delivered.</i>"</p> <p>Unlike childcare facilities the development of neighbourhood centres is not governed by any Section 28 statutory guidelines, therefore the application of a similar</p>	<p>The motion was proposed by Cllr. T. Durkan and seconded by Cllr. W. Durkan.</p> <p>Cllr. Durkan advised of the need for childcare facilities and noted cases whereby developers sought to change planning permissions to remove the condition.</p> <p>Ms. Curran advised that the Draft Plan has included a specific land use zoning under Community and Education denoted as 'E *' where there has been an approved childcare facility as part of a residential development.</p>

		<p>condition to the development of neighbourhood centres is not considered feasible as their development depends on commercial viability. A requirement for a neighbourhood centre within a specific Key Development Area (KDA) where it may not be commercially viable in the first phase of development could negatively impact on the overall delivery of the KDA and thereby on the construction of much needed new homes in the town. It should be noted however, that the Draft Plan has zoned sites 'N: Neighbourhood Centre' at both Crewhill KDA and Railpark KDA, thereby safeguarding their development for such uses. The Draft Plan also requires the masterplan for Maynooth West to provide for a neighbourhood centre to be located to the north of the proposed location of the new train station.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	<p>The Members accepted the Chief Executive's Recommendation.</p>
Item No.	Motion: Cllr Feeney		Record
19	That the Plan specifies that childcare facilities in new housing developments include	<p><u>Chief Executive's Opinion</u> The motion is considered to be an operational matter for individual</p>	Cllr. Feeney Proposed and Cllr. T. Durkan seconded the motion.

	<p>provision for babies and young children as well as ECCE qualifying childcare.</p>	<p>childcare providers and is therefore outside the remit of a land use plan.</p> <p>Objective HCO 4.2 states that <i>“childcare facilities will be required, by a condition of planning permission, to be developed within the first phase of any new residential development where childcare facilities are required to be delivered.”</i> Furthermore, the Plan has designated sites at both Mullen Park and Celbridge Road as ‘E*’ for the provision of childcare. This is in line with permission granted for residential schemes within each site and will safeguard these locations for the development of childcare facilities.</p> <p>It should be further noted that where operators are private developers, Local Authorities cannot compel the provision of specific services. This may be a matter for discussion with the County Kildare Childcare Committee.</p> <p><u>Chief Executive’s Recommendation</u> No change recommended.</p>	<p>Cllr. Feeney noted that this was a matter for the County Kildare Childcare Committee and that she would follow up with them.</p> <p>The Members accepted the Chief Executive’s recommendation.</p>
<p>Item No.</p>	<p>Motion: Cllr Durkan</p>		<p>Record</p>

23	<p>That two additional public playgrounds on publicly owned lands are delivered within the life of the Local Area Plan.</p>	<p><u>Chief Executive’s Opinion</u> The provision of playgrounds on publicly owned lands is a matter for the capital programme for Parks and Open Spaces.</p> <p>However, the Social Infrastructure Assessment (SIA) which accompanies the Draft Plan outlines the requirements for additional playgrounds during the life of the Plan, as follows:</p> <ul style="list-style-type: none"> • Provision of a playground at a location in the southern part of the town (south of the rail line and canal corridor). • Provision of play facilities within new residential developments as per the requirements of the respective County Development Plans of Kildare County Council and Meath County Council and the Design Standards for New Apartments Guidelines (DoHHLGH, 2023). <p>Having regard to the above, a new playground has been identified for the Local Park which will be developed as part of the Railpark KDA. Additional playgrounds will be required as part of the development of residential lands in Maynooth with several being</p>	<p>Cllr. Durkan proposed and Cllr. Farrelly seconded the motion.</p> <p>Cllr. Durkan considered, given the increase in population in Maynooth in addition to the number of students, that there was a requirement for additional playgrounds in Maynooth. Cllr Durkan considered that estate playgrounds could not be considered as playgrounds for the general public in all cases.</p> <p>Ms. Granville advised that there was no location identified in the draft and that additional text could be added.</p> <p>Cllr. Durkan considered that land at Carton Avenue and at the Dublin Road could be identified.</p> <p>Ms. Granville advised that Carton Avenue Masterplan will provide for the development of an additional playground at this location.</p> <p>Cllr. Durkan enquired whether zoning F could be changed to provide for playgrounds.</p> <p>Ms. Granville advised that the F Open Space & Amenity zoning allowed for the provision of parks/playground.</p>
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	<p>identified in the Design Briefs and Urban Design Frameworks for the respective Key Development Areas, as outlined in Chapter 11.</p> <p>It is acknowledged that public parks are limited in Maynooth which consequently limits the potential for appropriately sited playgrounds. It is however noted that the regeneration of existing public park at Harbour Field will incorporate the replacement of the existing playground, and the Carton Avenue Masterplan will also provide for the development of an additional playground at this location.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	<p>The Members accepted the Chief Executive's recommendation.</p>
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Chapter 8: Built Heritage and Archaeology

Mr. Conlon advised that there was one red listed item, item number 98 and one amber listed item, item number 99 in Chapter 8.

Item No.	Motion: Cllr Ó Cearúil		Record
98	Amend BHO 3.3 to strengthen heritage protections by removing	<u>Chief Executive's Opinion</u>	The motion was proposed by Cllr. O' Cearúil and seconded by Cllr. T. Durkan.

	the clause "except in exceptional circumstances" to ensure the integrity and preservation of Maynooth's historical sites.	It is not considered appropriate to include a blanket protection that takes no account of exceptional circumstances, as this may hinder the sensitive development of such sites which in fact facilitates continued use which is the favoured mechanism for protection. Furthermore, the wording of Objective BHO 3.3 has been extracted from the Architectural Heritage Protection Guidelines for Planning Authorities (DoAHG, 2011) and Section 57— (1) of the Planning and Development Act 2000 (as amended). <u>Chief Executive's Recommendation</u> No change recommended.	Cllr. O' Cearúil advised that he was trying to solidify the heritage status of Maynooth but advised that he was happy to accept the report. The Members accepted the Chief Executive's recommendation.
Item No.	Motion: Cllr Durkan		Record
99	That Kildare County Council works with the owners of Carton Demesne to ensure the preservation and restoration where necessary of the house, lands, entrances to the estate and the famine wall surrounding the estate.	<u>Chief Executive's Opinion</u> It is noted that the portion of Carton Demesne which is located in County Kildare lies outside the plan boundary. It is further noted that Objective AH O27 of the Kildare County Development Plan 2023-2029 seeks to ' <i>protect the</i>	The motion was proposed by Cllr. Durkan and seconded by Cllr. Feeney. Cllr. T. Durkan noted that the walls were outside the plan boundary but advised that sections of the walls had collapsed and advised of their historical importance.

		<p><i>character of the historic designed landscape within Carton Demesne, as outlined in Map V1 - 11.13' which is considered to provide sufficiently robust protection.</i></p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	<p>Ms. Granville advised that the Planning Authority had previously been in contact with Carton regarding the house and undertook to contact them with regards to the walls.</p> <p>Cllr. Durkan accepted Ms. Granville's report.</p> <p>The Members accepted the Chief Executive's recommendation.</p>
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Chapter 10: Infrastructure and Environmental Services

Mr. Conlon advised that there were no red listed items and one amber listed item, item number 105 in Chapter 10.

Item No.	Motion: Cllr Durkan		Record
105	That Kildare County Council ensure by way of planning conditions that all new Residential and Commercial developments have adequate solar PV panels to allow for micro generation.	<p><u>Chief Executive's Opinion</u> There are several provisions of the Draft Plan including Objectives IO 4.4 – IO 4.6 which support the development of renewable energy technologies both in commercial and residential developments in Maynooth. However, as is outlined in the Development Plan Guidelines (2022), planning authorities must exercise caution not to inappropriately seek to address the operation of other</p>	<p>The motion was proposed by Cllr. T. Durkan and seconded by Cllr. W. Durkan.</p> <p>Cllr. Durkan accepted the Report.</p> <p>The Members accepted the Chief Executive's recommendation.</p>

		<p>statutory codes and regulatory regimes that relate to the development sector but are outside the legislative remit of a plan (i.e., Building Regulations). This guidance is also applicable to the making of local area plans in this instance. It is therefore not considered appropriate to address this motion through an amendment to the Local Area Plan.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
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Chapter 11: Implementation

Mr. Conlon advised that there were eight red listed items, item numbers 115, 122, 123, 148, 149, 150, 151 and 152 and four amber listed item, item number 106, 120, 146 and 147 in Chapter 11.

Item No.	Motion: Cllr Naoise Ó Cearúil		Record
106	To add the following to 11.1.3. Maynooth Central Urban Design Framework; "That a strategic land use plan is developed for the Council lands at Maynooth Harbour"	<p><u>Chief Executive's Opinion</u> As set out under Section 14.5.4 of the Kildare CDP an Urban Design Framework is one of a number of strategy types that can be used to set out a strategic development strategy and vision for a specific area over a medium to long-term timeframe. Accordingly, the contents of</p>	<p>The motion was proposed by Cllr. O' Cearúil and seconded by Cllr. Feeney.</p> <p>Cllr. O' Cearúil noted that the Harbour lands would be included in the Two year Review Report and accepted the Chief Executive's report.</p>

		<p>Section 11.1 Maynooth Central Settlement Consolidation Site (SCS) are intended act as a strategic framework to guide and manage the integrated development of the site, which includes the council-owned lands. This section incorporates a detailed vision and urban design framework for the SCS which, when read in conjunction with Section 5.5 Social and Community (Maynooth Community Library and Maynooth Community Hub), provides a comprehensive land use plan for the SCS.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	<p>The Members agreed to the Chief Executive's recommendation.</p>
<p>Item No.</p>	<p>Motion: Cllrs Melrose and Farrelly</p>		<p>Record</p>
<p>115</p>	<p>Table 11.1 - Railpark KDA – Boundaries and Entrance Treatments – Add “<i>All boundaries and interface areas with adjoining residential areas should provide for an ecological corridor, and a setback area between existing houses and front boundary of new houses</i>”</p>	<p><u>Chief Executive's Opinion</u> The request to provide for an ecological corridor and a setback area between the existing estates and the new built form is not accepted. Such a provision will not result in the creation of an integrated urban development and would undermine the achievement of an optimal urban design outcome for the KDA. The integration of such a setback area would also threaten the viability/delivery of the local park as all the public open space provision within the area would be</p>	<p>The motion was proposed by Cllr. Melrose and seconded by Cllr. Farrelly.</p> <p>Cllr. Melrose advised that keeping on eye to the future, ecological corridors would protect biodiversity and that it was essential that we protect biodiversity.</p> <p>Cllr. Melrose accepted the Chief Executive's Report.</p> <p>The Members agreed with the chief Executive's Recommendation.</p>

		<p>consumed by a long and narrow setback area that would not be usable for active recreation activities.</p> <p>The Urban Design Framework for Railpark provides lower density-built form (i.e., terraces and semi-detached dwellings) to be located adjacent existing residential areas in Rockfield and Parklands. It is therefore not considered that the development will result in any overshadowing or overbearing impact or any unacceptable level of overlooking on existing housing in the Parklands and Rockfield estates in the absence of any setback corridor being put in place. Furthermore, such an ambiguous setback feature would also have the effect of reducing the overall density levels on this strategic residential landbank to a level below that is required by the Sustainable Residential and Compact Settlement Guidelines for Planning Authorities (2024). It is further noted that the LIHAP funding for the Maynooth Eastern Ring Road (MERR) is contingent on a certain quantum of housing being delivered on the Railpark lands which may not be achievable if such a setback corridor is required.</p> <p><u>Chief Executive's Recommendation</u></p>	
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		No change recommended.	
Item No.	Motion: Cllr Durkan		Record
120	That Kildare County Council includes the delivery of a walking/cycling route around the perimeter of the Municipal Sport Facility as a public amenity within the life of the plan.	<p><u>Chief Executive's Opinion</u> Whilst it is agreed that the text of Table 11.2 Crewhill KDA Design Brief be amended to provide for the development of a walking and cycling route around the perimeter of the Municipal Sport Facility, it cannot be guaranteed that such a route will be delivered over the life of the Plan due to landownership and funding considerations.</p> <p><u>Chief Executive's Recommendation</u> Chapter 11 Implementation, Table 11.2 Crewhill KDA Design Brief, incorporate text to reflect the following provision under 'Connectivity and Movement':</p> <p><i>The Municipal Sports Facility will feature a walking and cycling route around its perimeter.</i></p> <p>It is noted that this additional text may create consequential amendments to the changes to proposed in Table 11.2 Crewhill KDA Design Brief, as outlined in Item No. 119 above.</p>	<p>The motion was proposed by Cllr. T. Durkan and seconded by Cllr. Farrelly.</p> <p>Cllr. Durkan noted the content of the Chief Executive's report and advised that he was willing to remove the wording "within the life of the plan"</p> <p>Ms. Granville advised that was acceptable.</p> <p>The Members agreed that Kildare County Council include for the provision of a walking/cycling route around the perimeter of the Municipal Sport Facility as a public amenity.</p>
Item No.	Motion: Cllr Ó Cearúil		Record

<p>122</p>	<p>Amend Table 11.3 Rye Water KDA, under Connectivity and Movement; “Vehicular access to this KDA should NOT be provided via existing Mariavilla development. The KDA should have separate vehicular and pedestrian access”</p>	<p><u>Chief Executive’s Opinion</u> In keeping with legislative requirements, the Draft Plan must align with both the plan hierarchy and statutory guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended). In this regard, it should be noted that Objective UD O1 of the Kildare County Development Plan 2023-2029 requires “<i>a high standard of urban design to be integrated into the design and layout all new development and ensure compliance with the principles of healthy placemaking by providing increased opportunities for physical activities, social interaction and active travel, through the development of compact, permeable neighbourhoods which feature high-quality pedestrian and cyclist connectivity, accessible to a range of local services and amenities.</i>” Furthermore, the Sustainable Residential Development and Compact Settlement Guidelines (2024) states that ‘<i>new developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible.</i>’ Accordingly, all new residential development, including Ryewater Valley KDA, is required to</p>	<p>The motion was proposed by Cllr. O Cearúil and seconded by Cllr. Wyse.</p> <p>Cllr. O Cearúil recused himself from the chair for this motion and Cllr. Fitzpatrick took the chair.</p> <p>The Senior Planner advised that the response related to vehicular access only.</p> <p>Cllr. O Cearúil considered that access should be through Lyreen Close.</p> <p>Cllr. O’ Cearúil did not vote on the motion. The Members agreed to the minor amendment that Vehicular access should be though Lyreen Close.</p>
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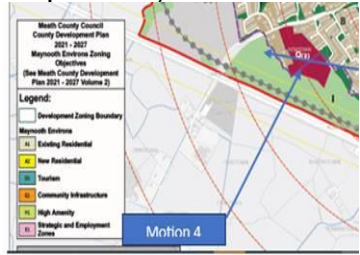
		<p>provide for linkages to both the existing street network and the existing pedestrian/cycle network of adjoining areas.</p> <p>A critical feature of active travel infrastructure which is intended to be delivered in tandem with Rye Water Valley KDA is the new greenway (measure PERM 140) which will be critical in providing children in Mariavilla and adjacent areas with a high-quality and safe off-road route to the Maynooth Education Campus (MEC) and will also provide residents of Maynooth Environs (Moygaddy) with an important active modes link connecting down to the town centre. Measure PERM 140 will also help to ensure the success of the Lyreen-Rye Water Linear Park as an important public amenity space in town. Furthermore, all other links are designed to allow residents of adjacent estates easy access to the greenway and destinations further afield.</p> <p>With regard to the proposed route link, it is considered that providing a longer vehicular route from the MOOR, is both unwarranted and unnecessary. Furthermore, this access route will need to traverse an identified area of green</p>	
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		<p>infrastructure (wet grassland) which has been zoned '<i>I: Agriculture</i>' in the Draft Plan.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
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Item No.	Motion: Cllr Ó Cearúil		Record
123	Remove all permeable and vehicular access routes between Mariavilla and the Rye Water KDA.	<p><u>Chief Executive's Opinion</u> As per the response outlined in Item No. 122 above the Draft Plan is required to align with both the plan hierarchy and statutory guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended). In this regard, it should be noted that Objective UD O1 of the Kildare County Development Plan 2023-2029 requires "<i>a high standard of urban design to be integrated into the design and layout all new development and ensure compliance with the principles of healthy placemaking by providing increased opportunities for physical activities, social interaction and active travel, through the development of compact, permeable neighbourhoods which feature high-quality pedestrian and cyclist connectivity, accessible to a range of local services and amenities.</i>" Furthermore, the Sustainable Residential</p>	<p>The motion was proposed by Cllr. O' Cearúil and seconded by Cllr. Durkan.</p> <p>Vehicular access to this KDA should be provided via <i>Lyreen Close</i> in the existing Mariavilla development <i>only was agreed by the members</i></p>


