



Planning Submission
on behalf of Maynooth Community Council
Ref: Planning Application 21/370, Glenveagh
Homes Development at Parsons St. Maynooth

Maynooth Community Council

Compiled by Jennifer Whitty, Una Phillips,
Mary Jennings & Teresa Murray April 2021

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1. Introduction

Maynooth Community Council is a voluntary group comprising Residents' Associations and Community Groups in Maynooth. The Planning and Development Subcommittee of Maynooth Community Council would like to make the following submission on behalf of our members.

In general, we welcome the provision of much needed housing and creche spaces and support the development of this site which is zoned as town centre. With the addition of public realm spaces such as the proposed Plaza, the new development will extend the town centre and permeability of the area. We are aware of Maynooth's designation as a Keytown and understand that development is needed but we would like to see a balance in the plans for the area. The treatment of the Rectory is sensitive and while the removal of the wall along Parson st is lamentable it does open up this beautiful building for all to enjoy.

Notwithstanding the above, we would have a number of concerns which we outline in the next section. Section 2 lists the concerns, Section 3 adds further detail to these concerns, Section 4 outlines our observations wrt the Planning Policy Framework. In Section 5 we have listed some additional submissions that were sent to our email account.

2. List of Concerns

1. The proposed development contravenes the Maynooth LAP and Kildare CDP.
2. It is out of context and does not respond to its surroundings. The Apartment Height & Density will negatively impact on Maynooth's Identity, in particular:
 - 2.1. Its Architectural and cultural heritage.
 - 2.2. Its Landscape and setting.
 - 2.3. The public amenity space of the royal canal, the harbour and harbour field area.
3. It adds to the unsustainable growth of the town in the context of
 - 3.1. A Lack of existing Community Facilities
 - 3.2. The Existing Traffic Crises particularly at Parson's St.
 - 3.3. Access to Health Care in the town – no primary care centre.
 - 3.4. Lack of childcare and school places
 - 3.5. Additional vehicular Commuting for employment on this site
4. Shading & its impact on the adjacent HSE Community Care Unit and the Harbour field
5. Impact on the environment and the Special Area of Conservation
6. Emergency Access & Equipment
7. Flooding
8. Japanese knotweed
9. Setting a precedent of high-rise buildings

3. Concerns with Further Detail

3.1 It Contravenes the Maynooth LAP and Kildare CDP.

The proposed development contravenes a number of policies and plans in the Kildare County Development Plan and The Maynooth Local Area Plan, both of which are key local policy documents put together with the input of the community who live directly in the area, who know Maynooth's assets and heritage and should be respected and protected as valuable source of local needs assessment and knowledge and as voted upon by elected officials. The specific policies that are contravened are discussed in detail in section 4.4 of this document.

3.2 It is out of context and does not respond to its surroundings.

The proposed development will have significant negative visual impacts on the townscape, built heritage and Architectural Conservation Area of Maynooth. Block D, in particular, at 6 to 9 Storeys will dominate the landscape and permanently negatively alter the town's identity changing the image from Heritage Town to Overdeveloped Town. The views of Maynooth harbour from Mullen Bridge are to a very beautiful setting of the Royal Canal with the eye drawn to the spire of St. Patrick's College Maynooth and Maynooth Castle.

The proposal will not protect or enhance the built and natural heritage.

We feel that the proposed development will **overlook** the highly valued green space that is Maynooth Harbour Area including Harbour field and will dominate the skyline. The pandemic has taught us that we are becoming ever more dependent on the quality of our local everyday landscapes and we should protect these assets for future generations.

The sense of peace and tranquillity will be lost with a domineering 9 storey block towering over our much-loved outdoor community space. It is also noted that the views to and from Carton House and all Royal Canal Bridges are **protected views** in our County Development Plan and we note that the applicant has not submitted an assessment of the impact of the proposed development on some of these protected views.

3.3 The proposed development adds to the unsustainable growth of the town

3.3.1 A Lack of existing Community Facilities:

There is a lack of community facilities for the existing residents of Maynooth which impacts upon the community's quality of life & sense of wellbeing. Despite the lack of these facilities, the town's growth is continuing at an exponential rate.

There is no community centre, no public swimming pool, no primary care centre, no community sports pitches or community creche. Further development cannot be allowed to happen in the town without the provision of these basic community needs.

3.3.2 The Existing Traffic Crises

The severe traffic congestion witnessed on a daily basis is a well-known and well documented issue and is referred to in the Maynooth Local Area Plan as requiring significant planning and investment that has still not materialised.

The most important section of the ring road, Maynooth Eastern relief road, is again delayed with a new schedule of 2024. This is not in keeping with sustainable urban residential guidelines.

No further development should take place until the supporting roads infrastructure, including a park and ride facility is put in place. The cycling and walking infrastructure is poor and needs substantial investment.

As a result of major public frustration - In October 2019 MCC hosted a public meeting to collect the views of members of the community. The resulting traffic submission to KCC is attached in Appendix 1 which outlines the concerns in detail.

On September 2nd 2020 we hosted a zoom public meeting gathering the views of the community in opposition to the proposal to make Parson st one-way as part of the NTA July Stimulus Plan.

3.3.3 Access to Health Care

Maynooth has no primary care centre and a decades old inadequate health centre. Many services are unavailable here. For example, residents of Maynooth currently have to travel a 100km round trip to Athy to avail of the eye clinic.

3.3.4 Lack of childcare and school places

The applicant has not provided an adequate assessment of existing schools capacity. In the planning report section 7.10.1 there is reference to 'St. Peter's National school' which does not exist. We welcome the addition of a creche at the site however we note that many planned creches as granted with planning permission in Maynooth have never been built, resulting in a severe shortage of child care in the town.

3.4 Shading

We are concerned for the residents of the Maynooth Community Care Unit who are adjacent to this proposed development. The impact of shading from the tower blocks, particularly in the Winter months will be detrimental to the residents' access to natural light which is of fundamental importance to our elderly and vulnerable members of the community.

We are also concerned with the impact of shading on our Harbour Field Community Space. The level of green space and access to the natural environment is extremely important for the populace's health. The health and wellbeing of individuals is greatly affected by the communities in which they live and the nature of their physical environment. The sun calc

app reports included below, show significant long shadows across the harbour field particularly in the winter months.

As part of the Town and Village Renewal scheme a Health Check was carried out over months in 2018/19 where residents in Maynooth were invited to consultation workshops facilitated by Cathal O' Meara Landscape Architects. These were very successful and had such a high attendance that the meetings were moved from Maynooth Post Primary school to the Glenroyal Hotel.

A number of projects were identified but the overwhelming priority identified by the people of Maynooth was the redesign of the Harbourfield.

Having regard to the level of engagement and the detailed discussions concerning the Harbourfield which took place Cathal O' Meara Landscape Architects were engaged to hold additional public consultation workshops to solicit the ideas and views of the Community for the redesign of the Harbourfield specifically, progress a design for the Park to Part 8, and also provide the required plans and drawings to support an application for funding under the Urban Regeneration and Development Fund.

The first public consultation event held in the Harbour Field was on Friday 5th April 2019 from 3pm until 7pm. It too was very well attended by all members of the community including school going students and small children.

The Kildare County Council Part 8 for the Harbour field has yet to be launched at the end of the month. It represents an ambitious investment proposal following the pre-design consultation with the public.

Given the significant upcoming investment by Kildare CoCo in the development of this public amenity space we should not now subject this space to shadowing from Block D (9 Storey) .

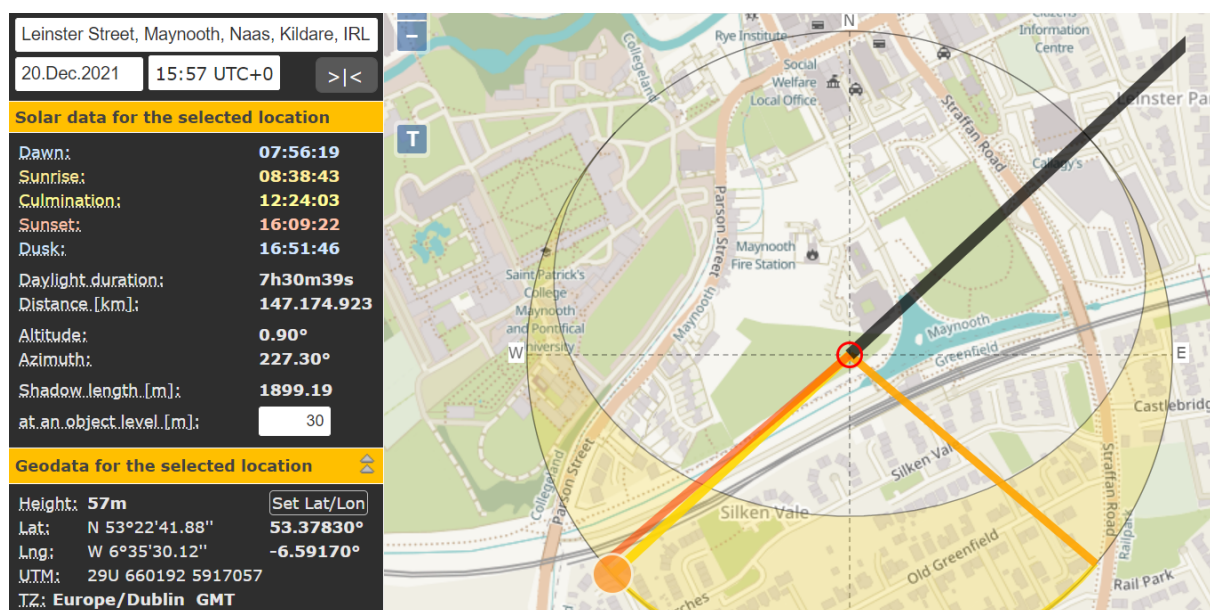


Figure 1: December Overshadowing in Harbour field and Maynooth Community Care unit

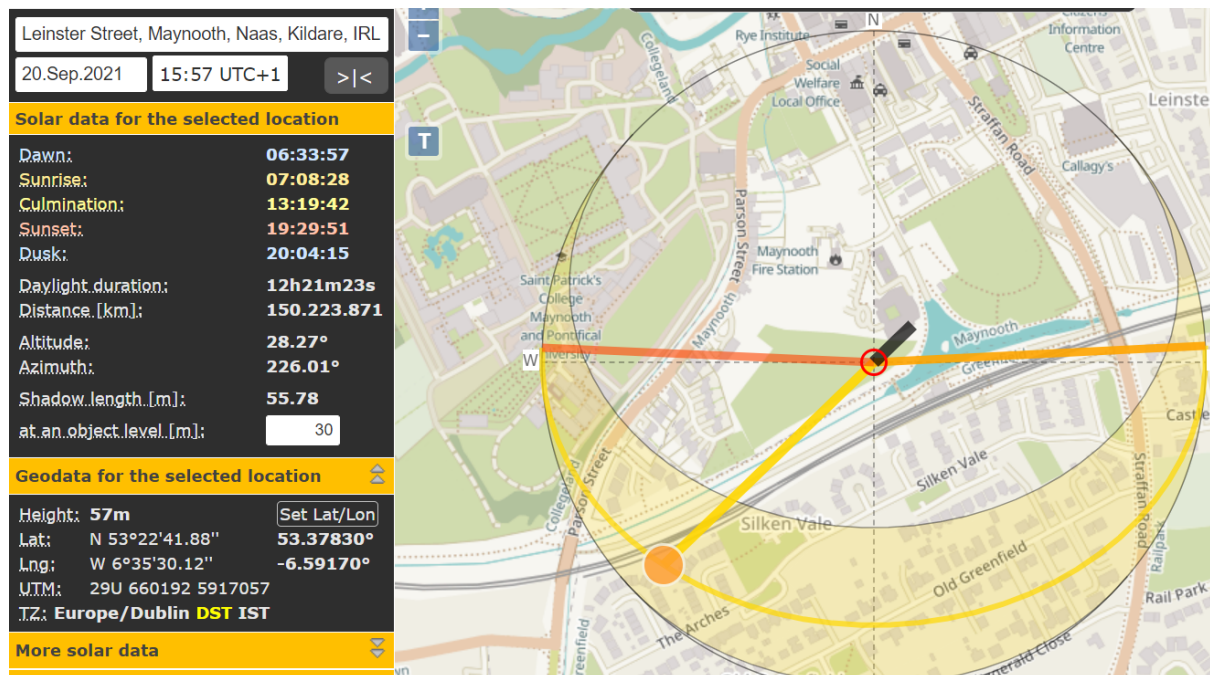


Figure 2: September Overshadowing of Maynooth Community Care unit

3.5 Impact on the environment and the Special Area of Conservation

Maynooth has a very active sustainability/climate Action/environmental network. Environmental concerns abound with the scale of new development taking place in recent years. There is a SAC located close to Maynooth (Rye Water/Carton SAC) and the cumulative impact of significant development must be closely examined. The applicant has not appropriately assessed the cumulative impact on the SAC as none of the major developments in Maynooth have been considered (Ref: Applicant's Environmental Impact Assessment Screening Report section 3.4).