		<p>Development and Compact Settlement Guidelines (2024) states that '<i>new developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible.</i>' Accordingly, all new residential development, including Ryewater Valley KDA, is required to provide for linkages to both the street network and the pedestrian/cycle network of adjoining areas.</p> <p>A critical feature of active travel infrastructure which is intended to be delivered in tandem with Rye Water Valley KDA is the new greenway (measure PERM 140) which will be critical in providing children in Maria Villa and adjacent areas with a high-quality and safe off-road route to the Maynooth Education Campus (MEC) and will also provide residents of Maynooth Environs (Moygaddy) with an important active modes link connecting down to Maynooth Town Centre. Measure PERM 140 will also help to ensure the success of the Lyreen-Rye Water Linear Park the as an important public amenity space in town. Furthermore, all other links are designed</p>	
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	<p>to allow residents of adjacent estates with easy access to the greenway and destinations further afield.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
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Item No.	Motion: Cllr Durkan		Record
146	<p>To change the Q (2) zoning on the Newtown Road to (C) new residential and (E) community and education to accommodate a secondary school and 250 residential units to ensure the delivery of the orbital route from Straffan Road to Newtown / Rathcoffey Road. (See Motion 4 on Map below).</p> 	<p><u>Chief Executive's Opinion</u> The proposal to amend the 'Q (2)' zoning on the Newtown Road to 'E: Community and Education' to accommodate a school is agreed. However, the provision of additional residential lands at this location is not considered appropriate in the context of the population growth figures already contained in the Draft Plan. In this regard, under Section 3.4.2 of the Draft Plan the estimated capacity of residential zoned lands is already somewhat higher than the residential unit target for the duration of the Plan. Furthermore, issues relating to road infrastructure capacity and the deficit in social infrastructure which have been identified in the Draft Plan pertain to the residential growth targets outlined in Chapter 3. Accordingly, any further increase in residential development would negatively impact on the ability of the town's servicing infrastructure to</p>	<p>The motion was proposed by Cllr. Durkan and seconded by Cllr. Wyse.</p> <p>Cllr. Durkan considered that the site could provide housing and an additional school site. Cllr. Durkan considered there was considerable traffic congestions relating to a three school campus and this school site would help alleviate that. Ms. Granville expressed serious concern relating to the motion. Ms. Granville advised that the orbital route did not relate to the site.</p> <p>Ms. Granville further advised that the motion did not come with a map delineating the site into the two separate sites.</p> <p>Cllr. Durkan advised that he was looking for a vote on the motion.</p> <p>Cllr Melrose advised that the Members had already voted to accept motions 144 and 145.</p>

		<p>sustainably accommodate an unforeseen increase in its projected population growth.</p> <p><u>Chief Executive's Recommendation</u> Amend Land use zoning map to replace 'Q (2) Enterprise and Employment (Newtown Road)' land zoning with 'E: Community and Education'.</p>	<p>Ms. Granville advised that the quantum was not provided at the time and advised that the motion was not clear. Ms Granville requested that Cllr. Durkan reconsider the motion.</p> <p>Cllr. Durkan considered that the quantum could be taken from the Celbridge Road site.</p> <p>NB The Members agreed to come back to this motion together with motions 144 and 145 at the end of the meeting. See later in this report for record</p>
<p>Item No.</p>	<p>Motion: Cllr Durkan</p>		<p>Record</p>
<p>147</p>	<p>To remove E (3) Zoning from the Celbridge Road and relocate it to the Rathcoffey / Newtown Road as indicated on the map (Motion 7) below.</p> 	<p><u>Chief Executive's Opinion</u> The locations identified in the Draft Plan are considered to be the optimum sites for community and education facilities in the context of new growth areas in Maynooth and are informed by the Social Infrastructure Audit (SIA). It is considered that the Railpark area is optimal in terms of providing for the first time a post-primary school that will be located in the south of Maynooth. The rationale for identifying lands in Railpark for a post-primary school is based on the fact that the area has an existing large residential population and is identified as having the capacity to accommodate significant residential development over the life of the Plan. In</p>	<p>The motion was proposed by Cllr. Durkan and seconded by Cllr. Wyse.</p> <p>Cllr. Durkan reiterated his previous grounds against three school campus sites and the significant traffic congestion that result.</p> <p>Cllr Durkan further reminded Members of the considerable issues currently ongoing at the Celbridge Road</p> <p>Ms. Curran advised that the locations identified in the Draft Plan are considered to be the optimum sites for community and education facilities in the context of new growth areas.</p>

		<p>this regard, it should be noted that the 'C(1)', 'C(2)' and 'C(3)' New Residential lands have a combined estimated residential yield of 1,183 units between them which (at 2.75 persons per household) equates to an additional residential population of 3,253 persons. This is equivalent to the population of the town of Rathangan (Census 2022 population: 3,263). It is therefore considered appropriate to provide for a post-primary school in this location, to cater for the educational needs of the population over the longer term adjacent to the existing primary schools. Accordingly, removing the 'E' zoning on Celbridge Road is not agreed.</p> <p>However, given the planned population increase and the range of community and other uses permitted in principle and/or open for consideration in the 'E' land use zoning, the rezoning of the lands at Rathcoffey/Newtown Road is agreed.</p> <p>It is noted that the land proposed to be zoned '<i>E: Community and Education</i>' in the motion is considered to be located in a peripheral and 'edge-of-town' area at somewhat of a remove from existing and planned residential locations in the town. Consequently, the site is not considered</p>	<p>Ms. Curran further advised that Railpark is optimal for providing the first post-primary school in the south of the town given that the area has an existing large residential population, has capacity to accommodate significant residential development over the life of the Plan. 'C(1)', 'C(2)' and 'C(3)' New Residential lands have a combined estimated residential yield of 1,183 units, which equates to an additional residential population of 3,253 persons. This is equivalent to the population of the town of Rathangan. The lands are identified to provide for a post-primary school in this location, in close proximity to the new population. The CE Recommendation stands, removing the 'E' zoning on Celbridge Road is not agreed.</p> <p>Cllr. O' Cearúil suggested that the Members revert to the decision on this motion later in the meeting.</p>
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		<p>appropriate for the development of such community and educational facilities.</p> <p><u>Chief Executive's Recommendation</u> Amend Land use zoning map to replace 'Q (2) Enterprise and Employment (Newtown Road)' land zoning with 'E: Community and Education'.</p>	
Item No.	Motion: Cllr Durkan		Record
148	<p>To remove and change Q (2) zoning on the Newtown Road and to change it to (Q2) and (H) and relocate it to Rowanstown and Moneycooly to insure sequential commercial zoning as indicated on the map (Motion 5) below.</p> 	<p><u>Chief Executive's Opinion</u> Recommendation 6: Policy objective for national roads, in the OPR submission required the councils to reconsider and appropriately reduce the quantity of lands adjacent to Junction 7. This portion of lands amounted to ca. 2.26 hectares of land. The land use zoning proposed in the Draft Plan reflected the existing established and permitted commercial uses on the site, comprising of warehousing and workshops. Furthermore, the TII in their submission also highlighted the lands to the southwest of Junction 7 did not have the necessary evidence base and should be omitted.</p> <p>The subjects were examined as part of the Settlement Capacity Audit (SCA) which formed an important evidence-based document which supported residential and employment land use zonings of the Draft</p>	<p>The motion was proposed by Cllr. O Cearúil and seconded by Cllr. Ward.</p> <p>Cllr. Durkan considered if the Council were serious about wanting people to walk, this amendment would ensure sequential commercial zoning.</p> <p>Cllr. O Cearúil expressed his support for Cllr. Durkan.</p> <p>Ms. Curran advised that the Draft Plan included 2.26 ha of land to the south of the motorway to which both the OPR and the TII made submissions that it should be removed within the necessary evidence base to support it. The concerns raised relate to the Section 28 guidelines on protecting the capacity of the associated junction of the Motorways. There is no evidence base to support a zoning change at this location and the CE Recommendation stands.</p>

		<p>Plan. The two sites (Site 13 and Site 18) demonstrated a poor level of serviceability and did not represent sequential growth or align with stated regional policy provisions for Maynooth and were deemed as not suitable for development.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	<p>Ms. Granville expressed concern that they could receive a Ministerial Direction with regard to this amendment and advised extreme caution progressing with the amendment.</p> <p>Cllr. Durkan considered that the site is sequential and requested that his motion be put forward for a vote.</p> <p>Cllr. Melrose considered that further clarification was required from the Planning Department concerning the consequences of proceeding.</p> <p>Ms. Granville suggested that the Members delay a vote on this motion until further clarification was provided.</p> <p>The Members agreed to come back to this site later in the meeting.</p>
Item No.	Motion: Cllr Ó Cearúil		Record
150	<p>That ten acres at <u>53.368594, -6.575761 (Map provided)</u> on the R405 Maynooth is rezoned C (New Residential) to</p>	<p><u>Chief Executive's Opinion</u> As outlined in Section 3.4.2 of the Draft Plan, the estimated capacity of residential zoned lands is already somewhat higher than the residential unit target for the duration of the plan. Furthermore, issues</p>	<p>The motion was proposed by Cllr. O' Cearúil and seconded by Cllr. Ward.</p> <p>Cllr. O Cearúil considered that this prominent site was a fully serviced, adjacent to Eastern Relief Road and Educate together and</p>

accommodate circa 140 housing units and a creche. The site is serviced for foul, storm and electricity and adjacent to the Maynooth Eastern Orbital Route.



relating to road infrastructure capacity and the deficit in social infrastructure which have been identified in the Draft Plan pertain to the residential growth targets outlined in Chapter 3. Accordingly, any further increase in residential development would negatively impact on the ability of the town's servicing infrastructure to sustainably accommodate an unforeseen increase in its projected population growth.

The Settlement Capacity Audit (SCA) which accompanies the Plan undertook an in-depth analysis of the subject lands (referred to as 'Site 12' in the SCA) and indicated that no development should take place within the life of the Plan. The low scoring of the subject site in the SCA is found to be reflection its peripheral edge-of-settlement location at remove from the services of the town centre and identified facilities such as secondary schools, healthcare facilities and Maynooth University. Whilst the site may present as suitable for residential development in the long run its designation under this Plan is considered to be premature particularly in the context more sequentially appropriate sites located closer to the services and key destinations within the town being available.

considered that additional housing was required.

Ms. Granville advised that she had significant concerns with regard to this proposal and advised that there was already capacity for 1,000 units in this area and that this site was not necessary. Cllr. O Cearúil enquired whether the site could be assessed for future LAP.

Ms. Granville agreed that the two year update would look at the take up of site in the area.

Cllr. O Cearúil accepted the Chief Executive's report.

The Members agreed to accept the Chief Executive's recommendation.

		<u>Chief Executive's Recommendation</u> No change recommended.	
Item No.	Motion: Cllr Ó Cearúil		Record
149	That all lands in the Lyreen Avenue KDA are zoned I (Agriculture).	<p><u>Chief Executive's Opinion</u></p> <p>It is noted that Lyreen Avenue KDA (C(8): New Residential) scored 2nd out of 28 sites assessed in the Settlement Capacity Audit (for Maynooth, County Kildare) in terms of its serviceability for residential development and suitability with regards the principle of compact growth and RSES policy.</p> <p>Furthermore, its zoning for new residential development is supported by the Office of the Planning Regulator (OPR), which in its submission to the Draft Plan (Submission No. 556) <i>'welcomes the zoning objectives for additional residential zoned... at Lyreen Valley'</i> (sic Lyreen Avenue). The OPR's submission goes on to state that <i>'these lands are well located and will facilitate the compact and sustainable growth of the town in a sequential manner'</i>.</p> <p>It is noted that the KDA is surrounded by established residential areas and is within walking distance of both Maynooth University and the services of the town centre. It is also proximate to the BusConnects W6 orbital route. It is</p>	<p>The motion was proposed by Cllr. O' Cearúil and seconded by Cllr. Fitzpatrick.</p> <p>Cllr. O' Cearúil excused himself from the chair and Cllr. Fitzpatrick took over.</p> <p>Cllr. O' Cearúil advised that they owner of the site wanted to farm it and leaving it as agriculture would protect the Mariavilla houses.</p> <p>Ms. Granville advised that the site ticked all the boxes and scored very high in the settlement capacity audit and that the Chief Executive's recommendation remained.</p> <p>Cllr. McEvoy advised that the Senior Planner had provided advise and that it was important not to trade off sites which would benefit the town.</p> <p>The Members agreed to accept the Chief Executive's recommendation.</p>

		<p>considered that the development of the site for residential purposes would represent the ideal example of the type of infill development that needs to be promoted and implemented within all our settlements. The development of Lyreen Avenue KDA will provide a critical contribution to the realisation the 10-minute settlement principle in Maynooth. Furthermore, it will provide an opportunity to increase the level of integration within the area by enabling the development of new pedestrian/cyclist links between Maria Villa and neighbouring residential areas.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
Item No.	Motion: Cllr Durkan		Record
151	<p>To change the zoning of 1.912 acres of land adjacent to Maynooth Community Church outside the non-development boundary from (S) Carton Avenue to (E) Community and Education to allow for a Community Centre. (See motion 6 on Map below).</p>	<p><u>Chief Executive's Opinion</u> The 'S' zoning for the Carton Avenue lands in the Draft Plan is a bespoke land use objective designed to align with the boundary of Maynooth Architectural Conservation Area (ACA) which was extended as part of the Kildare County Development Plan 2023-2029 to encompass '<i>the tree-lined Carton Avenue and its adjoining field network</i>' (page 9, Maynooth ACA Statement of Character). As noted in the ACA Statement of Character, the formal axis constituting</p>	<p>The motion was proposed by Cllr. T. Durkan and seconded by Cllr. Wyse.</p> <p>The Members agreed to consider motions 151 and 152 together.</p> <p>Cllr. Durkan advised of the need for a community centre and noted that the zoning matrix did not support the provision of a community centre.</p>



Main Street and Carton Avenue is regarded as *'one of the finest examples of eighteenth century urban and landscape design in the country'*. The 'S' land use zoning objective therefore is seen to specifically respond to the unique context of Carton Avenue in order to ensure that *'these lands shall be maintained to ensure the character and setting of this historic walkway are protected and improved'*. Notwithstanding this land use objective, it is considered that the development of buildings on the subject lands, which lie inside the ACA boundary would negatively impact on both the historic character and current undeveloped setting that is a feature along a majority of the avenue's length. The rezoning of the lands for '*E: Education and Community*' uses is also considered prejudicial to the outcome of the Conservation Plan for Carton Avenue, the preparation of which is currently being progressed by Kildare County Council.


With regard to the development of a community and arts centre on the site, it is noted that Objective HCO 7.1 of the Draft Plan supports the development of a new community hub in *'a central and universally accessible location within the town'*. In this regard, the council owned land on Leinster Street which is located on land zoned 'A:

Cllr. Feeney considered that it was premature to consider a community centre at this location until the Masterplan was completed.

Cllr. O'Cearúil advised that Maynooth needed a community centre. Cllr. Melrose agreed that there was a need for a Community Centre and queried when the masterplan would be delivered.

Ms. Granville considered that she could look at the specific wording for the site under item 152 and advised that she would revert to the Members with specific wording for the site.

See item 152 on page 199.

		<p><i>Town Centre</i> and is adjacent to Maynooth Train Station has been identified as the preferred location for a community hub / library and associated cultural/arts uses.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
Item No.	Motion: Cllr Ó Cearúil		Record
152	<p>That the lands highlighted in Green in the attached map (S - Carton Avenue) are rezoned to E (Education and Community) as a potential site for a Community and Arts centre.</p> 	<p><u>Chief Executive's Opinion</u> The 'S' zoning for the Carton Avenue lands in the Draft Plan is a bespoke land use objective designed to align with the boundary of Maynooth Architectural Conservation Area (ACA) which was extended as part of the Kildare County Development Plan 2023-2029 to encompass <i>'the tree-lined Carton Avenue and its adjoining field network'</i> (page 9, Maynooth ACA Statement of Character). As noted in the ACA Statement of Character, the formal axis constituting Main Street and Carton Avenue is regarded as <i>'one of the finest examples of eighteenth century urban and landscape design in the country'</i>. The 'S' land use zoning objective therefore is seen to specifically respond to the unique context of Carton Avenue in order to ensure that <i>'these lands shall be maintained to ensure the character and setting of this historic walkway are protected and improved'</i>.</p>	<p>The motion was proposed by Cllr. T. Durkan and seconded by Cllr. Wyse.</p> <p>See record at item 151.</p>

		<p>Notwithstanding this land use objective, it is considered that the development of buildings on the subject lands, which lie inside the ACA boundary would negatively impact on both the historic character and current undeveloped setting that is a feature along a majority of the avenue's length. The rezoning of the lands for '<i>E: Education and Community</i>' uses is also considered premature and prejudicial to the outcome of the Conservation Plan for Carton Avenue, the preparation of which is currently being progressed by Kildare County Council.</p> <p>With regard to the development of a community and arts centre on the site, it is noted that Objective HCO 7.1 of the Draft Plan supports the development of a new community hub in '<i>a central and universally accessible location within the town</i>'. In this regard, the council owned land on Leinster Street which is located on land zoned '<i>A: Town Centre</i>' and is adjacent to Maynooth Train Station has been identified as the preferred location for a community hub / library and associated cultural/arts uses.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
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The meeting adjourned at 11.25 and the room was vacated by Members of the public.
The meeting resumed at 11.45.

Mr. Conlon advised that they would now deal with Chapter 7.

Chapter 7: Movement and Active Travel

Mr. Conlon advised that there were 36 green listed items, item numbers 41, 42, 47, 48, 49, 50, 51, 52, 53, 54, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 70,72, 73, 74, 75, 76, 83, 84, 85, 88, 89, 90, 92, 93 and 94, fifteen red listed items, item numbers , 43, 44, 45, 46, 55, 56, 57, 77, 78, 79, 80, 81, 82, 86 and 87, three amber listed items, item numbers 69, 71 and 91.

Item No.	Proposed Material Alteration	Record
41	<p>Section 7.3 Planning for Sustainable Movement in a Low Carbon Town, amend as follows:</p> <p style="color: #0070c0;">Reducing Carbon Emissions: The Case Study of Maynooth University Whilst some difficult choices may have to be made, and a long term investment in alternatives to the private car is required, it can already be seen in Maynooth that where the right policy support and a dedicated level of focus is provided, meaningful change is not only possible but highly achievable. In this regard, over the past number of years Maynooth University has been working closely with the National Transport Authority (NTA) on implementing measures to increase the share of students traveling to the university by alternative modes of travel to the private car. This endeavour has been hugely successfully. Table 7.1 (below) shows that sustained action over a nine-year period saw the share</p>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 41 was agreed by the Members.</p>

of sustainable modes of transport to/from the university increase from 40% to 67%, while car usage was reduced from 60% to 32%.

It is important to note that this period coincided with a substantial increase in the number of students attending the university (see Table 6.2). Accordingly, if such measures had not been taken then the additional traffic generated by the expanding university would have further increased congestion in the town. This demonstrates that it is possible to plan for and accommodate growth whilst at the same time increasing the share of sustainable movement modes of transport and reducing the overall carbon footprint of journeys.

Table 7.1 Mode Share of Trips to Maynooth University 2009-2018, delete Table 7.1 in its entirety, as follows:

Table 7.1 Mode Share of Trips to Maynooth University 2009-2018

Mode	Survey 2009	Survey 2014	Survey 2018
Walking	19%	17%	16%
Cycling	3%	2%	3%
Bus	8%	23%	32%
Train	10%	14%	16%
Total Sustainable Movement	40%	56%	67%
Car - Single Occupancy	44%	35%	21%
Car Sharing	16%	7%	11%
Total Car	60%	42%	32%

Source: Surveys undertaken by the NTA with information provided by Maynooth University.

Item No.	Proposed Material Alteration	Record						
42	<p>Sustainable Movement and Accessibility Objectives, included an additional objective as follows:</p> <p>MATO 1.X <i>Prioritise and promote the development of high-quality, interconnected, safe and sustainable active travel infrastructure and public transport services, to achieve the modal share targets 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.</i></p>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 42 was agreed by the Members.</p>						
Item No.	Proposed Material Alteration	Record						
47	<p>Table 7.2 Permeability Measures and Phasing, amend text related to PERM 94, as follows:</p> <table border="1" data-bbox="338 900 1308 1094"> <thead> <tr> <th data-bbox="338 900 472 975">Ref. No.</th> <th data-bbox="472 900 1126 975">Description</th> <th data-bbox="1126 900 1308 975">Timeframe</th> </tr> </thead> <tbody> <tr> <td data-bbox="338 975 472 1094">PERM 94</td> <td data-bbox="472 975 1126 1094">Path on proposed PT/active modes link through site <i>zoned C (8) New Residential</i>, north of Mariavilla to Moyglare Hall.</td> <td data-bbox="1126 975 1308 1094">Short</td> </tr> </tbody> </table>	Ref. No.	Description	Timeframe	PERM 94	Path on proposed PT/active modes link through site <i>zoned C (8) New Residential</i> , north of Mariavilla to Moyglare Hall.	Short	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 47 was agreed by the Members.</p>
Ref. No.	Description	Timeframe						
PERM 94	Path on proposed PT/active modes link through site <i>zoned C (8) New Residential</i> , north of Mariavilla to Moyglare Hall.	Short						
Item No.	Proposed Material Alteration	Record						
48	<p>Table 7.2 Permeability Measures and Phasing <i>and Table 7.3 Cycling Measures and Phasing</i>, add additional footnote to the text related to</p>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 48 was agreed by the Members.</p>						

	<p>permeability measures PERM 15, PERM 16, <i>PERM 19</i>, PERM 41, PERM 42, <i>and</i> PERM 79 <i>and</i> <i>CYCLE 20</i> as follows:</p> <p><i>Footnote 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.</i></p> <p>Chapter 9 Green and Blue Infrastructure, Green and Blue Infrastructure Objectives, amend GBIO 2.7 as follows:</p> <p>GBIO 2.7 Support the preparation of a Conservation Plan and a Masterplan for Kildare County Council owned lands at Carton Avenue and <i>ensure that they integrate require these plans to integrate</i> measures (as outlined in Section 9.10) to enhance the existing Green and Blue Infrastructure of the area <i>whilst facilitating permeability and cycle measures (as included in Table 7.2 and Table 7.3). 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.</i></p>							
<p>Item No.</p>	<p>Proposed Material Alteration</p>	<p>Record</p>						
<p>49</p>	<p>Table 7.2 Permeability Measures and Phasing, add additional text, related to the description of permeability measure PERM 6459 as follows:</p> <table border="1" data-bbox="338 1230 1308 1380"> <thead> <tr> <th data-bbox="338 1230 472 1307">Ref. No.</th> <th data-bbox="472 1230 1133 1307">Description</th> <th data-bbox="1133 1230 1308 1307">Timeframe</th> </tr> </thead> <tbody> <tr> <td data-bbox="338 1307 472 1380">PERM 59</td> <td data-bbox="472 1307 1133 1380"><i>Amenity walk/linear park along Lyreen River at Mariavilla, to include an investigation into</i></td> <td data-bbox="1133 1307 1308 1380">Short - <i>Medium</i></td> </tr> </tbody> </table>	Ref. No.	Description	Timeframe	PERM 59	<i>Amenity walk/linear park along Lyreen River at Mariavilla, to include an investigation into</i>	Short - <i>Medium</i>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 49 was agreed by the Members.</p>
Ref. No.	Description	Timeframe						
PERM 59	<i>Amenity walk/linear park along Lyreen River at Mariavilla, to include an investigation into</i>	Short - <i>Medium</i>						

	<i>the feasibility of extending the proposed link southwards to connect with the existing amenity walk/linear park at Lyreen Lodge.</i>							
Item No.	Proposed Material Alteration	Record						
50	<p>Table 7.2 Permeability Measures and Phasing, insert a new footnote linked to permeability measure PERM 64 as:</p> <p><i>PERM 64 - Mullen Park - Gaelscoil Uí Fhiaich^{Footnote}</i></p> <p><i>Footnote 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.</i></p>	On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 50 was agreed by the Members.						
Item No.	Proposed Material Alteration	Record						
51	<p>Table 7.2 Permeability Measures and Phasing, amend description of permeability measures PERM 74, as follows:</p> <table border="1"> <thead> <tr> <th>Ref. No.</th> <th>Description</th> <th>Timeframe</th> </tr> </thead> <tbody> <tr> <td>PERM 74</td> <td>Active modes bridge over rail line and canal between eastern site of future development area of Railpark and north side of Royal Canal Greenway <i>(indicative location)</i></td> <td>Medium</td> </tr> </tbody> </table> <p>Note: See also Chief Executive’s Proposed Material Alterations relating to Figure 11.7 Crewhill KDA Urban Design Framework.</p>	Ref. No.	Description	Timeframe	PERM 74	Active modes bridge over rail line and canal between eastern site of future development area of Railpark and north side of Royal Canal Greenway <i>(indicative location)</i>	Medium	On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 51 was agreed by the Members.
Ref. No.	Description	Timeframe						
PERM 74	Active modes bridge over rail line and canal between eastern site of future development area of Railpark and north side of Royal Canal Greenway <i>(indicative location)</i>	Medium						

Item No.	Proposed Material Alteration	Record																											
52	<p>Table 7.2 Permeability Measures and Phasing, amend the timeframes related to permeability measures, as follows:</p> <table border="1" data-bbox="300 451 1348 1289"> <thead> <tr> <th data-bbox="300 451 450 504">Ref. No.</th> <th data-bbox="450 451 1122 504">Description</th> <th data-bbox="1122 451 1348 504">Timeframe</th> </tr> </thead> <tbody> <tr> <td data-bbox="300 504 450 584">PERM 15</td> <td data-bbox="450 504 1122 584">Carton Avenue - Pebble Hill</td> <td data-bbox="1122 504 1348 584">Short Medium</td> </tr> <tr> <td data-bbox="300 584 450 655">PERM 16</td> <td data-bbox="450 584 1122 655">Carton Avenue - Lyreen Park</td> <td data-bbox="1122 584 1348 655">Short Medium</td> </tr> <tr> <td data-bbox="300 655 450 727">PERM 79</td> <td data-bbox="450 655 1122 727">Carton Avenue - Linden Demesne (direct)</td> <td data-bbox="1122 655 1348 727">Short Medium</td> </tr> <tr> <td data-bbox="300 727 450 839">PERM 92</td> <td data-bbox="450 727 1122 839">Path on section of MOOR between Moyglare Hall and Maynooth Environs (Moygaddy, County Meath)</td> <td data-bbox="1122 727 1348 839">Medium-long short - medium</td> </tr> <tr> <td data-bbox="300 839 450 951">PERM 100</td> <td data-bbox="450 839 1122 951">North/south link in the southwest of the study are between MOOR and PERM 117</td> <td data-bbox="1122 839 1348 951">Medium – long</td> </tr> <tr> <td data-bbox="300 951 450 1062">PERM 101</td> <td data-bbox="450 951 1122 1062">East/west link in south of study area between MOOR and Newtown Hall Glen (indicative location)</td> <td data-bbox="1122 951 1348 1062">Medium – long</td> </tr> <tr> <td data-bbox="300 1062 450 1174">PERM 141</td> <td data-bbox="450 1062 1122 1174">Active modes bridge over Rye River to Maynooth Environs (Moygaddy lands)</td> <td data-bbox="1122 1062 1348 1174">Medium-long short - medium</td> </tr> <tr> <td data-bbox="300 1174 450 1289">PERM 142</td> <td data-bbox="450 1174 1122 1289">Rye River Greenway (north bank, Maynooth Environs -Moygaddy lands)</td> <td data-bbox="1122 1174 1348 1289">Medium-long short - medium</td> </tr> </tbody> </table>	Ref. No.	Description	Timeframe	PERM 15	Carton Avenue - Pebble Hill	Short Medium	PERM 16	Carton Avenue - Lyreen Park	Short Medium	PERM 79	Carton Avenue - Linden Demesne (direct)	Short Medium	PERM 92	Path on section of MOOR between Moyglare Hall and Maynooth Environs (Moygaddy, County Meath)	Medium-long short - medium	PERM 100	North/south link in the southwest of the study are between MOOR and PERM 117	Medium – long	PERM 101	East/west link in south of study area between MOOR and Newtown Hall Glen (indicative location)	Medium – long	PERM 141	Active modes bridge over Rye River to Maynooth Environs (Moygaddy lands)	Medium-long short - medium	PERM 142	Rye River Greenway (north bank, Maynooth Environs -Moygaddy lands)	Medium-long short - medium	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 52 was agreed by the Members.</p>
Ref. No.	Description	Timeframe																											
PERM 15	Carton Avenue - Pebble Hill	Short Medium																											
PERM 16	Carton Avenue - Lyreen Park	Short Medium																											
PERM 79	Carton Avenue - Linden Demesne (direct)	Short Medium																											
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PERM 142	Rye River Greenway (north bank, Maynooth Environs -Moygaddy lands)	Medium-long short - medium																											

	PERM 143	Blackhall Little Greenway, Maynooth Environs (Moygaddy lands)	Medium-long <i>short - medium</i>	
	PERM 144	Rye River Greenway connection to Dunboyne Road (north bank, Maynooth Environs (Moygaddy lands)	Medium-long <i>short - medium</i>	
Item No.	Proposed Material Alteration			Record
53	Map 7.1: Movement and Active Travel – Permeability Measures, amend route of measure PERM 136 to that outlined below:			On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 53 was agreed by the Members.

Item No.	Proposed Material Alteration	Record												
54	<p>Table 7.2 Permeability Measures and Phasing, amend the footnote related to PERM 65 as follows (new text in red):</p> <p>PERM 65 Parklands - planned new development⁵¹</p> <p>⁵¹ 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 (<i>pedestrian and cycling</i>) only and the new residential development will be accessed <i>by vehicles</i> from the MERR <i>only. Kildare County Council anticipates construction on the MERR to begin in 2025.</i> Hence, this link is categorised as an active modes link in the strategy as this is the intended long-term situation.</p>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 54 was agreed by the Members.</p>												
Item No.	Proposed Material Alteration	Record												
58	<p>Table 7.3 Cycling Measures and Phasing, amend as follows:</p> <table border="1" data-bbox="315 1011 1332 1342"> <thead> <tr> <th data-bbox="315 1011 454 1121">Ref. No.</th> <th data-bbox="454 1011 958 1121">Description</th> <th data-bbox="958 1011 1122 1121">Proposed Link Type</th> <th data-bbox="1122 1011 1332 1121">Timeframe</th> </tr> </thead> <tbody> <tr> <td data-bbox="315 1121 454 1197">CYCLE 30</td> <td data-bbox="454 1121 958 1197">South Campus east/west link (Main entrance – Aula Maxima)</td> <td data-bbox="958 1121 1122 1197">Shared Street</td> <td data-bbox="1122 1121 1332 1197">Short <i>In existence</i></td> </tr> <tr> <td data-bbox="315 1197 454 1342">CYCLE 31</td> <td data-bbox="454 1197 958 1342">North Campus perimeter road</td> <td data-bbox="958 1197 1122 1342">Cycle track <i>Shared Street</i></td> <td data-bbox="1122 1197 1332 1342">Medium <i>In existence</i></td> </tr> </tbody> </table>	Ref. No.	Description	Proposed Link Type	Timeframe	CYCLE 30	South Campus east/west link (Main entrance – Aula Maxima)	Shared Street	Short <i>In existence</i>	CYCLE 31	North Campus perimeter road	Cycle track <i>Shared Street</i>	Medium <i>In existence</i>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 58 was agreed by the Members.</p>
Ref. No.	Description	Proposed Link Type	Timeframe											
CYCLE 30	South Campus east/west link (Main entrance – Aula Maxima)	Shared Street	Short <i>In existence</i>											
CYCLE 31	North Campus perimeter road	Cycle track <i>Shared Street</i>	Medium <i>In existence</i>											

	CYCLE 56	Moyglare Hall link to Maynooth Environs (Moygaddy, County Meath)	Cycle track	Medium-long short - medium	
	CYCLE 57	Connection between Lyreen Avenue and Moyglare Hall	Cycle track	Medium (as per PT measure 2)	
	Map 7.2: Movement and Active Travel – Cycling Measures, amend Map 7.2 to show that measure CYCLE 31 is an identified as a ‘Shared street’ and not a ‘Cycle way’.				
Item No.	Proposed Material Alteration				Record
59	Table 7.3 Cycling Measures and Phasing, amend as follows:				On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 59 was agreed by the Members.
MCC	Ref. No.	Description	Proposed Link Type	Timeframe	
	CYCLE 48	North-eastern MOOR at Maynooth Environs (Moygaddy lands)	Cycle track	Medium-long short - medium	
	CYCLE 55	Maynooth Environs (Moygaddy, County Meath) existing local road upgrades (L22143 and L2214)	Cycle track	Medium-long short - medium	
Item No.	Motion: Cllrs Melrose and Farrelly				Record
60	Insert as MATO 2.2 under ‘Walking, Permeability and Cycling Objectives’ – <i>“KCC will collaborate with local communities including</i>	<u>Chief Executive’s Opinion</u> Agreed. It is considered appropriate that this be inserted as a new objective after Objective MATO 2.2.			On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 60 was agreed by the Members.