Maynooth has not been subject to an updated review of the impact on the SAC/Natura 2000 sites given the amount of development that has taken place outside of the envisaged LAP.

Certain projects listed in Schedule 5 of the Planning and Development Regulations 2001 require a mandatory Environmental Impact Assessment. Schedule 5, part 2 item 10 lists Infrastructure Projects such as shopping centres and urban development greater than 2ha as requiring a EIAR.

We believe an EIAR is required. The application site is stated as being 1.98ha which, at 0.02 ha under the required threshold for an EIAR, must be examined particularly having regard to the adjoining site which will be subject to future planning application. In addition, it's proximity to the Canal which is home for nesting bird life and biodiversity and it's proximity to the SAC.

The Rectory should be upgraded to a high energy rating during retrofit. Renewable energy sources should be used as a source of energy for the site. We welcome the green roof proposal on the apartments and ask that these are optimised for biodiversity.

3.6. Emergency Access & Equipment

Concerns have been raised that there is not sufficient space for emergency access to the site given its boundary with the canal. Is there enough space around the site for people to egress in case of emergency or route blockage? The high apartment blocks are of particular concern as the fire service would not have ladders or equipment for that type of fire.

3.7. Flooding

The site of the proposed development has been known to be subject to flooding in the past. We would be concerned at the impact of this development on the flooding in the area including Parson's Street.

3.8. Japanese knotweed

A substantial infestation of **Japanese Knotweed** is present on this site. Japanese knotweed is a highly invasive species that can cause significant structural damage to buildings, roads and bridges. The overground growth is sensitive to frost and dies back in autumn. However the massive underground root (rhizome) system which belies the overground growth, grows so vigorously that it can push through tiny cracks in foundations, paths, tarmac and cause massive structural damage to buildings. In the UK people have been refused mortgages because the knotweed is on the property. It is imperative therefore that this invasive species is totally eradicated from the site before any construction works are undertaken.

While there is a comprehensive management plan accompanying the planning application we have concerns around the management measures being suggested to deal with this highly invasive species:

(a) off site removal of the Japanese knotweed. Despite all the legal obligations to put full biosecurity measures in place can a guarantee be given that the knotweed will not be spread to other locations on and off site? That trucks and other equipment used will be fully and properly treated before and after use?

(b) "any remaining knotweed to be managed out under the current multi annual herbicide control and monitoring programme with eradication expected to be achieved prior to start of construction works". "Expected to be achieved" is a cause for concern given that herbicide treatment can take many years to eradicate the knotweed.

3.9 Setting a precedent of high-rise buildings

We are concerned that in granting this application, there will be a precedent set for a similar or higher level of development in the remaining Harbour Area or elsewhere in the town. The community is sending a message that we do not want our town blighted by high rise. We need to strike the right balance between progress and preserving our heritage and natural assets. We would like to see the KCC owned lands at the fire station protected and preserved for use by the community and developed into a community centre.

The Current Harbour vista with its wildlife, an island with nesting swans, the nearby harbour field and playground with St. Patrick's church spire in the distance is the setting for this area which is a highly valued blue/green space by the community. People who use this space for their mental health & well-being will feel overlooked by the overbearing height of this apartment block.

We ask the planning authority to have regard for these impacts on the community.

4. Planning Policy Framework

There is adequate provision in the planning guidelines for planning authorities to consider these issues and we wish to provide the authorities with an alternative assessment to that submitted by the applicant.

4.1 Section 28 Guidelines

URBAN DESIGN MANUAL – A BEST PRACTICE GUIDE

Section 01 Deals with the Context of the proposed development and asks how it responds to its surroundings.

01 CONTEXT How does the development respond to its surroundings?

- *The development seems to have evolved naturally as part of its surroundings*
 - *Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users*
 - *Form, architecture and landscaping have been informed by the development's place and time*
 - *The development positively contributes to the character and identity of the neighbourhood*
 - *Appropriate responses are made to the nature of specific boundary conditions*
-

Observation: The proposed apartment development, particularly Block D, does not meet any of the criteria listed.

URBAN DEVELOPMENT & BUILDING HEIGHTS GUIDELINES

In determining planning policy and making planning decisions around appropriate building heights, the planning process has to strike a careful balance between on the one hand enabling long-term and strategic development of relevant areas, while ensuring the highest standards of urban design, architectural quality and place-making outcomes on the other.

2.8 Historic environments can be sensitive to large scale and tall buildings. In that context, Planning Authorities must determine if increased height buildings are an appropriate typology or not in particular settings. An Initial assessment of the existing character and setting of a place will assist in a robust framework for decision-making that will facilitate increases in building height and involve an integrated understanding of place. With regards to large-scale and tall buildings in historic urban areas, an examination of the existing character of a place can assist planning authorities, and others to:

- establish the sensitivities of a place and its capacity for development or change and;*
 - define opportunities for new development and inform its design.*
-

Observation: Neither the Architectural Heritage Impact Statement nor the Architectural Design Statement provided by the applicant have a detailed study of the impact to the view of Maynooth from the Mullen Bridge/Harbour Field /Straffan Road side. Block D at 9 storeys will dominate and overlook these areas and the vista on arrival into Maynooth will be drawn away from the Heritage Sites of St. Patrick's Spire, Maynooth Castle and St. Mary's Church of Ireland and will be drawn instead to the development of Block D.

The Architectural Design Statement Page 49 shows 2 photographs. The indicative marking in red entitled 'sketched massing of new proposal' must be questioned for accuracy along with the accompanying photomontages.

The Architectural Design Statement does not adequately address aspects of impact on the historic built environment as required. Section 2.4 on page 18 briefly mentions that the proposed development site is partially within an Architectural Conservation Area but does not address aspects of impact which must include urban vistas on this historic built environment, thus does not allow for the relevant planning authority to consider proposals in an integrated and informed way.

The Heritage Act defines architectural heritage as including: all structures, buildings, traditional and designed, and groups of buildings including streetscapes and **urban vistas which are of historical, archaeological, artistic, engineering, scientific, social or technical interest, together with their setting**, attendant grounds, fixtures, fittings and content.

The overall conclusion of the design statement is that the town needs a new focal landmark which the community disagrees whole heartedly with.

SUSTAINABLE RESIDENTIAL DEVELOPMENT IN URBAN AREAS

These guidelines, together with the accompanying best practice Design Manual, provide a sound basis on which planners, designers and developers can translate ideals of sustainable living into a practical reality. They constitute the new gold standard for sustainable residential development in Ireland.

Sample of Guidelines relevant to this submission:

1.13 Planning authorities and An Bord Pleanála are required to have regard to the guidelines in carrying out their functions under the Planning Acts.

1.9 Enhance and protect the green infrastructure and biodiversity; and **Enhance and protect the built and natural heritage.**

4.1 National policy makes it clear that sustainability is not confined to the physical environment. Sustainability also includes the concept of stable, integrated communities, and planning for such communities must embrace both tangible issues – such as the timely provision of school places – and the intangible, such as people’s perception of what constitutes an attractive, secure environment in which to rear children. Planning objectives at the district / neighbourhood scale can thus be grouped under four main themes: (a) Provision of community facilities; (b) Efficient use of resources; (c) Amenity / quality of life issues; and (d) Conservation of the built and natural environment.

4.25 Within the context of a sustainable residential area, the focus should be on **retaining and enhancing the natural setting** and, where appropriate, retaining parts of the built environment that will enhance the proposed development. Landscape, natural features and their ecology are always important. **The retention and use of existing natural and built features** can give a sense of maturity and of **individual place**.

4.27 The main issues likely to arise in the context of residential development relate to potential impacts on either protected structures (including curtilages) or architectural conservation areas.

4.3 No substantial residential development should proceed without an assessment of existing schools capacity or the provision of new school facilities in tandem with the development.

5.6 In order to maximise inner city and town centre population growth, there should, in principle, be no upper limit on the number of dwellings that may be provided within any town or city centre site, subject to the following safeguards: recognition of the desirability of preserving protected buildings and their settings and of **preserving or enhancing the character or appearance of an Architectural Conservation Area**;

Observation: The applicant has not provided an adequate assessment of existing schools capacity. In the planning report section 7.10.1 there is reference to ‘St. Peter’s National school’ which does not exist.

The planners must embrace the intangible issues such as people’s perception of what constitutes an attractive, secure environment in which to rear children which the community has put forward in this submission.

As outlined section 3.3 of this submission, this proposed development will add to the unsustainable growth of the town. There is already a severe lack of existing Community Facilities. There is no community centre, no public swimming pool, no primary care centre, no community sports pitches or community creche and no further development should be permitted without serving the needs of the existing community.

These guidelines repeatedly refer to preserving or enhancing the character or appearance of the natural and built features of the town which block D will destroy as outlined above.

4.2 National Policy Framework/National Framework Objectives

There are objectives in the **National Planning Framework** to protect the cultural value of built heritage and landscape protection:

National Planning Objective 7: Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes;

National Policy Objective 17 Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.

National Policy Objective 61 Facilitate landscape protection, management and change through the preparation of a National Landscape Character Map and development of guidance on local landscape character assessments, (including historic landscape characterisation) to ensure a consistent approach to landscape character assessment, particularly across planning and administrative boundaries.

4.3 Kildare County Development Plan 2017-2023

The proposed development contravenes a number of policies and plans in the **KILDARE COUNTY DEVELOPMENT PLAN**.

Views to and from all bridges on the royal canal as well as to and from Carton house are protected views

WV1: Curtail any further development along the canal that could cumulatively affect the quality of a designated view

WV2: Preserve and enhance the scenic amenity of the river valleys and canal corridors and the quality of the vistas available from designated views

WV3: Prevent inappropriate development along canal and river banks and to preserve these areas in the interests of bio diversity, built and natural heritage and amenity by creating or maintaining buffer zones, where development should be avoided.

WC3: Control development that will adversely affect the visual integrity of distinctive linear sections of water corridors and river valleys and open floodplains

The Royal Canal is designated as a Natural Heritage Area in Co. Kildare

Natural Heritage Areas Policy from the County Development Plan:

*NH 7: Contribute towards the protection of the ecological, **visual**, recreational, environmental and amenity value of the county's Natural Heritage Areas and associated habitats.*

*NH 8 Ensure that any proposal for development within or adjacent to a Natural Heritage Area (NHA), is designed and sited to minimise its impact on the biodiversity, ecological, geological and **landscape value of the site**, particularly plant and animal species listed under the Wildlife Acts and the Habitats and Birds Directive including their habitats*

Green Infrastructure Policy:

*GI 1 Ensure the protection, enhancement and maintenance of Green Infrastructure and **recognise the health benefits as well as the economic, social, environmental and physical value of green spaces** through the integration of Green Infrastructure (GI) planning and development in the planning process.*

*GI 28 Restrict development that would fragment or **prejudice** the Green Infrastructure network.*

4.4 Maynooth Local Area Plan

The proposed development contravenes a number of policies and plans in the **MAYNOOTH LAP**.

The Maynooth Local Area Plan sets out the specific policies and objectives for the plan relating to housing, economic development, retail, tourism, urban design etc.

The plan also provides for the expansion of the town centre in a sustainable manner by utilising back land areas, in particular the Harbour Area which is located along the Royal Canal and to the east of the College. Through an urban design framework the plan aims to develop **in an integrated manner the Harbour Area** within the town in order to provide a sustainable urban expansion area, increasing permeability and strengthening the linkage between the town core and the train station, through **well designed urban development**.

The proposed development falls with Zone A1 Town Centre. The LAP states the Zoning Objective for A1 Town Centre:

The purpose of this zone is **to protect and enhance the special character of Maynooth town centre** and to provide for and improve retailing, residential, commercial, office, cultural and other uses appropriate to the centre of a developing town.

The LAP states the Key challenges facing the town:

The Maynooth Local Area Plan has a critical role to play in ensuring that the needs of the future population are planned for. However there are a number of key challenges that need to be addressed including: (i) Ensuring that the planning framework in the town is established so

that Maynooth can accommodate its population target in order for the town to be a driver of balanced development within the county and the region.

The local area plan makes references and provides policy around the areas of concern relevant to our submission, namely to the existing challenges of **traffic congestion**, the importance of quality of life for existing residents, provision and enhancement of **community facilities**, and **preserving the character** of the existing and historic town.