	<p><i>residents' associations on planned permeability measures. KCC will ensure that permeability measures are subject to an onsite benefits assessment as per the 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."</i></p>	<p><u>Chief Executive's Recommendation</u> Chapter 7: Movement and Active Travel, Walking, Permeability and Cycling Objectives, insert the following new objective after Objective MATO 2.2 and renumber all subsequent objectives:</p> <p><i>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</i></p>	
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		<i>measures wherever deemed appropriate.</i>	
Item No.	Motion: Cllr Melrose and Farrelly		Record
61	<p>Insert as MATO 2.4 under 'Walking, Permeability and Cycling Objectives' - Insert "All cycle measures marked as "Shared Street" will first undergo a feasibility study for the purposes of segregated cycle and pedestrian lanes, where appropriate".</p>	<p><u>Chief Executive's Opinion</u> Agreed. It is considered appropriate that this be inserted as a new objective after Objective MATO 2.2.</p> <p><u>Chief Executive's Recommendation</u> Chapter 7: Movement and Active Travel, Walking, Permeability and Cycling Objectives, insert a new objective as follows:</p> <p><i>MATO 2.X Ensure that all cycle measures marked as "Shared Street" in Table 7.3 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</i></p>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 61 was agreed by the Members.</p>

		<i>vehicular traffic incorporates a high level of perceived, as well as actual safety.</i>	
Item No.	Proposed Material Alteration		Record
62	<p>Walking, Permeability and Cycling Objectives, amend Objective MATO 2.1 and Objective MATO 2.3, as follows:</p> <p>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 7.2, 7.3 and 7.4 and illustrated on Maps 7.1 and 7.2, in conjunction with the National Transport Authority, and other relevant stakeholders <i>including Transport Infrastructure Ireland TII where interactions with the national road network occur</i>. 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.</p> <p>MATO 2.3 To work with the National Transport Authority (NTA) to implement the updated Greater Dublin Area Cycle Network Plan (2022) proposals for Maynooth <i>and with Transport Infrastructure Ireland TII to implement the National Cycle Network (2024)</i>, subject to detailed engineering design and any mitigation measures presented in the Strategic Environmental</p>		<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 62 was agreed by the Members.</p>

	<p>Assessment (SEA) and Appropriate Assessment (AA) accompanying the NTA Plan.”</p> <p>Roads and Street Networks Objectives, amend Objective MATO 4.2 as follows:</p> <p>MATO 4.2 Ensure the implementation of the road measures outlined in Table 7.6 and illustrated on Map 7.4, in accordance with the DMURS standards for urban roads and streets <i>and Transport Infrastructure Ireland TII Publications as appropriate</i>, and where necessary preserve the identified routes free from development. All road measures shall incorporate nature-based surface water management drainage solutions.</p> <p>Section 7.7 Roads and Streets Network, include additional text after the second paragraph, as follows:</p> <p><i>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.</i></p>	
<p>Item No.</p>	<p>Proposed Material Alteration</p>	<p>Record</p>
<p>63</p>	<p>Table 7.5 Public Transport Measures and Phasing, remove public transport measure PT 2 in its entirety from Table 7.5 as follows:</p>	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 63 was agreed by the Members.</p>

	Ref. No.	Description	Timeframe	
	PT 2	Bus only Junction arrangement (bus gate) at Moyglare Hall Estate at School Road, new bus, cycle and pedestrian link connecting Moyglare Hall Estate to Lyreen Avenue	Medium Term	
	Map 7.3: Movement and Active Travel – Public Transport Measures, remove all references to public transport measure PT 2.			
Item No.	Motion: Cllr Feeney			Record
64	That the bus lane through Moyglare Hall be removed.	<u>Chief Executive's Opinion</u> Agreed. It should be noted that public transport measure PT2 is proposed to be removed under Item No. 63 above. <u>Chief Executive's Recommendation</u> No change recommended.	On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, the Members agreed with the Chief Executive's recommendation	
Item No.	Motion: Cllr Ó Cearúil			Record
65	Remove PT2 from Movement and Active Travel.	<u>Chief Executive's Opinion</u> Agreed. It should be noted that public transport measure PT2 is proposed to be removed under Item No. 63 above. <u>Chief Executive's Recommendation</u> No change recommended.	On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, the Members agreed with the Chief Executive's recommendation.	
Item No.	Proposed Material Alteration			Record
66	Table 7.5 Public Transport Measures and Phasing, amend public transport measure as follows:			On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material

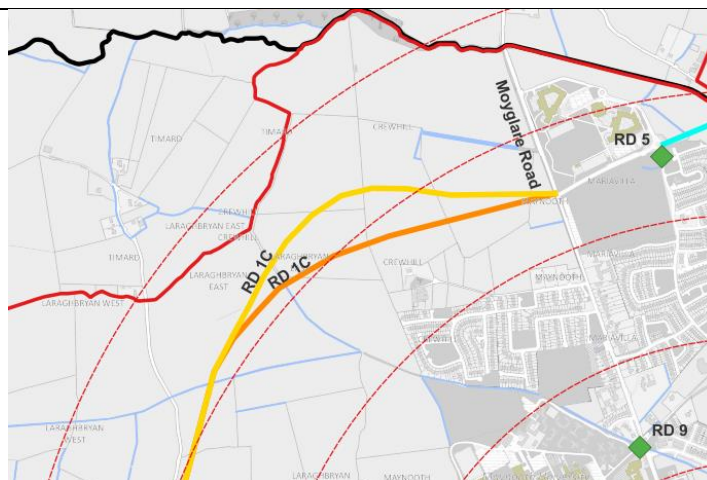
Item No.	Ref. No.	Description	Timeframe	Alteration item 66 was agreed by the Members.
	PT 11	Installation of bus priority route on Section 1B of outer orbital route	Medium Long Term	
Item No.	Motion: Cllrs Melrose and Farrelly			Record
67	PT 12 – Add “KCC will work collaboratively with the NTA to agree the upgrade of key bus stops within Maynooth <i>and the prioritisation of bus shelter installations wherever feasible</i> ”	<u>Chief Executive’s Opinion</u> Agreed. <u>Chief Executive’s Recommendation</u> Chapter 7: Movement and Active Travel, Table 7.5 Public Transport Measures and Phasing, amend PT 12 as follows: PT 12 KCC will work collaboratively with the NTA to agree the upgrade of key bus stops within Maynooth <i>and the prioritisation of bus shelters wherever feasible</i>	Short Term	On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, the Members agreed with the Chief Executive’s recommendation.
Item No.	Motion: Cllrs Melrose and Farrelly			Record
68	PT 14 – Remove “KCC will work collaboratively with the NTA to agree the installation of new bus stops for new and proposed bus	<u>Chief Executive’s Opinion</u> Agreed. <u>Chief Executive’s Recommendation</u>		On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, the Members agreed with the Chief Executive’s recommendation.

	<p>services <i>and the prioritisation of bus shelter installations wherever feasible</i>"</p>	<p>Chapter 7: Movement and Active Travel, Table 7.5 Public Transport Measures and Phasing, amend PT 12 as follows:</p> <table border="1" data-bbox="792 379 1348 708"> <tr> <td data-bbox="792 379 869 708">PT 14</td> <td data-bbox="869 379 1227 708">KCC will work collaboratively with the NTA to agree the installation of new bus stops for new and proposed bus services <i>and the prioritisation of bus shelters wherever feasible</i></td> <td data-bbox="1227 379 1348 708">Short Term</td> </tr> </table>	PT 14	KCC will work collaboratively with the NTA to agree the installation of new bus stops for new and proposed bus services <i>and the prioritisation of bus shelters wherever feasible</i>	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 <i>and the prioritisation of bus shelters wherever feasible</i>	Short Term				
<p>Item No.</p>	<p>Motion: Cllrs Melrose and Farrelly</p>		<p>Record</p>			
<p>70</p>	<p>PT 15 – “New bus rail interchange at Maynooth Train Station – involves the removal of general car parking, <i>which will be minimised as far as is practicable</i>”</p>	<p><u>Chief Executive’s Opinion</u> Agreed.</p> <p><u>Chief Executive’s Recommendation</u> Chapter 7: Movement and Active Travel, Table 7.5 Public Transport Measures and Phasing, amend PT 12 as follows:</p> <table border="1" data-bbox="792 1123 1348 1372"> <tr> <td data-bbox="792 1123 869 1372">PT 15</td> <td data-bbox="869 1123 1227 1372">New bus-rail interchange at Maynooth Train Station – involves the removal of general car parking <i>which will be minimised as far as is practicable</i></td> <td data-bbox="1227 1123 1348 1372">Medium Term</td> </tr> </table>	PT 15	New bus-rail interchange at Maynooth Train Station – involves the removal of general car parking <i>which will be minimised as far as is practicable</i>	Medium Term	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, the Members agreed with the Chief Executive’s recommendation.</p>
PT 15	New bus-rail interchange at Maynooth Train Station – involves the removal of general car parking <i>which will be minimised as far as is practicable</i>	Medium Term				

Item No.	Proposed Material Alteration	Record								
72	<p>Table 7.6 Road Measures and Phasing, amend the text related to road measure RD 5 as follows:</p> <table border="1" data-bbox="360 379 1290 679"> <thead> <tr> <th data-bbox="360 379 456 491">Ref. No.</th> <th data-bbox="456 379 763 491">Description</th> <th data-bbox="763 379 943 491">Timeframe</th> <th data-bbox="943 379 1290 491">Dependency on Other Measures or Projects</th> </tr> </thead> <tbody> <tr> <td data-bbox="360 491 456 679">RD 5</td> <td data-bbox="456 491 763 679">North-Eastern orbital MOOR to Moygaddy and filtered permeability in Moyglare Hall</td> <td data-bbox="763 491 943 679">Medium/Long Term</td> <td data-bbox="943 491 1290 679">Linked to the development of the Moygaddy site in Meath</td> </tr> </tbody> </table>	Ref. No.	Description	Timeframe	Dependency on Other Measures or Projects	RD 5	North-Eastern orbital MOOR to Moygaddy and filtered permeability in Moyglare Hall	Medium/Long Term	Linked to the development of the Moygaddy site in Meath	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 72 was agreed by the Members.</p>
Ref. No.	Description	Timeframe	Dependency on Other Measures or Projects							
RD 5	North-Eastern orbital MOOR to Moygaddy and filtered permeability in Moyglare Hall	Medium/Long Term	Linked to the development of the Moygaddy site in Meath							
Item No.	Proposed Material Alteration	Record								
73	<p>Section 7.7.3 M4 Maynooth to Leixlip Project, amend as follows:</p> <p>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, is being progressed by the Kildare National Roads Office (KNRO) who has been appointed by Transport Infrastructure Ireland (TII) to project manage its planning, design and delivery. The project 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. <i>The GDA Strategy seeks</i></p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 73 was agreed by the Members.</p>								

	<p><i>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. Given that this project is supported by both the National Development Plan 2021–2030 and the Greater Dublin Area Transport Strategy 2022–2042, the Joint Plan includes a specific objective to support its delivery.”</i></p>	
Item No.	Proposed Material Alteration	Record
74	<p>Road and Streets Network Objectives, insert additional objective after Objective MATO 4.4 and renumber all subsequent objectives, as follows:</p> <p><i>MATO 4.X Support and prioritise the development of the North-Eastern orbital MOOR to Moygaddy (as per Road Measure RD5 in Table 7.6 and on Map 7.4) and filtered permeability in Moyglare Hall within the life of the Joint Plan.</i></p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 74 was agreed by the Members.</p>
Item No.	Motion: Cllr Durkan	Record
75	<p>That the Celbridge Road upgrade project is identified in the plan as a vital piece of infrastructure and should be delivered as soon as possible.</p> <p><u>Chief Executive’s Opinion</u> The Draft Plan includes measure CYCLE 8 provides for upgraded cycling facilities along the Celbridge Road over the medium term. Accordingly, it is considered appropriate to introduce a specific objective to support the development</p>	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, the Members agreed to the Chief Executive’s recommendation.</p>

	<p>this heavily trafficked route that is also the location of two primary schools.</p> <p><u>Chief Executive's Recommendation</u> Chapter 7: Movement and Active Travel, Walking, Permeability and Cycling Objectives, insert a new objective as follows:</p> <p><i>MATO 2.X Facilitate and prioritise the upgrade of cycling infrastructure on Celbridge Road (as per measure CYCLE 8 in Table 7.3 and on Map 7.2).</i></p>	
Item No.	Proposed Material Alteration	Record
76	Map 7.4: Movement and Active Travel – Road Measures, amend alignment of RD 1C (MOOR: Kilcock Road to Moyglare Road) as shown in yellow below (original line shown in orange for context only):	On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 76 was agreed by the Members.



Note: See also Chief Executive’s Proposed Material Alteration relating to consequential amendments to Figure 11.7 Crewhill KDA Urban Design Framework and Map 11.1 Land Use Zoning.

Item No.

Motion: Cllr Durkan

Record

83

That the proposed upgrading of the current M4 interchange and the provision of a second M4 Motorway interchange is an objective within the life of the plan.

Chief Executive’s Opinion
Objective MATO 4.5 of the Draft Plan seeks “to support and facilitate the delivery of the M4 Maynooth-Leixlip Project, subject to planning and environmental considerations.” It is noted that this project is wholly separate to the Joint Plan and is outside the remit of Kildare County Council and therefore outside of its

On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, the Members agreed to the Chief Executive’s Recommendation.

		control to deliver within the life of the plan. <u>Chief Executive's Recommendation</u> No change recommended.	
Item No.	Motion: Cllr Durkan		Record
84	That the section of the R157 between Dublin Road and the roundabout on the Dunboyne Road is upgraded to the same standard / specification as that of the Eastern Orbital Route within the life of the plan.	<u>Chief Executive's Opinion</u> The MEABTA includes for a cycle track (measure CYCLE 23) on the Dunboyne Road along with improvements to footpaths to link into infrastructure provided by developers in the area. It may not be possible to provide infrastructure to the same specification as the MERR due to space constraints along the Dunboyne Road and the location of important adjacent historic features such as the walls of Carton Demesne and Carton Avenue. <u>Chief Executive's Recommendation</u> No change recommended.	On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, the Members agreed to the Chief Executive's Recommendation.
Item No.	Proposed Material Alteration		Record
85	Table 7.7 Parking Measures and Phasing, amend the text related to PK 1 as follows:		On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 85 was agreed by the Members.

	Ref. No.	Description	Timeframe	
	PK 1	Relocate Parking from Main Street to facilitate active modes <i>and investigate solutions for providing accessible parking arrangements for individuals with disabilities.</i>	Medium Term	
Item No.	Proposed Material Alteration			Record
88	Table 7.7 Parking Measures and Phasing, amend the text related to parking measure PK 8 as follows:			On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 88 was agreed by the Members.
	Ref. No.	Description	Timeframe	
	PK 8	Improve and reorganise drop-off <i>and pick-up</i> facilities at the Maynooth Education Campus <i>and investigate measures to improve traffic congestion related to Maynooth Education Campus.</i>	Medium Term	
Item No.	Motion: Cllr Feeney			Record
89	PK8: to improve and review the current drop-off facility at Maynooth Education Campus.	<u>Chief Executive's Opinion</u> It is noted in Item No. 88 above, that the Proposed Material Alteration seeks to ' <i>investigate measures to improve traffic congestion related to Maynooth Education Campus.</i> ' <u>Chief Executive's Recommendation</u> No change recommended.		On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, the Members agreed to the Chief Executive's recommendation.

Item No.	Proposed Material Alteration	Record									
90	<p>Table 7.7 Parking Measures and Phasing, amend text related to parking measures PK 9 and PK 10 as follows:</p> <table border="1" data-bbox="327 379 1321 850"> <thead> <tr> <th data-bbox="327 379 432 480">Ref. No.</th> <th data-bbox="432 379 1088 480">Description</th> <th data-bbox="1088 379 1321 480">Timeframe</th> </tr> </thead> <tbody> <tr> <td data-bbox="327 480 432 667">PK 9</td> <td data-bbox="432 480 1088 667">Introduce Presentation Girls' School 'park and stride' facility in Carton Retail Park, <i>in consultation with all key stakeholders, including those from Carton Retail Park and Maynooth Presentation Girls' School.</i></td> <td data-bbox="1088 480 1321 667">Short Term</td> </tr> <tr> <td data-bbox="327 667 432 850">PK 10</td> <td data-bbox="432 667 1088 850">Provide public parking at Carton Retail Park⁵⁸, <i>in consultation with all key stakeholders, including those from Carton Retail Park and Maynooth Presentation Girls' School.</i></td> <td data-bbox="1088 667 1321 850">Short Term</td> </tr> </tbody> </table>	Ref. No.	Description	Timeframe	PK 9	Introduce Presentation Girls' School 'park and stride' facility in Carton Retail Park, <i>in consultation with all key stakeholders, including those from Carton Retail Park and Maynooth Presentation Girls' School.</i>	Short Term	PK 10	Provide public parking at Carton Retail Park ⁵⁸ , <i>in consultation with all key stakeholders, including those from Carton Retail Park and Maynooth Presentation Girls' School.</i>	Short Term	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 90 was agreed by the Members.</p>
	Ref. No.	Description	Timeframe								
	PK 9	Introduce Presentation Girls' School 'park and stride' facility in Carton Retail Park, <i>in consultation with all key stakeholders, including those from Carton Retail Park and Maynooth Presentation Girls' School.</i>	Short Term								
PK 10	Provide public parking at Carton Retail Park ⁵⁸ , <i>in consultation with all key stakeholders, including those from Carton Retail Park and Maynooth Presentation Girls' School.</i>	Short Term									
Item No.	Proposed Material Alteration	Record									
92	<p>Table 7.7 Parking Measures and Phasing, update reference to PK 14 as follows:</p> <table border="1" data-bbox="327 1037 1321 1326"> <thead> <tr> <th data-bbox="327 1037 432 1121">Ref. No.</th> <th data-bbox="432 1037 1088 1121">Description</th> <th data-bbox="1088 1037 1321 1121">Timeframe</th> </tr> </thead> <tbody> <tr> <td data-bbox="327 1121 432 1326">PK 14</td> <td data-bbox="432 1121 1088 1326">PK 14 New 'park and ride' facility at Maynooth West Train Station, <i>in accordance with the GDA Transport Strategy.</i></td> <td data-bbox="1088 1121 1321 1326">Long Term – linked to new station</td> </tr> </tbody> </table>	Ref. No.	Description	Timeframe	PK 14	PK 14 New 'park and ride' facility at Maynooth West Train Station, <i>in accordance with the GDA Transport Strategy.</i>	Long Term – linked to new station	<p>On the proposal by Cllr. McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 92 was agreed by the Members.</p>			
	Ref. No.	Description	Timeframe								
PK 14	PK 14 New 'park and ride' facility at Maynooth West Train Station, <i>in accordance with the GDA Transport Strategy.</i>	Long Term – linked to new station									

Item No.	Motion: Cllrs Melrose and Farrelly	Record						
93	<p>PK 15 – Change “Create a local mobility hub at existing Maynooth Train Station and reduce car park capacity which may consequently result in a reduction in car park capacity”</p> <p><u>Chief Executive’s Opinion</u> The motion to amend the wording of PK 15 is accepted.</p> <p><u>Chief Executive’s Recommendation</u> Chapter 7: Movement and Active Travel, Table 7.7 Parking Measures and Phasing, amend PK 15 as follows:</p> <table border="1" data-bbox="786 600 1312 935"> <tr> <td data-bbox="786 600 864 935">PK 15</td> <td data-bbox="871 600 1211 935">Create a local mobility hub at existing Maynooth Train Station and reduce car park capacity which may consequently result in a reduction in car park capacity</td> <td data-bbox="1218 600 1312 935">Medium Term</td> </tr> </table>	PK 15	Create a local mobility hub at existing Maynooth Train Station and reduce car park capacity which may consequently result in a reduction in car park capacity	Medium Term	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, the Members accepted the Chief Executive’s recommendation.</p>			
PK 15	Create a local mobility hub at existing Maynooth Train Station and reduce car park capacity which may consequently result in a reduction in car park capacity	Medium Term						
Item No.	Proposed Material Alteration	Record						
94	<p>Table 7.7 Parking Measures and Phasing, add a footnote to parking measure PK 17 as follows:</p> <table border="1" data-bbox="315 1123 1335 1294"> <thead> <tr> <th data-bbox="315 1123 421 1209">Ref. No.</th> <th data-bbox="427 1123 1160 1209">Description</th> <th data-bbox="1167 1123 1335 1209">Timeframe</th> </tr> </thead> <tbody> <tr> <td data-bbox="315 1214 421 1294">PK 17</td> <td data-bbox="427 1214 1160 1294">Provide hidden disability/age friendly designated parking^{footnote} spaces (not shown on map)</td> <td data-bbox="1167 1214 1335 1294">Short Term</td> </tr> </tbody> </table>	Ref. No.	Description	Timeframe	PK 17	Provide hidden disability/age friendly designated parking ^{footnote} spaces (not shown on map)	Short Term	<p>On the proposal by Cllr McEvoy and seconded by Cllr. Wyse, Proposed Material Alteration item 94 was agreed by the Members.</p>
Ref. No.	Description	Timeframe						
PK 17	Provide hidden disability/age friendly designated parking ^{footnote} spaces (not shown on map)	Short Term						

*Footnote **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.*

The Cathaoirleach considered that item numbers 43,44,45 and 46 could be dealt with together and suggested going through each of the Permeability measures of concern. Cllr. Durkan considered that some permeability links in the past had caused trouble and considered that some measures were not wanted and had been linked to anti- social behaviour.

Cllr. Feeney advised that 90 % of submissions related to permeability and it was important to consider each one.

Cllr. Wyse acknowledged the importance of addressing the climate but advised that the Members had to listen to the community.

Cllr. O’ Cearúil agreed that the climate was an important issue but also considered that numerous submissions had been received regarding the removal of permeability proposals and that it was important to listen to the needs of the community and had met with residents on the issues.

Ms. Granvile accepted that the community had issues with some of the permeability proposals and observed that these links were important in creating places where people wanted to live. Ms. Granvile also advised that some of the links being proposed were already in existence.

Cllr. Melrose advised that he had carefully considered each of the permeability proposals and agreed that each one should be considered separately.

The Cathaoirleach read items 43,44,45 and 46 for the record.

Item No.	Motion: Cllr Durkan	Chief Executive’s Report
43	That Kildare County Council remove the following permeability and cycle links	<u>Chief Executive’s Opinion</u>

from the Maynooth Local Area Plan 4, 7 10, 11, 15, 17, 18, 24, 44, 52, 61, 65, 75, 125, 137, 139 and cycle links 52.

The permeability and cycling network proposed in the Plan is crucial in order to achieve sustainable mobility, reduce car dependency and promote active travel, and accordingly it is recommended that no measures should be removed from the Draft Plan.

In Maynooth, there is a well-documented over-reliance on private cars across the plan area. For instance, Census 2022 records that the majority of workers (57.9%) of resident workers in the town travelled to work by private car. Given the substantial growth targets for both housing and employment in the town over the life of the Plan, a 'business as usual' approach to transport and movement in the settlement is not feasible; there is simply not enough road space in the town to accommodate a parallel increase in vehicular traffic. Accordingly, there needs to be a substantial modal shift towards more sustainable travel modes, particularly for short journeys within the town. The active travel strategy outlined in the Draft Plan was informed by the Maynooth and Environs Area Based Transport Assessment (MEABTA), which seeks to create convenient and efficient routes to key destinations such as the train station, bus stops, schools, shops and Maynooth University. This approach will reduce walking and cycling trip distances, giving non-motorised modes of transport a competitive advantage over private cars.

Aside from seeking to address chronic traffic congestion within the town, one of the most critical elements in addressing climate change is to reduce carbon emissions from transportation in what is a designated Decarbonisation Zone. The Kildare Local Authority Climate Action Plan (LACAP) 2024-2029 was approved by the Elected Members in early 2024. Chapter 5 of the LACAP specifically addresses the Maynooth Decarbonising Zone (DZ). This targets a cumulative 41% reduction in transport emission in the town by 2030 from the baseline year of 2018. This is based "*on achieving a target of 30% EVs + 10% BEVs as well as a 10% decrease in carbon emissions due to increased Active Travel*". In order for this to be realistically achieved there needs to be a comprehensive implementation of the entire range of active mode measures set out in the Plan. The cherry-picking of some walking / cycling routes over others will result in a compromised and incomplete active travel network, thereby decreasing its overall attractiveness and reducing its usage by people living, working

and studying in the town. Accordingly, it is important to keep in mind the ‘bigger picture’ rather than looking at any one particular measure in isolation.

The text below highlights the Chief Executive’s Opinion on a number of selected permeability measures that are proposed to be removed by the motion.

PERM 4

PERM 4 provides access to the Royal Canal Greenway, a key amenity in the town. It is also intended to become a critical east-west off-road active movement route providing integrated pedestrian and cycling connections to key destinations such as the train station, St Patrick’s College/Maynooth University, Carton Retail Park, the town centre and Maynooth West.

PERM 11

This measure will result in the Newtown Shopping Centre (Neighbourhood Centre) becoming accessible to residents of the Arches, in keeping with the 10-minute settlement principle. It is noted that currently these residents are c. 650 metres from the entrance of their estate.

PERM 15

This permeability route seeks to provide a safe and convenient pedestrian and cycle access from an adjacent residential area to the Carton Avenue lands, which are envisaged to become a key recreational amenity (local park) over the life of the Plan. As noted in Section 9.10 of the Draft Plan, the Conservation Masterplan will take into consideration the impact of these access points on the historic designed landscape and the mature trees and hedgerows of the area.

PERM 75

This measure is crucial in providing residents of Parklands with pedestrian/cycle access to the Royal Canal Greenway and MERR. It will also give them more direct access to the amenities of the planned local park and neighbourhood centre in the Railpark KDA as well as the existing primary schools on Celbridge Road.

		<p>PERM 139 This measure will provide an active travel (pedestrian and cycle link) between the residential areas and the MOOR increasing access to key designations such as the proposed Maynooth West Train Station.</p> <p>CYCLE 52 This measure is an important link which complements measure PERM 75 and is crucial in providing residents of Parklands, Parklands Crescent and Castlebridge with cycle access to the Royal Canal Greenway and MERR. It will also give them more direct access to the amenities of the planned local park and neighbourhood centre in the Railpark KDA, in addition to providing a safer route as the existing primary schools on Celbridge Road.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>
Item No.	Motion: Cllr Feeney	Chief Executive's Report
44	To remove Perm 7, 10, 11, 15, 16, 24, 41, 42, 44, 46, 61, 65, 75, 79, 94, 99, 125, 128, 139	<p>Chief Executive's Opinion The permeability and cycling network proposed in the Plan is crucial in order to achieve sustainable mobility, reduce car dependency and promote active travel, and accordingly it is recommended that <u>no measures should be removed</u> from the Draft Plan.</p> <p>In Maynooth, there is a well-documented over-reliance on private cars across the plan area. For instance, Census 2022 records that the majority of workers (57.9%) of resident workers in the town travelled to work by private car. Given the substantial growth targets for both housing and employment in the town over the life of the Plan, a 'business as usual' approach to transport and movement in the settlement is not feasible; there is simply not enough road space in the town to accommodate a parallel increase in vehicular traffic. Accordingly, there needs to be a substantial modal shift towards more sustainable travel modes, particularly for short journeys within the town. The active travel strategy outlined in the Draft Plan was informed by the Maynooth and</p>

Environs Area Based Transport Assessment (MEABTA), which seeks to create convenient and efficient routes to key destinations such as the train station, bus stops, schools, shops and Maynooth University. This approach will reduce walking and cycling trip distances, giving non-motorised modes of transport a competitive advantage over private cars.

Aside from seeking to address chronic traffic congestion within the town, one of the most critical elements in addressing climate change is to reduce carbon emissions from transportation in what is a designated Decarbonisation Zone. The Kildare Local Authority Climate Action Plan (LACAP) 2024-2029 was approved by the Elected Members in early 2024. Chapter 5 of the LACAP specifically addresses the Maynooth Decarbonising Zone (DZ). This targets a cumulative 41% reduction in transport emission in the town by 2030 from the baseline year of 2018. This is based “*on achieving a target of 30% EVs + 10% BEVs as well as a 10% decrease in carbon emissions due to increased Active Travel*”. In order of for this to be realistically achieved there needs to be a comprehensive implementation of the entire range of active mode measures set out in the Plan. The cherry-picking of some walking / cycling routes over others will result in a compromised and incomplete active travel network, thereby decreasing its overall attractiveness and reducing its usage by people living, working and studying in the town. Accordingly, it is important to keep in mind the ‘bigger picture’ rather than looking at any one particular measure in isolation.

The text below highlights the Chief Executive’s Opinion on a number of selected permeability measures that are proposed to be removed by the motion.

PERM 11

This measure will result in the Newtown Shopping Centre (Neighbourhood Centre) becoming accessible to residents of the Arches, in keeping with the 10-minute settlement principle. It is noted that current these residents are c. 650 metres from the entrance of their estate.

PERM 15, PERM 16, PERM 41, PERM 42 and PERM 79

		<p>These permeability routes seek to provide safe and convenient pedestrian and cycle access from surrounding residential area to the Carton Avenue lands, which is envisaged to become a key recreational amenity (local park) over the life of the Plan. As noted in Section 9.10 of the Draft Plan, the Conservation Masterplan will take into consideration the impact of these access points on the historic designed landscape and the mature trees and hedgerows of the area.</p> <p>PERM 75 This measure is crucial in providing residents of Parklands with pedestrian/cycle access to the Royal Canal Greenway and MERR. It will also give them more direct access to the amenities of the planned local park and neighbourhood centre in the Railpark KDA as well as the existing primary schools on Celbridge Road.</p> <p>PERM 139 This measure will provide an active travel (pedestrian and cycle link) between the residential areas and the MOOR increasing access to key designations such as the proposed Maynooth West Train Station.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>
Item No.	Motion: Cllrs Melrose and Farrelly	Chief Executive's Report
45	Remove the following permeability measures from the JLAP; PERM 4, PERM 24, PERM 44, PERM 52, PERM 128, PERM 26, PERM 61, PERM 65, PERM 75, PERM 17, PERM 18, PERM10, PERM 11, PERM 7, PERM 125.	<p><u>Chief Executive's Opinion</u> The permeability and cycling network proposed in the Plan is crucial in order to achieve sustainable mobility, reduce car dependency and promote active travel, and accordingly it is recommended that <u>no measures should be removed</u> from the Draft Plan.</p> <p>In Maynooth, there is a well-documented over-reliance on private cars across the plan area. For instance, Census 2022 records that the majority of workers (57.9%) of resident workers in the town travelled to work by private car. Given the substantial growth targets for both housing and employment in the town over the life of the Plan, a 'business as usual' approach to transport and movement in the settlement is not</p>

feasible; there is simply not enough road space in the town to accommodate a parallel increase in vehicular traffic. Accordingly, there needs to be a substantial modal shift towards more sustainable travel modes, particularly for short journeys within the town. The active travel strategy outlined in the Draft Plan was informed by the Maynooth and Environs Area Based Transport Assessment (MEABTA), which seeks to create convenient and efficient routes to key destinations such as the train station, bus stops, schools, shops and Maynooth University. This approach will reduce walking and cycling trip distances, giving non-motorised modes of transport a competitive advantage over private cars.

Aside from seeking to address chronic traffic congestion within the town, one of the most critical elements in addressing climate change is to reduce carbon emissions from transportation in what is a designated Decarbonisation Zone. The Kildare Local Authority Climate Action Plan (LACAP) 2024-2029 was approved by the Elected Members in early 2024. Chapter 5 of the LACAP specifically addresses the Maynooth Decarbonising Zone (DZ). This targets a cumulative 41% reduction in transport emission in the town by 2030 from the baseline year of 2018. This is based “*on achieving a target of 30% EVs + 10% BEVs as well as a 10% decrease in carbon emissions due to increased Active Travel*”. In order of for this to be realistically achieved there needs to be a comprehensive implementation of the entire range of active mode measures set out in the Plan. The cherry-picking of some walking / cycling routes over others will result in a compromised and incomplete active travel network, thereby decreasing its overall attractiveness and reducing its usage by people living, working and studying in the town. Accordingly, it is important to keep in mind the ‘bigger picture’ rather than looking at any one particular measure in isolation.

The text below highlights the Chief Executive’s Opinion on a number of selected permeability measures that are proposed to be removed by the motion.

PERM 4

PERM 4 provides access to the Royal Canal Greenway, a key amenity in the town. It is also intended to become a critical east-west off-road active movement route providing

		<p>integrated pedestrian and cycling connections to key destinations such as the train station, St Patrick’s College/Maynooth University, Carton Retail Park, the town centre and Maynooth West.</p> <p>PERM 11 This measure will result in the Newtown Shopping Centre (Neighbourhood Centre) becoming accessible to residents of the Arches, in keeping with the 10-minute settlement principle. It is noted that current these residents are c. 650 metres from the entrance of their estate.</p> <p>PERM 75 This measure is crucial in providing residents of Parklands with pedestrian/cycle access to the Royal Canal Greenway and MERR. It will also give them more direct access to the amenities of the planned local park and neighbourhood centre in the Railpark KDA as well as the existing primary schools on Celbridge Road.</p> <p><u>Chief Executive’s Recommendation</u> No change recommended.</p>
Item No.	Motion: Cllr Ó Cearúil	Chief Executive’s Report
46	Remove PERMs 6, 7, 8, 10, 11, 15, 16, 17, 18, 19, 23, 24, 28, 29, 30, 31, 32, 33, 38, 40, 41, 42, 44, 46, 52, 54, 61, 63, 64, 65, 75, 78, 79, 86, 93, 94, 97, 98, 99, 113, 118, 125, 128, 134, 137, 139 from the Joint Local Area Plan.	<p><u>Chief Executive’s Opinion</u> The permeability and cycling network proposed in the Plan is crucial in order to achieve sustainable mobility, reduce car dependency and promote active travel, and accordingly it is recommended that <u>no measures should be removed</u> from the Draft Plan.</p> <p>In Maynooth, there is a well-documented over-reliance on private cars across the plan area. For instance, Census 2022 records that the majority of workers (57.9%) of resident workers in the town travelled to work by private car. Given the substantial growth targets for both housing and employment in the town over the life of the Plan, a ‘business as usual’ approach to transport and movement in the settlement is not feasible; there is simply not enough road space in the town to accommodate a parallel increase in vehicular traffic. Accordingly, there needs to be a substantial modal shift</p>

	<p>towards more sustainable travel modes, particularly for short journeys within the town. The active travel strategy outlined in the Draft Plan was informed by the Maynooth and Environs Area Based Transport Assessment (MEABTA), which seeks to create convenient and efficient routes to key destinations such as the train station, bus stops, schools, shops and Maynooth University. This approach will reduce walking and cycling trip distances, giving non-motorised modes of transport a competitive advantage over private cars.</p> <p>Aside from seeking to address chronic traffic congestion within the town, one of the most critical elements in addressing climate change is to reduce carbon emissions from transportation in what is a designated Decarbonisation Zone. The Kildare Local Authority Climate Action Plan (LACAP) 2024-2029 was approved by the Elected Members in early 2024. Chapter 5 of the LACAP specifically addresses the Maynooth Decarbonising Zone (DZ). This targets a cumulative 41% reduction in transport emission in the town by 2030 from the baseline year of 2018. This is based “<i>on achieving a target of 30% EVs + 10% BEVs as well as a 10% decrease in carbon emissions due to increased Active Travel</i>”. In order of for this to be realistically achieved there needs to be a comprehensive implementation of the entire range of active mode measures set out in the Plan. The cherry-picking of some walking / cycling routes over others will result in a compromised and incomplete active travel network, thereby decreasing its overall attractiveness and reducing its usage by people living, working and studying in the town. Accordingly, it is important to keep in mind the ‘bigger picture’ rather than looking at any one particular measure in isolation.</p> <p>The text below highlights the Chief Executive’s Opinion on a number of selected permeability measures that are proposed to be removed by the motion.</p> <p>PERM 4 PERM 4 provides access to the Royal Canal Greenway, a key amenity in the town. It is also intended to become a critical east-west off-road active movement route providing integrated pedestrian and cycling connections to key destinations such as the train</p>
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station, St Patrick's College/Maynooth University, Carton Retail Park, the town centre and Maynooth West.

PERM 11

This measure will result in the Newtown Shopping Centre (Neighbourhood Centre) becoming accessible to residents of the Arches, in keeping with the 10-minute settlement principle. It is noted that current these residents are c. 650 metres from the entrance of their estate.

PERM 15, PERM 16, PERM 19, PERM 41, PERM 42, PERM 79, and PERM 134

These permeability routes seek to provide safe and convenient pedestrian and cycle access from surrounding residential area to the Carton Avenue lands, which is envisaged to become a key recreational amenity (local park) over the life of the Plan. As noted in Section 9.10 of the Draft Plan, the Conservation Masterplan will take into consideration the impact of these access points on the historic designed landscape and the mature trees and hedgerows of the area.

PERM 29, PERM 30 and PERM 63

These measures form part of the planning permission granted for Mullen Park and either are already in place or will be delivered as part of the permitted residential development.