It recognises that any expansion and future provision of tourism within Maynooth should **complement the overall character of the area**.

*“An opportunity exists for Maynooth to promote environmentally sustainable development and to capitalise further on its tourism strengths and to seek to draw additional visitor numbers to the town and surrounding region. It is important to recognise however that any expansion and future provision of tourism within Maynooth should **compliment the overall character of the area**.”*

The LAP states that **the image** of the town core is crucial to its vitality and therefore plays an important part towards the success of the town centre.

Section 7.4.1 of the Maynooth LAP when describing the Town Centre, states *“The image of the town core is crucial to its vitality and therefore plays an important part towards the success of the town centre.”*

*Expansion of the town centre in a sustainable manner can also be achieved by utilising back land areas, in particular the Harbour Area which is located along the Royal Canal and to the east of the College. The redevelopment of these lands provides an opportunity to increase permeability thereby **relieving traffic congestion within the town centre** and strengthening the linkage between the town core and the railway station.*

Section 7.4.11 Expansion Area - Harbour Area Design Brief: The Harbour Area is located along the Royal Canal and to the east of the College between the railway station and the Main Street. This area extends to approximately 7.14 ha. Given its strategic location, the Harbour Area has been identified as an appropriate location to accommodate town centre expansion.

Traffic. **The town centre is characterised by significant levels of vehicular activity.** A new street is provided for as part of this Plan which will connect the Straffan Road to Leinster Street and onto Parson Street. This new link road will increase permeability and **relieve traffic congestion within the town centre**. The street should be treelined providing a dedicated cycle lane and pedestrian footpath on both sides. The layout of future development shall be designed to accommodate but not be dominated by vehicles.

The Council places significance on the existing heritage fabric of Maynooth which represents a key heritage and cultural asset for County Kildare. Protecting the existing heritage of

Maynooth and structures of special architectural, historical and cultural interest is of primary importance.

The importance of quality of life is a key component to facilitate future economic development. Making a town attractive for both firms and their employees forms part of a successful economic development strategy. Specific actions to improve quality of life include:

- Providing a high-quality residential development with supporting social and **community facilities**
- Ensuring a vibrant town centre with a **high-quality public realm**
- **Creating an attractive urban environment**
- **Ensuring the appearance of development complements existing environments** and is of the highest quality
- Increasing and improving the range of **recreational, amenity and cultural facilities**

Traffic congestion is a major problem in Maynooth and the delivery of the Maynooth Outer Orbital route illustrated on Map 1 is vital for the economic development and quality of life of all Maynooth's residents and visitors. The upgrade of access to the M4 Motorway and the provision of an additional access may also be necessary to facilitate ease of access to the national road network.

As part of the Town and Village Renewal scheme a Health Check was carried out over months in 2018/19 where residents in Maynooth were invited to consultation workshops facilitated by Cathal O' Meara Landscape Architects. These were very successful and had such a high attendance that the meetings were moved from Maynooth Post Primary school to the Glenroyal Hotel.

A number of projects were identified but the overwhelming priority identified by the people of Maynooth was the redesign of the Harbourfield.

Having regard to the level of engagement and the detailed discussions concerning the Harbour field which took place Cathal O' Meara Landscape Architects were engaged to hold additional public consultation workshops to solicit the ideas and views of the Community for the redesign of the Harbourfield specifically, progress a design for the Park to Part 8, and also provide the required plans and drawings to support an application for funding under the Urban Regeneration and Development Fund.

The first public consultation event held in the Harbour Field was on Friday 5th April 2019 from 3pm until 7pm. It too was very well attended by all members of the community including school going students and small children.

The Kildare County Council Part 8 for the Harbour field has yet to be launched at the end of the month. It represents an ambitious investment proposal following the pre-design consultation with the public.

Some of the policies that are contravened from the Maynooth LAP are listed below:

*HP 2: To ensure that the density and design of **development** respects the character of the existing and historic town in terms of structure, pattern, scale, design and materials with adequate provision of open space.*

*HP 3: To encourage appropriate densities for new housing development in different locations in the town **while recognising the need to protect existing residential communities and the established character of the area.***

7.4.11.1 Expansion Area Policies

It is a policy of the Council:

EA 2: To provide a new treelined street connecting the Straffan Road to Leinster Street and onto Parson Street to increase permeability and relieve traffic congestion.

EA 7: To ensure that a public space is provided as part of the Harbour Area development.

EA 9: To preserve, improve and extend community facilities within the Harbour Area.

*EA 11: To ensure that new development **proposals protect the existing heritage and the amenities** of adjoining development.*

7.4.8.1 Urban Design Strategy Policies

It is the policy of the Council:

UDS 5: To promote and encourage high quality urban design and to improve the image of the town by enhancing the physical environment and streetscape.

UDS 6: To relieve traffic congestion within the town centre by improving permeability

Tourism Policy

T 1: To improve the visitor experience to the town, and to cooperate with all stakeholders and appropriate agencies in promoting tourism and securing tourist-based enterprises and facilities in the town.

T 6: To promote Maynooth as an attractive stop along the Royal Canal for pleasure boaters, walkers and cyclists.

MAYNOOTH LOCAL AREA PLAN 2013-2019 SEA ENVIRONMENTAL REPORT

Kildare County Council developed a landscape character assessment (LCA) in 2004. The study area is located in a landscape character area “*Northern Lowlands*”, characterised by “*generally flat terrain and open lands with regular (medium size) field patterns.*” This low-lying landscape nature and low vegetation allows for extensive visibility and long-distance views within the landscape.

Several viewpoints and scenic routes have been identified from the LCA. There are two scenic viewpoints in the Maynooth LAP study area (RC6 and RC7) and two on the boundary (RW4 and RC8). RC6 and RC7 are **views along the Royal Canal at Mullen Bridge and Bond Bridge respectively**. RC8 on the western boundary is another view from the Royal Canal at Jacksons Bridge. RW4 is a view of the River Rye Water from Kildare Bridge in Carton Demense. The following views and prospects are also identified in the Maynooth LAP as worthy of protection:

-
- *View of the College Gates and Castle*
 - *View of The Royal Canal from all bridges: 1. Pike Bridge 2. Bond Bridge*
 - *View along the Carton Avenue Main Street Axis.*
 - *View of the Harbour along Leinster Street.*
-

Screening for Appropriate Assessment of the Maynooth Local Area Plan

The Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora, better known as “The Habitats Directive”, provides legal protection for habitats and species of European importance. Articles 3 to 9 provide the legislative means to protect habitats and species of Community interest through the establishment and conservation of an EU-wide network of sites known as Natura 2000. These are Special Areas of Conservation (SACs) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Conservation of Wild Birds Directive (79/409/ECC) as codified by Directive 2009/147/EC.