PERM 31, PERM 32 and PERM 33

These measures are crucial in linking what is presently a very isolated and impermeable residential estate in Mullen Park with adjacent areas. It is noted that several submissions received to the draft Plan were from residents of Mullen Park who fully supported the proposed permeability measures for the estate.

PERM 64

This measure is intended to be open on a limited basis for the specific purpose given access to the school grounds for children who attend the school and live in the adjacent residential areas to the south of the Gaelscoil. This link is intended to be gated and only

	<p>open during school hours. Please refer to the response to Item No. 50 below which provides for Proposed Material Alteration which gives detailed clarification on the role of Gaelscoil Uí Fhiaich who are envisaged to be in charge of the management of the entrance.</p> <p>PERM 75 This measure is crucial in providing residents of Parklands with pedestrian/cycle access to the Royal Canal Greenway and MERR. It will also give them more direct access to the amenities of the planned local park and neighbourhood centre in the Railpark KDA as well as the existing primary schools on Celbridge Road.</p> <p>PERM 78 This measure is an important route providing a continuous pedestrian path along a public road (R157 and L1013) linking the northern residential areas of the town with Carton Avenue.</p> <p>PERM 139 This measure will provide an active travel (pedestrian and cycle link) between the residential areas and the MOOR increasing access to key designations such as the proposed Maynooth West Train Station.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>
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Mr. Daragh Conlon, A/Senior Engineer advised that all Permeability measures had gone through the ABTA (Area Based Transport Assessment) and reminded Members that Maynooth was a designated decarbonised zone. Mr. Darragh Conlon considered that all permeability measures should be retained in order to achieve modal shift to more sustainable modes of transport.

Cllr. McEvoy acknowledged that Members were representing the views of the public where they had concerns over some of the permeability measures and read the following statement for the record.

“The local area plan permeability objectives only arise from national and regional strategies and policies and align with the County Kildare Development Plan 2023-2029 objectives. I appreciate that many submissions have legitimate concerns about the consequences of this preliminary process to mitigate the dependency on increased vehicle movements within the town, where there is a requirement to plan for increased residences and related parking spaces. The Strategic Environmental Assessment addresses the need for clean air and reduced emissions from the combustion of Global Warming Potential gasses that will contribute to further deterioration in climate stability. Maynooth Town is County Kildare’s inaugural Decarbonisation Zone. In June 2019, Kildare County Council recognised the need to address the Biodiversity and Climate Crisis. Within a year, the Council adopted the EU Covenant of Mayors for Climate and Energy and, more recently, the Kildare County Council Climate Action Plan and Local Economic and Community Plan to address the profound challenge. While climate can be viewed as a remote issue from a local area plan, so-called scope 3 GWP emissions arise from increased vehicle ownership as the population grows.

While the SEA examines the consequences of a planning intervention, there is also an opportunity cost from deleting future options to mitigate transport emissions and reduce community segregation. Because planning objectives for permeability and cycling cannot proceed with further detailed design and associated public consultation, I agree with the Chief Executive’s analysis of the submissions from the public consultation within the context of legislation and policy.” Cllr. McEvoy advised that he wouldn’t make the same points for each proposed permeability and cycling objectives deletion but request that his view be recorded.

Mr. Gabriel Conlon confirmed that for the purposes of the minutes that a proposer and seconder would be required for each Permeability measure.

Permeability Reference	Proposer	Seconder	Record
PERM 4	Cllr. T. Durkan	Cllr. Melrose	The Members voted in favour of removing Perm 4 from the Draft Plan. For -7 Against - 3

PERM 6	Cllr. T. Durkan	Cllr. Feeney	The Members voted in favour of removing Perm 6 from the Draft Plan. For Removal -7 Against - 3
PERM 7	Cllr. T. Durkan	Cllr. Feeney	The Members voted in favour of removing Perm 7 from the Draft Plan. For -7 Against - 3
PERM 8	Cllr. O’Cearúil	Cllr. Fitzpatrick	The Members agreed retaining PERM 8 as the permeability measure was already in existence.
PERM 10	Cllr. O’ Cearúil	Cllr. Feeney	The Members voted in favour of removing Perm 10 from the Draft Plan. For -9 Against - 1
PERM 11	Cllr. O’ Cearúil	Cllr. Feeney	The Members voted in favour of removing Perm 11 from the Draft Plan. For -9 Against - 1
PERM 15	Cllr. T. Durkan	Cllr. Feeney	Ms. Curran advised that a gate already existed at the location. The Members voted in favour of removing Perm 15 from the Draft Plan. For -7 Against - 3
PERM 16	Cllr. Feeney	Cllr. T. Durkan	The Members voted in favour of removing Perm 16 from the Draft Plan. For -7

			Against - 3
PERM17	Cllr. T. Durkan	Cllr. Wyse	The Members voted in favour of removing Perm 16 from the Draft Plan. For -8 Against – 1 Abstention -1
PERM 18	Cllr. T. Durkan	Cllr. W. Durkan	The Members voted in favour of removing Perm 18 from the Draft Plan. For -9 Against – 1
PERM 19	Cllr. T. Durkan	Cllr. Wyse	The Members voted in favour of removing Perm 19 from the Draft Plan. For -7 Against – 3
PERM 23	Cllr. O' Cearúil	Cllr. T. Durkan	The Members voted in favour of removing Perm 23 from the Draft Plan. For -5 Against – 3 Abstentions - 2
PERM 24	Cllr. T. Durkan	Cllr. Feeney	The Members voted eight in favour of removing Perm 24 from the Draft Plan. For -8 Against – 1 Abstentions - 1
PERM 28	Cllr. T. Durkan	Cllr. Wyse	The Members voted in favour of removing Perm 28 from the Draft Plan. For -6 Against – 4
PERM 29, PERM 30, PERM 32,	Cllr. O' Cearúil	Cllr. Fitzpatrick	Cllr. O' Cearúil advised that he was agreeable to withdrawing PERM numbers 29,30,32 and 33 from his motion.

PERM 33			The Members agreed to retaining PERM numbers 29,30,32 and 33 in the Draft Plan.
PERM 31	Cllr. O' Cearúil	Cllr. T. Durkan	The Members voted in favour of removing Perm 31 from the Draft Plan. For -6 Against – 4
PERM 26	Cllr. Melrose	Cllr. Farrelly	Cllr. Melrose advised that he was withdrawing PERM 26 from his motion. The Members agreed to retain PERM 26 in the Draft Plan
PERM 38	Cllr. O' Cearúil	Cllr. Fitzpatrick	Cllr. Fitzpatrick took over the Chair from Cllr. O' Cearúil. Cllr. O' Cearúil advised that he was happy with PERM 38 from his motion. The Members agreed to retain Perm 38 in the Draft Plan.
PERM 54	Cllr. O' Cearúil	Cllr. Fitzpatrick	The Members voted in favour of removing PERM 54 from the Draft Plan. For -5 Against – 3 Abstentions - 2
PERM 40	Cllr. O' Cearúil	Cllr. Fitzpatrick	Ms. Curran advised that the link was already in existence and the proposal would upgrade the existing link. Cllr. O' Cearúil agreed to withdraw PERM 40 from his motion. The Members agreed to retaining PERM 40 in the Draft Plan.
PERM 41	Cllr. Feeney	Cllr. T. Durkan	The Members voted in favour of removing PERM 41 from the Draft Plan. For -7 Against – 3
PERM 42 & PERM 43	Cllr. T. Durkan	Cllr. Feeney	The Members voted in favour of removing PERM 42 & PERM 43 from the Draft Plan. For -7 Against – 3

PERM 79	Cllr. O’Cearúil	Cllr. Feeney	Cllr. O’ Cearúil and Cllr. Feeney agreed to remove PERM 79 from their motion. The Members agreed to retain PERM 79 in the Draft Plan.
PERM 44	Cllr. T. Durkan	Cllr. W. Durkan	The Members voted in favour of removing PERM 44 from the Draft Plan. For -9 Against – 1
PERM 46	Cllr. T. Durkan	Cllr. Feeney	The Members voted in favour of removing PERM 46 from the Draft Plan. For -9 Against – 1
PERM 52	Cllr. T. Durkan	Cllr. W. Durkan	The Members voted in favour of removing PERM 52 from the Draft Plan. For -7 Against – 2 Abstention - 1
PERM 61	Cllr. T. Durkan	Cllr. Feeney	The Members voted in favour of removing PERM 61 from the Draft Plan. For -9 Against – 1
PERM 63	Cllr. O’ Cearúil	Cllr. Fitzpatrick	The Members voted in favour of removing PERM 63 from the Draft Plan. For -7 Against - 3
PERM 64	Cllr. T. Durkan	Cllr. Wyse	Ms. Granville advised that the Members had approved PMA item 50. Cllr Durkan advised that the school were not in favour of this measure. Cllr. Farrelly considered that the Members could allow for it in policy but that it wasn’t a requirement. Cllr. McEvoy considered that the

			<p>Board of Management could have a different view where they were fully in control of the link.</p> <p>Ms. Granville advised that there was no compulsion to open the link. Ms. Granville read the objective PMA item 50 <i>“Table 7.2 Permeability Measures and Phasing, insert a new footnote linked to permeability measure PERM 64 as:</i></p> <p><i>PERM 64 - Mullen Park - Gaelscoil Uí Fhiaich Footnote</i></p> <p><i>Footnote 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”</i></p> <p>The Members voted on PERM 64. For -4 Against – 5 The Members agreed to retain PERM 64 in the Draft Plan.</p>
PERM 65	Cllr. O’Cearúil	Cllr Fitzpatrick	<p>Ms. Granville advised that there was a planning permission for this link. Cllr. Feeney advised that she was happy to withdraw PERM 65 from her motion. The Members agreed to retain PERM 65 in the draft plan.</p>
PERM 75	Cllr. T. Durkan	Cllr. W. Durkan	<p>The Members voted in favour of removing PERM 75 from the Draft Plan. For -9 Against - 1</p>
PERM 78	Cllr. O’ Cearúil	Cllr. Fitzpatrick	<p>Cllr. O’ Cearúil advised that he was happy to withdraw PERM 78 from his motion. The Members agreed to retain PERM 78.</p>

PERM 86	Cllr. O' Cearúil	Cllr. T. Durkan	The Members voted in favour of removing PERM 86 from the Draft Plan. For -6 Against - 4
PERM 93	Cllr. O' Cearúil	Cllr. T. Durkan	The Members voted in favour of removing PERM 93 from the Draft Plan. For -6 Against - 4
PERM 94	Cllr. O' Cearúil	Cllr. T. Durkan	Cllr. O' Cearúil and Cllr. Melrose didn't take part in the vote. The Members voted in favour of removing PERM 94 from the Draft Plan. For -6 Against – 2 Abstentions - 2
PERM 97	Cllr. T. Durkan	Cllr. W. Durkan	The Members voted in favour of removing PERM 97 from the Draft Plan. For -6 Against - 4
PERM 98	Cllr. T. Durkan	Cllr. W. Durkan	The Members voted in favour of removing PERM 98 from the Draft Plan. For -6 Against - 4
PERM 99	Cllr. O' Cearúil	Cllr. Feeney	Cllr. O' Cearúil and Cllr. Feeney advised that they were happy to remove PERM 99 from the motion. The Members agreed to retain PERM 99 in the plan.
PERM 113	Cllr. T. Durkan	Cllr. Wyse	The Members voted in favour of removing PERM 113 from the Draft Plan. For -6 Against - 4
PERM 118	Cllr. O' Cearúil	Cllr. Fitzpatrick	Cllr. O' Cearúil advised that he was happy to remove PERM 118 from his motion. The Members agreed to retain PERM 118 in the plan.

PERM 125	Cllr. T. Durkan	Cllr. Wyse	The Members voted in favour of removing PERM 125 from the Draft Plan. For -6 Against - 4
PERM 128	Cllr. T. Durkan	Cllr. W. Durkan	The Members voted in favour of removing PERM 128 from the Draft Plan. For -9 Against - 1
PERM 134	Cllr. T. Durkan	Cllr. Wyse	The Members voted in favour of removing PERM 134 from the Draft Plan. For -6 Against - 4
PERM 137	Cllr. T. Durkan	Cllr. Wyse	The Members voted in favour of removing PERM 137 from the Draft Plan. For -6 Against - 4
PERM 139	Cllr. T. Durkan	Cllr. Wyse	The Members voted in favour of removing PERM 139 from the Draft Plan. For -7 Against - 3

Mr. Conlon advised that Items 55,56 and 57 dealt with motions relating to the removal of cycling routes and proposed dealing with each Cycle route separately and confirmed that for the purposes of the minutes that a proposer and seconder would be required for each measure.

Item No.	Motion: Cllr Feeney	Chief Executive's Report
55	To remove Cycle 52	<u>Chief Executive's Opinion</u> The cycling network proposed in the Plan is crucial in order to achieve sustainable mobility, reduce car dependency and promote active travel, and accordingly it is recommended that <u>no measures should be removed</u> from the Draft Plan.

In Maynooth, there is a well-documented over-reliance on private cars across the plan area. For instance, Census 2022 records that the majority of workers (57.9%) of resident workers in the town travelled to work by private car. Given the substantial growth targets for both housing and employment in the town over the life of the Plan, a 'business as usual' approach to transport and movement in the settlement is not feasible; there is simply not enough road space in the town to accommodate a parallel increase in vehicular traffic. Accordingly, there needs to be a substantial modal shift towards more sustainable travel modes, particularly for short journeys within the town. The active travel strategy outlined in the Draft Plan was informed by the Maynooth and Environs Area Based Transport Assessment (MEABTA), which seeks to create convenient and efficient routes to key destinations such as the train station, bus stops, schools, shops and Maynooth University. This approach will reduce walking and cycling trip distances, giving non-motorised modes of transport a competitive advantage over private cars.

Aside from seeking to address chronic traffic congestion within the town, one of the most critical elements in addressing climate change is to reduce carbon emissions from transportation in what is a designated Decarbonisation Zone. The Kildare Local Authority Climate Action Plan (LACAP) 2024-2029 was approved by the Elected Members in early 2024. Chapter 5 of the LACAP specifically addresses the Maynooth Decarbonising Zone (DZ). This targets a cumulative 41% reduction in transport emission in the town by 2030 from the baseline year of 2018. This is based *"on achieving a target of 30% EVs + 10% BEVs as well as a 10% decrease in carbon emissions due to increased Active Travel"*. In order of for this to be realistically achieved there needs to be a comprehensive implementation of the entire range of active mode measures set out in the Plan. The omitting of some cycling routes over others will result in a compromised and incomplete active travel network, thereby decreasing its overall attractiveness and reducing its usage by people living, working and studying in the town. Accordingly, it is important to keep in mind the 'bigger picture' rather than looking at any one particular measure in isolation.

		<p>CYCLE 52 This measure is an important link which complements measure PERM 75 and is crucial in providing residents of Parklands, Parklands Crescent and Castlebridge with cycle access to the Royal Canal Greenway and MERR. It will also give them more direct access to the amenities of the planned local park and neighbourhood centre in the Railpark KDA, in addition to providing a safer route as the existing primary schools on Celbridge Road.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>
Item No.	Motion: Cllrs Melrose and Farrelly	<p style="text-align: center;">Chief Executive's Report</p>
56	Remove the following cycle measures from the JLAP; CYCLE 52 and CYCLE 20	<p><u>Chief Executive's Opinion</u> The cycling network proposed in the Plan is crucial in order to achieve sustainable mobility, reduce car dependency and promote active travel, and accordingly it is recommended that <u>no measures should be removed</u> from the Draft Plan.</p> <p>In Maynooth, there is a well-documented over-reliance on private cars across the plan area. For instance, Census 2022 records that the majority of workers (57.9%) of resident workers in the town travelled to work by private car. Given the substantial growth targets for both housing and employment in the town over the life of the Plan, a 'business as usual' approach to transport and movement in the settlement is not feasible; there is simply not enough road space in the town to accommodate a parallel increase in vehicular traffic. Accordingly, there needs to be a substantial modal shift towards more sustainable travel modes, particularly for short journeys within the town. The active travel strategy outlined in the Draft Plan was informed by the Maynooth and Environs Area Based Transport Assessment (MEABTA), which seeks to create convenient and efficient routes to key destinations such as the train station, bus stops, schools, shops and Maynooth University. This approach will reduce walking and cycling trip distances, giving non-motorised modes of transport a competitive advantage over private cars.</p>

Aside from seeking to address chronic traffic congestion within the town, one of the most critical elements in addressing climate change is to reduce carbon emissions from transportation in what is a designated Decarbonisation Zone. The Kildare Local Authority Climate Action Plan (LACAP) 2024-2029 was approved by the Elected Members in early 2024. Chapter 5 of the LACAP specifically addresses the Maynooth Decarbonising Zone (DZ). This targets a cumulative 41% reduction in transport emission in the town by 2030 from the baseline year of 2018. This is based *“on achieving a target of 30% EVs + 10% BEVs as well as a 10% decrease in carbon emissions due to increased Active Travel”*. In order of for this to be realistically achieved there needs to be a comprehensive implementation of the entire range of active mode measures set out in the Plan. The omitting of some cycling routes over others will result in a compromised and incomplete active travel network, thereby decreasing its overall attractiveness and reducing its usage by people living, working and studying in the town. Accordingly, it is important to keep in mind the ‘bigger picture’ rather than looking at any one particular measure in isolation.

CYCLE 20

This measure is an important link which will provide an upgraded and segregated off-road cycle way connecting the town centre with Carton Demesne and the MOOR. It is noted that Item No. 48 above provides for a Proposed Material Alteration which seeks to provide safeguards on the overall design of the route which will be informed by the outputs of the Carton Avenue Conservation Plan and Masterplan.

CYCLE 52

This measure is an important link which complements measure PERM 75 and is crucial in providing residents of Parklands, Parklands Crescent and Castlebridge with cycle access to the Royal Canal Greenway and MERR. It will also give them more direct access to the amenities of the planned local park and neighbourhood centre in the Railpark KDA, in addition to providing a safer route as the existing primary schools on Celbridge Road.

		<u>Chief Executive's Recommendation</u> No change recommended.
Item No.	Motion: Cllr Ó Cearúil	Chief Executive's Report
57	Remove CYCLE 20, 45, 52, 57 from the Joint Local Area Plan.	<p><u>Chief Executive's Opinion</u></p> <p>The cycling network proposed in the Plan is crucial in order to achieve sustainable mobility, reduce car dependency and promote active travel, and accordingly it is recommended that <u>no measures should be removed</u> from the Draft Plan.</p> <p>In Maynooth, there is a well-documented over-reliance on private cars across the plan area. For instance, Census 2022 records that the majority of workers (57.9%) of resident workers in the town travelled to work by private car. Given the substantial growth targets for both housing and employment in the town over the life of the Plan, a 'business as usual' approach to transport and movement in the settlement is not feasible; there is simply not enough road space in the town to accommodate a parallel increase in vehicular traffic. Accordingly, there needs to be a substantial modal shift towards more sustainable travel modes, particularly for short journeys within the town. The active travel strategy outlined in the Draft Plan was informed by the Maynooth and Environs Area Based Transport Assessment (MEABTA), which seeks to create convenient and efficient routes to key destinations such as the train station, bus stops, schools, shops and Maynooth University. This approach will reduce walking and cycling trip distances, giving non-motorised modes of transport a competitive advantage over private cars.</p> <p>Aside from seeking to address chronic traffic congestion within the town, one of the most critical elements in addressing climate change is to reduce carbon emissions from transportation in what is a designated Decarbonisation Zone. The Kildare Local Authority Climate Action Plan (LACAP) 2024-2029 was approved by the Elected Members in early 2024. Chapter 5 of the LACAP specifically addresses the Maynooth Decarbonising Zone (DZ). This targets a cumulative 41% reduction in transport emission in the town by 2030 from the baseline year of 2018. This is</p>

based “on achieving a target of 30% EVs + 10% BEVs as well as a 10% decrease in carbon emissions due to increased Active Travel”. In order of for this to be realistically achieved there needs to be a comprehensive implementation of the entire range of active mode measures set out in the Plan. The omitting of some cycling routes over others will result in a compromised and incomplete active travel network, thereby decreasing its overall attractiveness and reducing its usage by people living, working and studying in the town. Accordingly, it is important to keep in mind the ‘bigger picture’ rather than looking at any one particular measure in isolation.

CYCLE 20

This measure is an important link which will provide an upgraded and segregated off-road cycle way connecting the town centre with Carton Demesne and the MOOR. It is noted that Item No. 48 above provides for a Proposed Material Alteration which seeks to provide safeguards on the overall design of the route which will be informed by the outputs of the Carton Avenue Conservation Plan and Masterplan.

CYCLE 45

Measure CYCLE 45 merely intends to provide a ‘shared street’ environment for cycling as park of any new residential development scheme to be built within this section of Railpark KDA.

CYCLE 52

This measure is an important link which complements measure PERM 75 and is crucial in providing residents of Parklands, Parklands Cresnet and Castlebridge with cycle access to the Royal Canal Greenway and MERR. It will also give them more direct access to the amenities of the planned local park and neighbourhood centre in the Railpark KDA, in addition to providing a safer route as the existing primary schools on Celbridge Road.

CYCLE 57

	<p>Measure CYCLE 57 seeks to provide a high quality cycling connection between lands zoned C8: New Residential (Lyreen Avenue KDA) and existing residential development to the northeast. This link is intended to connect into the existing street network to enable residents access the proposed Lyreen-Ryewater Greenway and by extension provide a more direct and high quality active modes route to the Maynooth Education Campus (MEC)</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>
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Cycle Route Reference	Proposer	Seconded	Record
Cycle 20	Cllr. T. Durkan	Cllr. W. Durkan	Ms. Granville advised that the route was already used by cyclists. Cllr. O' Cearúil noted that there had been incidents on Carton Avue. The Members voted in favour of removing CYCLE 20 from the Draft Plan. For -8 Against - 2
CYCLE 45	Cllr. O' Cearúil	Cllr. Fitzpatrick	Cllr. O' Cearúil agreed to withdraw Cycle 45 from his motion. The Members agreed to retain CYCLE 45 in the Draft Plan
CYCLE 52	Cllr. T. Durkan	Cllr. Feeney	The Members voted in favour of removing CYCLE 52 from the Draft Plan. For -9 Against - 1
CYCLE 57	Cllr. O' Cearúil	Cllr. T. Durkan	The Members voted in favour of removing CYCLE 57 from the Draft Plan. For -6 Against - 4

Mr. Conlon advised that they continue with the remaining items in Chapter 7.

Item No.	Motion: Cllr Durkan		Record
69	That bus pull-ins, shelters and stops where necessary are designed into the orbital route to maximize traffic flow and provide shelter for commuters and school children.	<p><u>Chief Executive's Opinion</u> The Maynooth Eastern Ring Road (MERR) scheme has received Part 8 planning permission and is due to go to construction shortly. Thus, there is no scope to implement this motion on this project.</p> <p>There is scope, however, to include the design of bus shelters and stops in future sections of the orbital route. However, the delivery of bus stops will be required to adhere to National Transport Authority (NTA) policy which advocates for in-lane bus stops rather than pull-ins.</p> <p>Furthermore, as per Item 67 and 68 (above) additional text is proposed to be inserted under Public Transport Measure PT 14 to include for the prioritisation of bus shelters wherever feasible.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	On the proposal by Cllr. T. Durkan and seconded by Cllr. Wyse, the Members agreed to accept the Chief Executive's Recommendation.
Item No.	Motion: Cllr Feeney		Record
71	That active travel trials be implemented during the life of this plan to demonstrate the	<p><u>Chief Executive's Opinion</u> Tables 7.2 – 7.5 of the Draft Plan set out a comprehensive range of active travel and</p>	On the proposal by Cllr. Feeney and seconded by Cllr. O' Cearúil , the Members

	feasibility of the public transport prioritisation in Maynooth to strengthen public support for a sustainable transport solution.	public transport measures that are targeted for development of the life of the Plan and beyond. It is considered appropriate that as a designated Decarbonising Zone a number of these measures could be brought forward as ' <i>best practice examples</i> ' or ' <i>pilot case studies</i> ' for demonstrating the benefits of modal shift and promoting active travel within the town. The roll-out of measures would however be subject to the availability of resources within the council, in addition to the requirement for the projects to be financed by NTA or from other potential funding streams. <u>Chief Executive's Recommendation</u> No change recommended.	agreed to accept the Chief Executive's Recommendation.
Item No.	Motion: Cllr Durkan		Record
77	To ensure the completion of the Maynooth Outer Orbital Route as an objective within the lifetime of the Maynooth Local Area Plan.	<u>Chief Executive's Opinion</u> Objective MATO 4.4 of the Draft Plan supports the phased delivery of the Maynooth Outer Orbital Road (MOOR), subject to planning and environmental considerations. The Plan cannot ensure that the road is delivered within the life of the Plan for a number of different reasons. Firstly, the construction of the MOOR is envisaged to be developed-led, in tandem with development. Consequently, in areas where land is zoned as ' <i>1: Agriculture</i> ' or as	The motion was proposed by Cllr. T. Durkan and seconded by Cllr. O' Cearúil. Ms. Granville advised that it was not possible for the Joint Local Area Plan to compel the completion if the Maynooth Outer Orbital Route within the lifetime of the of the Plan. Cllr. Durkan called for a vote on the matter. Ms. Granville considered that an objective could be considered however with the removal off "within the lifetime of the plan"

		<p>‘SR: <i>Strategic Reserve</i>’ the road is not envisaged to be developed. It is considered that the full delivery of the entire route over the life of the Plan would be also premature and could create induced demand. This arises when the increase in capacity of the road infrastructure leads to greater or unexpected car usage in the town than would otherwise be envisaged or planned for.</p> <p>There is a danger that the MOOR could be perceived and used as a primary solution to all of Maynooth’s traffic problems thereby not fully maximising the potential of more sustainable and oftentimes less costly approaches such as the improvement of active travel modes (i.e., permeability links) and public transport options. In this regard, the submission from the National Transport Authority (NTA) to the Draft Plan states that ‘<i>the delivery of further large-scale road infrastructure has the potential jeopardise the aspiration to decarbonise the town</i>’. Therefore, it can be seen that the full delivery of the MOOR within the life of the Plan would be contrary to national climate policy and undermining efforts to implement the provisions of the Local Authority Climate Action Plan</p>	<p>the Members agreed to accept the amended Report.</p>
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		<p>(LACAP) 2024-2029 related to Maynooth Decarbonising Zone.</p> <p>Furthermore, the full development of the MOOR within the life of the Plan is also considered to be contrary to the Intervention Hierarchy of the National Investment Framework for Transport in Ireland (Department of Transport, 2021) which states that development of new roads should only be considered as a final resort when all other transport options have been optimised or discounted (see Section 7.1 of the Draft Plan).</p> <p><u>Chief Executive’s Recommendation</u> No change recommended.</p>	
Item No.	Motion: Cllr Durkan		Record
78	That Kildare County Council prioritises the delivery of Moyglare Road to Kilcock Road as a vital section of the Maynooth Outer Orbital Route within the life of the plan.	<p><u>Chief Executive’s Opinion</u> As per the response to Item No. 77 above, it is noted that the construction of the MOOR is envisaged to be developed-led, in tandem with development. Consequently, in areas where land is zoned as ‘<i>I: Agriculture</i>’ or as ‘<i>SR: Strategic Reserve</i>’ along section 1 C of the MOOR between Kilcock Road and Moyglare Road, this portion of the road is not envisaged to be developed over the life of the Plan.</p>	<p>The motion was proposed by Cllr. T. Durkan and seconded by Cllr. Wyse.</p> <p>Cllr. Durkan noted the response at item 77 and agreed to remove “within the life of the plan”.</p> <p>The Members agreed to accept the amended Report .</p>

		<u>Chief Executive's Recommendation</u> No change recommended.	
Item No.	Motion: Cllr Durkan		Record
79	That Kildare County Council apply for all funding streams that become available within the life of the Local Area Plan to fund the remaining sections of the Maynooth Outer Orbital Route ie LIHAF (Local Infrastructure Housing Activation Fund) or any future iterations.	<u>Chief Executive's Opinion</u> As noted in Item Nos. 77-78 construction of the MOOR is envisaged to be developed-led, in tandem with development. Furthermore, under the Intervention Hierarchy of the National Investment Framework for Transport in Ireland (Department of Transport, 2021) it is stated government policy that development of new roads should only be considered as a final resort when all other transport options have been optimised or discounted (see Section 7.1 of the Draft Plan). Accordingly, it is extremely unlikely that sections of the MOOR that are not to developed over the life of the Plan would be financed by any government funding stream. This policy position on the development of further roads infrastructure in Maynooth is reiterated in the submission of the National Transport Authority (NTA) to the Draft Plan. <u>Chief Executive's Recommendation</u> No change recommended.	On the proposed by Cllr. T. Durkan and seconded by O' Cearúil, the Members accepted the Chief Executive's Recommendation.

Item No.	Motion: Cllrs Ó Cearúil, Melrose, Durkan and Feeney		Record
80	"That the council prepares a plan to identify sources and secure sources of public funding for key sections of the MOOR that are not addressed in developer-led projects in the current plan.	<p><u>Chief Executive's Opinion</u> As noted in the Chief Executive's response to Item Nos. 77-79 construction of the MOOR is envisaged to be developed-led, in tandem with development. Furthermore, under the Intervention Hierarchy of the National Investment Framework for Transport in Ireland (2021) it is stated government policy that development of new roads should only be considered as a final resort when all other transport options have been optimised or discounted (see Section 7.1 of the Draft Plan). Accordingly, it is extremely unlikely that sections of the MOOR that are not developed over the life of the Plan would be financed by any government funding stream. This policy position on the development of further roads infrastructure in Maynooth is reiterated in the submission of the National Transport Authority (NTA) to the Draft Plan.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	On the proposal by Cllr. O' Cearúil and seconded by Cllr. Melrose, the Members accepted the Chief Executive's Recommendation.
Item No.	Motion: Cllr Durkan		Record
81	That a 30 kph speed limit is set for all estates in this Maynooth Local Area Plan.	<p><u>Chief Executive's Opinion</u></p>	On the proposal by Cllr. T. Durkan and seconded by Cllr. Wyse, the Members

		<p>Speed limits within residential estates are an operational matter outside the remit of this land use plan.</p> <p>A Speed Limit Review was completed by the Department of Transport in 2023. Based on a direction (RS01/2024) received from the Department the following default speed limits are to be progressed for implementation by the local authority:</p> <ul style="list-style-type: none"> • 30 km/h (Urban Areas) • 60 km/h (Rural Local Roads) • 80 km/h (National Secondary Roads) <p>The default speed limits are to take effect on a staggered basis with provisional commencement dates as follows:</p> <ul style="list-style-type: none"> • End of 2024 for 60 km/h on Rural Local Roads • First part of 2025 for National Secondary Roads (80km/h) and Urban Speed Limits (30km/h) <p>The implementation of a 30km/h speed limit for all housing estates within urban boundaries and those taken in charge by Kildare County Council will be addressed through the roll out of the default urban speed limits in early 2025.</p> <p><u>Chief Executive's Recommendation</u></p>	<p>accepted the Chief Executive's Recommendation.</p>
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		No change recommended.	
Item No.	Motion: Cllr Durkan		Record
82	That natural stone walls of appropriate height are used as front boundary treatments for all estates facing the orbital route within this plan to match that of the Straffan Road.	<u>Chief Executive's Opinion</u> The requiring of stone walls along future sections of the MOOR is considered to be premature, as such walls may not present the most optimal design solution for a particular area. In this regard, Section 11.2.2 of the Draft Plan which deals with Maynooth West outlines a preference for "treelined avenues along roads and streets". It also states that "built form, as far as practicable provide for strong street frontages, encouraging high levels of passive supervision". <u>Chief Executive's Recommendation</u> No change recommended.	On the proposal by Cllr. T. Durkan and seconded by Cllr. Wyse, the Members accepted the Chief Executive's Recommendation.
Item No.	Motion: Cllr Durkan		Record
86	That Kildare County Council retain the current number of parking space on Main Street, Dublin Road, Dunboyne Road, Back Lane, Leinster Cottages, Pound Lane, Buckley's Lane, Coates Lane, Fagan's Lane, Kelly's Lane, Mill Street, Parson Street, Leinster	<u>Chief Executive's Opinion</u> This Motion references 17 car parking locations. It is inappropriate to include an objective to retain this level of car parking, without an evidence basis to support same, and without a significant risk of unintended consequences. The Maynooth and Environs Area Based Transport Assessment (MEABTA)	The motion was proposed by Cllr. T. Durkan and seconded by Cllr. O' Cearúil. Cllr. Durkan considered that he was open to compromise. Cllr. O Cearúil considered that the issue could be dealt with under the parking byelaws. The Members accepted the Chief Executive's recommendation.

	<p>Street, Double Lane, Doctor's Lane, Kilcock Road and Straffan Road Car Park Maynooth.</p>	<p>incorporates a parking strategy which has been transposed into Chapter 7 of the Draft Plan. This seeks to provide for a comprehensive and long term solution for car parking within the town centre which also aligns with measures to improve opportunities to promote active travel and public transport usage, in keeping with Maynooth's designation as a Decarbonising Zone (DZ). These measures seek to provide access to car parking facilities at appropriate locations that are proximate to but not on Main Street (aside from proposed accessible parking arrangements for people with disabilities as per Item No. 85 above). There are no provisions in the Draft Plan to introduce any restrictions to on-street parking for residents on other streets.</p> <p>It considered that the mandating of a blanket retention of all parking spaces on all streets in the town centre will undermine and make redundant key provisions of the MEABTA including the vision of making Main Street and the adjoining Straffan Road and Mill Street for public transport and active travel modes only, thereby ensuring that chronic traffic congestion will be a continuing feature of the town centre into the future. This measure will also undermine the preparation of the Maynooth</p>	
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		<p>Town Renewal Masterplan which may include provisions to redistribute space within key public realm locations in the town centre for regeneration project proposals.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
Item No.	Motion: Cllrs Melrose and Farrelly		Record
87	<p>PK 7 – Remove “Increase parking charges at existing Maynooth Train Station to encourage ‘park and ride’ at new Maynooth West Train Station”</p>	<p><u>Chief Executive's Opinion</u> This long term measure is considered necessary to disincentivise cars from travelling through key arteries close to the centre of the town in order to access Maynooth Train Station. PK 7 is intended to free up space to provide for the development of a new bus–rail interchange at Maynooth Station (as per measures PT 13 and PT 15). Such measures collectively seek to promote active travel and public transport usage, in keeping with Maynooth's designation as a Decarbonising Zone (DZ).</p> <p>The development of a new train station to the west of Maynooth will provide of an appropriate purpose-built ‘park and ride’ facility that will be able to accommodate a greater quantum of vehicles at a location that has improved accessibility (via the MOOR) and will not require vehicles to</p>	<p>Cllr. Melrose proposed and Cllr. Farrelly seconded the motion.</p> <p>Ms. Curran advised that the objective was linked to the delivery of the new train station and wouldn't happen until the new train station was built.</p> <p>Cllr. Melrose and Cllr. Farrelly were agreeable to removing the motion. The Members agreed to accept the Chief Executive's recommendation.</p>

		traverse the centre of Maynooth thereby avoiding unnecessary traffic congestion in the town centre. <u>Chief Executive's Recommendation</u> No change recommended.	
Item No.	Motion: Cllrs Melrose and Farrelly		Record
91	PK 10 – Change “Provide <i>free</i> public parking at Carton Retail Park, in consultation with all key stakeholders, including those from Carton Retail Park and Maynooth Presentation Girls’ School.”	<u>Chief Executive's Opinion</u> The car park at Carton Retail Park is privately-owned and therefore Kildare County Council has no control over its overall operation and management. As outlined in Item No. 90 above, Measures PK 9 and PK 10 seek to formalise, in conjunction with the landowners, the current informal practices for both shoppers patronising the town centre and drop-off and pick-ups arrangements for pupils attending Maynooth Presentation Girls’ School. <u>Chief Executive's Recommendation</u> See Item No. 90 regarding an amendment to PK 10.	On the proposal of Cllr. Melrose and seconded by Cllr. Farrelly, the Members agreed to accept the Chief Executive's Recommendation.