Rye Water/Carton SAC

The main importance of the site lies in the presence of several rare and threatened plant and animal species and of the rare thermal, mineral, petrifying spring habitat

There are three SACs within 15km of the LAP lands. The Council is committed to protecting and enhancing the conservation status of these SACs and have specific policies relating to their protection and maintenance, as appropriate. All three SACs are water dependent ecosystems, and therefore, any changes to the groundwater regime or surface water quality as a result of the LAP could have adverse effects on the habitats and species for which the Rye Water Valley / Carton SAC, Ballynafagh Lake SAC and Ballynafagh Bog SAC are designated.

Again, the Council has specific policies relating to the protection and maintenance of both the groundwater regime and surface water quality as a result of the LAP and is committed to protecting and enhancing these natural resources.

It is a policy of the Council to ensure that the EU Water Framework Directive is implemented. Further, it is a policy of the Council to ensure that the specific relevant objectives and measures for individual water bodies set out in the Eastern River Basin Management Plan and associated

Programme of Measures are implemented. In addition, the Council is committed to ensuring that the requirements of Inland Fisheries Ireland are adhered to in the construction of flood alleviation measures, which will include appropriate programming of any 'instream works' to reflect the requirements of Inland Fisheries Ireland. The Rye Water forms part of the Rye Water Valley / Carton Special Area of Conservation (SAC) (Site code 001398), and the Council is committed to protecting and enhancing this river. Any development proposal within the vicinity of or potentially having an effect on a designated site (e.g. the Lyreen River, which discharges to the Rye Water) will be subject to an Appropriate Assessment screening under the Habitats Directive in consultation with the National Parks and Wildlife Service (NPWS). Such policies and measures would ensure that the developments within this LAP will not impact on the Lyreen River or the Rye Water Valley / Carton SAC to which it discharges

*2.4.4 Elements of the Plan Where the Impacts are Likely to be Significant The development of these lands could potentially yield additional residential units within Maynooth, which may cause additional load on waste water treatment systems, water supply, surface water run off, etc. However, the level of growth in Maynooth will be managed in line with the ability of local services to cater for future growth. **No development shall be permitted to proceed if the local services are not sufficient to cater for the development.** In addition, the Council will have regard to its responsibilities in relation to the requirements of the Habitats Directive, and any development proposal within the vicinity of or potentially having an effect on the designated site will be subject to an Appropriate Assessment under the Habitats Directive in consultation with the National Parks and Wildlife Service (NPWS).*

Observation: Maynooth has not been subject to an updated review of the impact on the SAC/Natura 2000 sites given the amount of development that has taken place outside of the envisaged LAP.

Certain projects listed in Schedule 5 of the Planning and Development Regulations 2001 require a mandatory Environmental Impact Assessment. Schedule 5, part 2 item 10 lists Infrastructure Projects such as (iii) shopping centre and (iv) urban development greater than 2ha as requiring a EIAR. The application site is stated as being 1.98ha at 0.02 ha under the required threshold for an EIAR, must be examined particularly having regard to the adjoining site which will be subject to future planning application.

A planning authority shall, in deciding whether a proposed development would or would not be likely to have significant effects on the environment, have regard to the criteria set out in Schedule 7. Criteria for determining whether a development would or would not be likely to have significant effects on the environment: The characteristics of the proposed development in particular the size of the proposed development, the cumulation with other proposed development, the location of the proposed development, the absorption capacity of the natural environment, The characteristics of potential effects with regard to the extent of the impact.

Having regard to the issues outlined above, we believe an EIAR is required.

5. Additional Submissions

The following submissions were received by Maynooth Community Council in relation to the proposed development:

5.1 Submission from Laura Delaney

Planning Submission

Laura Delaney <>

Thu, Apr 1, 2021 at 9:13 PM

To: "maynoothcommunitycouncilexec@gmail.com"

<maynoothcommunitycouncilexec@gmail.com>

Re Planning Ref 21370

Maynooth

Dear Sirs

Below is the proposal for Parson's St mooted last year and which due to huge public outcry was shelved. In the Council's own words Parsons Street is very narrow and difficult to accommodate 2 lanes of traffic parking cyclists and 2 footpaths ...

It would seem that to attempt to place the main entrance for a 9 storey multi use development with underground car parking on this very narrow and historically significant street is an impossibility.

The street suffers from congestion all year round and especially during the school/college year with tail backs to Parson's Lodge estate most mornings and evenings . It has a historic river with old stone wall a church and several old cottages on it. It is picturesque and should be protected.

The estates of Parson's Lodge, Woodlands, Castle Dawson, Cluain Aoibhinn, Newtown Hall, College Green, Beaufield Meadow Brook, Parson's Hall etc as well as the houses along Rathcoffey Road out to Crinstown Cross all use this street to access the town, the church , Manor Mills, and four of the town's 7 schools on a daily basis.

The 139 bus also uses this street.

The increased car traffic from the huge number of apartments proposed along with the gym creche and commercial units would be completely unsustainable, and would increase traffic and thus pollution on this historic street.

The street is crooked as well as narrow and with the positioning of the river on the far side it is difficult to see how it can be widened to accommodate the traffic that would come from this development not to mention the construction traffic in and out of the site during construction which would probably see the road closed altogether cutting off one side of the town from its residents for a prolonged period.

Please consider both the environmental, historical, and practical elements of this proposed entrance and refuse this planning application until a different entrance point can be achieved perhaps on Leinster Street leading up to the Harbour which is at least wider and straight with traffic lights.

yours sincerely,

Laura Delaney

R408 Parsons Street, Maynooth. Provide additional measures to pedestrians and cyclists. Est 2020 Funding allocation €50,000. The road from Parson Lodge to the junction with Mill Street is very narrow and difficult to accommodate 2 lanes of traffic, parking, cyclists and 2 footpaths. To improve the facilities for pedestrians here it is proposed to make Parsons Street one way for motorists from Main Street out to the Rathcoffey Road. Local access for motorists to Parsons Lodge will be allowed from the Rathcoffey Road but no through traffic. This will hopefully allow a segregated cycle lane inbound and an indicative cycle lane outbound while maintaining one lane of traffic, the parking spaces and both footpaths. The final layout will be subject to a survey and design. These will be a temporary measure and can be reviewed in the future for more permanent installations.