Ms. Granville reverted to Item 152.

Item No.	Motion: Cllr Ó Cearúil		Record
152	That the lands highlighted in Green in the attached	<u>Chief Executive's Opinion</u>	The motion was proposed by Cllr. T. Durkan and seconded by Cllr. Wyse.

map (S - Carton Avenue) are rezoned to E (Education and Community) as a potential site for a Community and Arts centre.



The 'S' zoning for the Carton Avenue lands in the Draft Plan is a bespoke land use objective designed to align with the boundary of Maynooth Architectural Conservation Area (ACA) which was extended as part of the Kildare County Development Plan 2023-2029 to encompass *'the tree-lined Carton Avenue and its adjoining field network'* (page 9, Maynooth ACA Statement of Character). As noted in the ACA Statement of Character, the formal axis constituting Main Street and Carton Avenue is regarded as *'one of the finest examples of eighteenth century urban and landscape design in the country'*. The 'S' land use zoning objective therefore is seen to specifically respond to the unique context of Carton Avenue in order to ensure that *'these lands shall be maintained to ensure the character and setting of this historic walkway are protected and improved'*.

Notwithstanding this land use objective, it is considered that the development of buildings on the subject lands, which lie inside the ACA boundary would negatively impact on both the historic character and current undeveloped setting that is a feature along a majority of the avenue's length. The rezoning of the lands for 'E: Education and Community' uses is also

See record at item 151.

Ms. Granville advised the meeting that following further consideration, a site specific objection could be included for E4 and considered that the following amendment could be included. *"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"*.

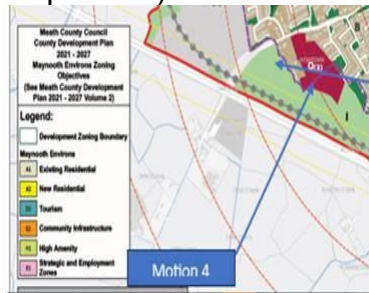
The Members accepted the amendment.

	<p>considered premature and prejudicial to the outcome of the Conservation Plan for Carton Avenue, the preparation of which is currently being progressed by Kildare County Council.</p> <p>With regard to the development of a community and arts centre on the site, it is noted that Objective HCO 7.1 of the Draft Plan supports the development of a new community hub in '<i>a central and universally accessible location within the town</i>'. In this regard, the council owned land on Leinster Street which is located on land zoned '<i>A: Town Centre</i>' and is adjacent to Maynooth Train Station has been identified as the preferred location for a community hub / library and associated cultural/arts uses.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	
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The Members agreed to revert to items 146, 147 and 148.

Item No.	Motion: Cllr Durkan	<u>Chief Executive's Opinion</u>	Record
146	To change the Q (2) zoning on the Newtown Road to (C) new residential and (E) community and education	The proposal to amend the 'Q (2)' zoning on the Newtown Road to ' <i>E: Community and Education</i> ' to accommodate a school is agreed.	<p>Cllr. Durkan considered that he wanted to proceed with the changes.</p> <p>Ms. Granville advised that she would need to suspend the meeting in order to seek legal</p>

to accommodate a secondary school and 250 residential units to ensure the delivery of the orbital route from Straffan Road to Newtown / Rathcoffey Road. (See Motion 4 on Map below).



However, the provision of additional residential lands at this location is not considered appropriate in the context of the population growth figures already contained in the Draft Plan. In this regard, under Section 3.4.2 of the Draft Plan the estimated capacity of residential zoned lands is already somewhat higher than the residential unit target for the duration of the Plan. Furthermore, issues relating to road infrastructure capacity and the deficit in social infrastructure which have been identified in the Draft Plan pertain to the residential growth targets outlined in Chapter 3. Accordingly, any further increase in residential development would negatively impact on the ability of the town's servicing infrastructure to sustainably accommodate an unforeseen increase in its projected population growth.

Chief Executive's Recommendation
Amend Land use zoning map to replace 'Q (2) Enterprise and Employment (Newtown Road)' land zoning with 'E: Community and Education'.

advice as the quantum of land was not defined.


Cllr. Durkan sought to proceed with a vote on the motion.

Ms. Granville advised that Members were taking a vote against the advice of the Planning Department. The Members voted to accept the amendment as per Cllr. Durkan's motion.
For 6
Against 4

Ms. Granville advised that the Members's decision had a direct impact on items number 144 and 145 already approved.


Cllr. McEvoy, Cllr. Melrose, Cllr. Farrelly and Cllr. Feeney wished to have their opposition to the decision recorded.

Ms. Granville advised that the Members had voted in favour of an amendment that could not be actioned as the correct map was not provided. Cllr. Farrelly considered that the decision was out of order and considered that the motion without the correct map should not have been accepted as a valid motion.

			<p>Cllr. O' Cearúil considered that the Members were in a quandary as to how they could proceed.</p> <p>Cllr McEvoy considered that the Members had voted on something impossible.</p> <p>Cllr. Farrelly queried whether Cllr. Durkan was willing to withdraw his motion. Cllr. McEvoy advised that the Members had made the decision. Cllr. Melrose considered that this was a chaotic situation.</p> <p>The Members agreed to adjourn the meeting until after the Plenary Council meeting had concluded after 5pm.</p>
Item No.	Motion: Cllr Durkan		Record
147	<p>To remove E (3) Zoning from the Celbridge Road and relocate it to the Rathcoffey / Newtown Road as indicated on the map (Motion 7) below.</p> 	<p><u>Chief Executive's Opinion</u> The locations identified in the Draft Plan are considered to be the optimum sites for community and education facilities in the context of new growth areas in Maynooth and are informed by the Social Infrastructure Audit (SIA). It is considered that the Railpark area is optimal in terms of providing for the first time a post-primary school that will be located in the south of Maynooth. The rationale for identifying lands in Railpark for a post-primary school is based on the fact that the area has an existing large residential population and is</p>	<p>The motion was proposed by Cllr. Durkan and seconded by Cllr. Wyse.</p> <p>Cllr. Durkan reiterated his previous grounds against three school campus sites and the significant traffic congestion that result.</p> <p>Ms. Granville again expressed her concern as the extent of the land was not identified. The Members voted on the motion. For – 3 Against 6 Abstention – 1 The motion falls.</p>

		<p>identified as having the capacity to accommodate significant residential development over the life of the Plan. In this regard, it should be noted that the 'C(1)', 'C(2)' and 'C(3)' New Residential lands have a combined estimated residential yield of 1,183 units between them which (at 2.75 persons per household) equates to an additional residential population of 3,253 persons. This is equivalent to the population of the town of Rathangan (Census 2022 population: 3,263). It is therefore considered appropriate to provide for a post-primary school in this location, to cater for the educational needs of the population over the longer term adjacent to the existing primary schools. Accordingly, removing the 'E' zoning on Celbridge Road is not agreed.</p> <p>However, given the planned population increase and the range of community and other uses permitted in principle and/or open for consideration in the 'E' land use zoning, the rezoning of the lands at Rathcoffey/Newtown Road is agreed.</p> <p>It is noted that the land proposed to be zoned '<i>E: Community and Education</i>' in the motion is considered to be located in a peripheral and 'edge-of-town' area at</p>	
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		<p>somewhat of a remove from existing and planned residential locations in the town. Consequently, the site is not considered appropriate for the development of such community and educational facilities.</p> <p><u>Chief Executive's Recommendation</u> Amend Land use zoning map to replace 'Q (2) Enterprise and Employment (Newtown Road)' land zoning with 'E: Community and Education'.</p>	
Item No.	Motion: Cllr Durkan		Record
148	<p>To remove and change Q (2) zoning on the Newtown Road and to change it to (Q2) and (H) and relocate it to Rowanstown and Moneycooly to insure sequential commercial zoning as indicated on the map (Motion 5) below.</p>	<p><u>Chief Executive's Opinion</u> Recommendation 6: Policy objective for national roads, in the OPR submission required the councils to reconsider and appropriately reduce the quantity of lands adjacent to Junction 7. This portion of lands amounted to ca. 2.26 hectares of land. The land use zoning proposed in the Draft Plan reflected the existing established and permitted commercial uses on the site, comprising of warehousing and workshops. Furthermore, the TII in their submission also highlighted the lands to the southwest of Junction 7 did not have the necessary evidence base and should be omitted.</p> <p>The subjects were examined as part of the Settlement Capacity Audit (SCA) which</p>	<p>The motion was proposed by Cllr. O Cearúil and seconded by Cllr. Ward.</p> <p>Cllr. Durkan reiterated his previous arguments for changing the zoning.</p> <p>Ms. Granville expressed extreme caution and considered that legal advice would be required with the amendment.</p> <p>Ms. Granville advised that there had also been flooding issues identified with this site.</p> <p>Mr. Dunney advised that he was considerably concerned proceeding with this change.</p> <p>Cllr. Durkan advised that he was reconsidering proceeding given the flooding</p>

		<p>formed an important evidence-based document which supported residential and employment land use zonings of the Draft Plan. The two sites (Site 13 and Site 18) demonstrated a poor level of serviceability and did not represent sequential growth or align with stated regional policy provisions for Maynooth and were deemed as not suitable for development.</p> <p><u>Chief Executive's Recommendation</u> No change recommended.</p>	<p>issues relating to the site and agreed to withdraw the motion.</p> <p>The Members agreed.</p>
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The meeting was adjourned to facilitate the Plenary Council meeting. After the adjournment, the meeting resumed at 5.00pm.

Mr. Conlon advised that the Members had approved items 144 and 145 and motion 146 was in direct conflict of the earlier decision.

Ms. Granville considered that the three items had to be considered collectively.

Mr. Dunney observed that the Members were regularly discussing the lack of school places. Cllr. Melrose considered that making the amendment would not deliver the road.

Ms. Granville advised there was no relationship between the road and the site. Ms. Granville advised that the “community and educational” zoning provided for group housing.

Cllr. O’ Cearúil considered that the only option was that the Members could either zone the site E or C. Ms. Granville advised that Development Management would not be in a position to implement the delivery of the road.

Ms. Granville again expressed her concern that the Members would be in breach of the Core Strategy and could be open to challenge,

Cllr. T. Durkan proposed making an amendment to his motion as follows

Amendment to motion 146

To change the Q (2) zoning on the Newtown Road to (C) new residential.

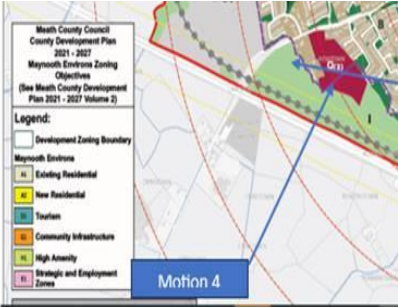
Cllr. Wyse seconded the amendment.

The Members agreed to take 144 and 145 together.

Item No.	Motion: Cllrs Melrose, Farrelly and Ó Cearúil		Record
144	Remove “Q (2) Enterprise and Employment (Newtown Road)” land zoning and replace with “E – Community and Education” for site-specific school, park/playground, childcare facility, and playing pitches.	<p><u>Chief Executive’s Opinion</u></p> <p>While the locations identified in the Draft Plan are considered to be optimum sites for Community and Educational Facilities in the context of new growth areas in Maynooth and are informed by the Social Infrastructure Audit, given the planned population increase and the range of community and other uses permitted in principle and/or open for consideration within the ‘E’ land use zoning, the rezoning of the lands identified are agreed. However, a site-specific objective is not required in this instance as all the land uses detailed in the motion are already Permitted in Principle in the Land Use Zoning Matrix on ‘E: <i>Community and Education</i>’ zoned lands.</p> <p>It should be noted that while the LAP may identify a zoning at this particular location, it cannot compel the landowner to deliver a specific development [i.e., park/playground, childcare facility and playing pitches].</p>	<p>The Members agreed to take the vote on items 144/145</p> <p>Cllr. Melrose proposed motions 144 & 145.</p> <p>Cllr. Farrelly seconded the Motion.</p> <p>The Members voted as follows</p> <p>For – 4</p> <p>Against 5</p> <p>Abstention – 1</p> <p>The motions fell.</p>

		<p><u>Chief Executive's Recommendation</u> Amend Land use zoning map to replace 'Q (2) Enterprise and Employment (Newtown Road)' land zoning with "E – Community and Education".</p>	
Item No.	Motion: Cllr Feeney		Record
145	That the Newtown rezoning to E as an appropriate location for primary school provision in tandem with the Laraghbryan site.	<p><u>Chief Executive's Opinion</u> While the locations identified in the Draft Plan are considered to be optimum locations for community and education facilities in the context of new growth areas in Maynooth and are informed by the Social Infrastructure Audit (SIA), given the planned population increase and the range of community and other uses permitted in principle and/or open for consideration in the 'E' land use zoning, the rezoning of the lands identified are agreed.</p> <p><u>Chief Executive's Recommendation</u> Amend Land use zoning map to replace 'Q (2) Enterprise and Employment (Newtown Road)' land zoning with 'E: Community and Education'.</p>	<p>The Members agreed to take the vote on items 144/145 Cllr. Melrose proposed motions 144 & 145. Cllr. Farrelly seconded the Motion. The Members voted as follows For – 4 Against 5 Abstention – 1 The motions fell.</p>

The Members agreed to take Cllr. Tim Durkan's amended Motion, item 146.

Item No.	Amended Motion: Cllr Durkan		Record																																	
146	<p>To change the Q (2) zoning on the Newtown Road to (C) new residential.</p> 	<p><u>Chief Executive's Recommendation</u> Amend Land use zoning map to replace 'Q (2) Enterprise and Employment (Newtown Road)' land zoning with 'E: Community and Education'.</p>	<p>The Members agreed to a roll call vote on item 146. The vote was as follows</p> <table border="1" data-bbox="1375 416 2022 906"> <thead> <tr> <th>For</th> <th>Against</th> <th>Abstained</th> </tr> </thead> <tbody> <tr> <td>Cllr. T. Durkan</td> <td></td> <td></td> </tr> <tr> <td>Cllr. W. Durkan</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Cllr. Farrelly</td> <td></td> </tr> <tr> <td></td> <td>Cllr. Feeney</td> <td></td> </tr> <tr> <td>Cllr. Fitzpatrick</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Cllr. McEvoy</td> <td></td> </tr> <tr> <td></td> <td>Cllr. Melrose</td> <td></td> </tr> <tr> <td></td> <td></td> <td>Cllr. O' Cearúil</td> </tr> <tr> <td>Cllr. Ward</td> <td></td> <td></td> </tr> <tr> <td>Cllr. Wyse</td> <td></td> <td></td> </tr> </tbody> </table> <p>As a result of the vote, the amended Motion was passed.</p>	For	Against	Abstained	Cllr. T. Durkan			Cllr. W. Durkan				Cllr. Farrelly			Cllr. Feeney		Cllr. Fitzpatrick				Cllr. McEvoy			Cllr. Melrose				Cllr. O' Cearúil	Cllr. Ward			Cllr. Wyse		
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Cllr. Wyse																																				

Mr. Conlon read the resolution into the record.

Following consideration of the draft Maynooth and Environs Joint Local Area Plan 2025-2031 and the Chief Executive's Report on submissions/observations dated 10th September 2024 and Addendum to Chief Executives Report on Submissions/ Observations Received to the Draft Maynooth and Environs Joint Local Area Plan 2025-2031 issued on the 15th of October 2024, Text Correction regarding submission 400 issued 17th October 2024 at a Special Meeting of the Clane/Maynooth Municipal District held on 21st October 2024, as agreed and as further amended by resolutions, that the Material Alterations to the draft plan be placed on public display in accordance with Section 20 of the Planning and Development Acts 2000 (as amended).

On the proposal from Cllr. Fitzpatrick and seconded by Cllr. T. Durkan and agreed by the Members that the Material Alterations to the draft plan be placed on public display in accordance with Section 20 of the Planning and Development Acts 2000 (as amended).

The Cathaoirleach thanked all the Members for their contributions and thanked the public for engaging in the process and considered that Maynooth now had a strategic plan to move forward.

Mr. Dunney thanked all the Planning Staff and the Members for all their hard work in getting to this stage of the Plan.

Cllr. Melrose enquired as to the timelines for the next stage.

Ms. Granville advised that the Proposed Material Alterations would be published within three weeks and would be on public display for a period of four weeks.

The meeting concluded