5.2 Submission from Joy Geraghty

To whom it concerns.

We would like to make an objection to the planned development of apartments on Parson Street, Maynooth.

This development is not appropriate as it would look out of place in context with the historical nature of the town.

This development will also lead to irreversible traffic congestion in this area which will greatly impact road users. This road is already currently extremely congested.

Kind regards

Joy Geraghty

087 2181334

18 Castledawson, Maynooth, Co. Kildare, W23 C8P4, Ireland

5.3 Submission from Brian Cornelia

Hi Mary,

The high rise development of Parson street is not compatible with the spirit of the town. The infrastructure is also not present for such an undertaking.

Coupled with this, the plans for the one way system on Parson street have disregarded the existing residents of West Maynooth whereby we must drive all the way around the town now to get to work.

There is definitely a lack of foresight here.

--

Kind regards, Brian Cornelia

5.4 Submission from Barbara Wright

Good afternoon.

If suitable, I would be grateful if you would include my concerns as follows:

Sent from my Samsung Galaxy smartphone.

- Maynooth is a historic town and, as such, views of the Castle, College and other historic structures should be protected and accentuated. The size of this proposed development will dominate the skyline and will distract from current views. This would apply also to the Royal Canal and newly opened Greenway, and Duke's Harbour.
- A development of this size and nature is more suited to a city, not a small town where existing structures in the locality of this proposed site are in the main are two-storey residential. This development is not in keeping with this established area. Existing bordering estates and Maynooth Community Care Unit will be dwarfed.
- Permeability not required through Parson Lodge as this development is proposing to exit onto Parson Street. Any proposed permeability through Parson Lodge will cause unnecessary disruption to current residents.
- To judge impact of extra traffic, whether motorised / pedestrian / cyclists, from this development onto Parson Street during current circumstances, or as is usually the case during holiday times, is a misrepresentation. Parson Street is already a bottle neck when society is in full operation, and with the position of the Joan Slade River there is no scope to widen either the road or footpaths. A recent proposal to make it one-way was mooted.
- Maynooth Business Campus currently is not operating to full capacity. Businesses should be encouraged there rather than bringing unnecessary traffic into the town.
- Current infrastructure cannot sustain another sizeable development.
- Noted also in the plans submitted that some mature trees are to be felled. It is proposed to plant replacements but it will take years for their benefit to be realised. In addition, to allow permeability to the canal, there will be further destruction of established

hedgerows. This will have an impact not only on the beauty of the canal walkway but more importantly on the wildlife in the area.

Thank you.

Regards

Barbara Wright
(Rockfield Square)

5.5 Submission from Dr Thomais Kakouli-Duarte

To: Planning, Kildare County Council

Dear Sir/Madam

I write this letter as I wish to express the grave concerns of myself and our family members who are residents in 100 Castledawson, Maynooth, Co. Kildare, W23 K8P6, in relation to the proposed building development by Glenveagh Homes on Parson Street, in Maynooth.

We object the proposed development for the following reasons:

In order for a development of this size and capacity is to be put in place, essential services and infrastructure must precede it, such as additional family doctors (the ones currently in Maynooth do not accept new patients), childcare services, enlargement of the primary schools, and road infrastructure to divert all this additional traffic from Maynooth town centre. None of that has been secured. If this development goes ahead it is certain that the Maynooth Castle traffic lights will be a permanent traffic bottleneck in the town.

In addition, the proposed new development, with the high rise buildings proposed is not in line with the local heritage character of the town and will be a terrible eye sore next to Maynooth Castle, the Buckley's House, Parson St buildings and the Church of Ireland, all of which border the site.

Last, and certainly not least, the proposed development will have a significant environmental impact to the natural habitat already established by the canal and the harbour areas, and home to many species of plants and animals currently.

I am seriously concerned that the proposed development, if allowed to go ahead, will create problems in Maynooth town as opposed to solving, as is currently advocated by the proponents of this plan. We therefore strongly object to it.

Your sincerely

Dr Thomais Kakouli-Duarte

Also, on behalf of my husband, David Duarte, and our daughters, Íris (21 years) and Amalia (17 years)

100 Castledawson, Maynooth, Co. Kildare, W23 K8P6.

5.6 Submission from Parson's Lodge Residents Association

SUMMARY OBJECTION

The County Secretary,
Planning Section,
Kildare County Council, St. Mary's,
Naas,
County Kildare.

Date: _____ April 2021

Re: Planning Reference : 21/370

Dear Sir/Madam,

I would like to make an objection to the above development application 21/370.

I have attached this summary objection in support of the Parson Lodge Residents Association objection documents supplied to Kildare County Council Planning Department regarding the above Planning Application with relevant supporting extracts and analysis from policy documents and Local Area Plans. In broad planning terms it is an inappropriate proposal for development and in particular it would severely impact the amenity and quality of life issues for the adjacent Residents of Parson Lodge Maynooth.

The implications of secondary access and permeability is that it will revive anti-social behavior and will result in a diminution of community security. This important issue has not been taken into account in the proposed application documents submitted by the developer and they provide no backing details related to the specific site context. It does not include a breakdown of the necessary context criteria as required in the "Guidelines for Planning authorities on Sustainable Residential Development Guidelines".

The main points of the objection are as follows:

- (337428064) The overall application for development is not an appropriate development response for this area adjacent to the Harbour Area and central to the Historic Heritage Town of Maynooth with respect to density or design.
- (337429240) The density and the proposed 3-9 storey in height of this development is inappropriate because the area is the environmental setting for 22 protected structures of Architectural and Historical significance. The implied height will cause overlooking, shadowing and privacy issues for local residents in Parson Lodge. In this regard it is contrary to national, regional and local policy e.g. particularly the County Development Plan, the Maynooth Local Area Plan, the Residential Density Guidelines and the Royal Canal Corridor Study.
- (337428904) The proposed density (90 UPH) and 3-9 storey height of the proposed development will impact negatively on the views of the architectural and historical heritage of Maynooth from vantage points along the Royal Canal Corridor at the Royal Canal Harbour, along the toll path from New Mullen Bridge to Bond Bridge and from the Straffan Rd.

(337431760) The proposed density (90 Units per Hectare) in the planning application for this site within the central location of the historic town of Maynooth is not consistent with its designation as an area of recreational amenity and tourism value and contrary to good planning and design.

(337430752) High or medium density development will lead to excessive and irreversible Traffic Congestion and the implicit increases in vehicular traffic will exacerbate the constraints imposed by the existing road infrastructure servicing this proposed off Parson Street development.

(337431816) Because of the sensitivity of this area in terms of its amenity value, views, its significance as an environmental setting for many items of architectural and historical significance, its proximity to the centre of historic town of Maynooth and for the potential of it and contiguous applications of high density development to cause serious traffic congestion the Council should use its powers to ask that an EIA be carried out. Given that this site is 1.98 hectares, implying a proposed density of (90 UPH) and combined with other potentially high density development sites within the immediate locale of Parson Street / Leinster Street it will greatly exceed the 2 hectare threshold, we move that the Council has the legal authority to ask for an EIA for this development and those expected applications contiguous to it.

(7) The site is between the Lyreen River and the Royal Canal and is subject to severe and recurrent

flooding. The Royal Canal and the Lyreen River overflow during times of intense rain. Moreover, the Royal Canal seeps through its bank to the ground below within the land parcel during normal weather conditions and observable by all the locality. A Flood Impact Assessment should be made part of the application process and included in the EIA mentioned in (6). High to medium density development is not appropriate due to this problem.

(8) The proposed developer refused repeated requests from residents in Parson Lodge Residents

Association (PLRA) to be given the opportunity to view and comment on their plans before they

were submitted as an application for planning. PLRA were proactive in making contacts and

confirming with Glenveagh Homes (GH) were definitely not intending to have primary access

via the existing entrance at Parson Lodge. However, the developer refused to respond to calls

from the Parson Lodge Residents Association to preview plans, mapping or design layouts of the

proposed development schema.

(9) The damage to the amenity and quality of life of Parson Lodge Residents based on the proposition of

secondary access for pedestrians and bicycles via Parson Lodge is at odds with the lived experience of

Residents over a 30 year period. Pedestrian permeability is a recipe for the reactivation of anti-social

behavior by local and developer led incursions which have been evidenced by logs with the Gardai (vandalism, theft, drinks parties, break-ins and violence), Kildare County Council (enforcement order,

fire brigade call outs, service vehicle access issues) and which would work counter to the considered

Resident solutions (stop access to Canal, car clamping). Residents in Parson Lodge want an end to the

on-going inappropriate Planning Applications, the anti-social behavior and wish to replicate the privacy

arrangements that prevail in our neighboring 2 storey development called Parson Court. The implications

of permeability for anti-social behavior and the diminution of community security must take into account

the unique context specific criteria in any proposed development. These are missing from the application.

(10)It is considered that the proposed development would, by reason of its scale, density, layout,

height, design and proposals n secondary access and permeability would seriously injure the

residential amenity of adjoining residents in Parson Lodge. It is respectfully submitted that this

planning application is contrary to proper planning and sustainable development.

Name: _____

Address:_____

Signature:_____

6. Conclusion

Notwithstanding Maynooth's position as a Key Town and the extension of the DART to the town, a balance must be struck between future development and meeting the needs of the existing community. The apartment height, particularly of Block D is totally out of context and will have a detrimental impact on the town. An apartment height of 3 storeys would be more appropriate for the site. There are a lack of community services already in the town and chronic traffic problems. The apartment height will have a negative impact in terms of shading on the Community Care Unit & the Harbour Field Amenity space. Environmental Concerns abound due to the scale of this proposed development particularly given the scale of recent development in the town. We have also outlined our concerns in relation to adequate emergency equipment/access to the site, flooding and invasive species. We believe the scale and height of the proposed development was never envisaged as a plan for the town as evidenced by the Maynooth Local Area Plan. The community has spoken, we don't want a precedent set for high rise in our town and we want the harbour area to be protected as our community space. We want to see the KCC owned lands here developed into a community centre for the town. Finally, there are many policies & guidelines that range from Local, to County to National that are specifically in place to protect and enhance

the community and the heritage of an area. and must be adhered to for the sake of sustainable residential development.

Appendix 1 - Report from a Public Meeting regarding chronic Traffic 2019

MCC Public meeting and Traffic submission Oct 22nd 2019

Introduction

Maynooth Community Council (MCC) is the umbrella organisation representing Resident associations and Community and Voluntary Groups within Maynooth

In this role MCC facilitated a Public community meeting in the Glenroyal Hotel on Monday the 7th of October.

This provided the forum for residents, businesses and commuters alike to voice their concerns and explore possible solutions to the current serious traffic issues in our town.

This capacity building exercise yielded positive outcomes. On behalf of this community we now provide feedback to the various stakeholders charged with resolving the issues identified and the possible solutions which were suggested.

Views expressed are based on real experiences dealing with these traffic issues on a daily basis.

Summary of Impacts

Impact on Senior citizens

- Buses caught in traffic. Late for pickups and drop offs. Delays in getting to venues. More time spent on the bus than at the venue.
- Dangerous junctions- yellow boxes not being used correctly
- Unsafe footpaths due to poor surface condition and overcrowding. Increased risk of falls and subsequent injuries.

Impact on businesses

- Buses spending inordinate lengths of time in traffic.
- Late pickups and drop offs impacting negatively on school children and their parents.
- Losing customers as parents now driving children to school in cars in order not to be late for work themselves.
- Residents going elsewhere to shop to avoid traffic delays
- Heavy Goods Vehicles (HGV) passing through town centre regularly.

Impact on quality of life of preschool and school children and their parents

- Travelling to school by car due to unsafe footpaths and cycle lanes.
- Delayed bus times greatly affecting arrival to and departure from schools.
- Speed of cars and major road work delays impacting negatively on travel times.
- Parents are compelled to leave earlier for journeys, so children are spending longer times sitting in cars.

Impact on vulnerable persons.

- Poor condition of surface of footpaths.

- Illegal parking on footpaths and at bus stops.
- Signs or structures on footpaths causing obstruction.
- Erratic driving behaviour at junctions and lights.
- Motorists speeding

Suggested short term solutions

1. Construction traffic and delivery trucks to be prevented from access to town centre for delivering/transporting goods at peak traffic times.
2. Change the red arrows to full red discs and take down sign which is restricting sightlines at Meadowbrook Link junction
3. Open a Pedestrian access route at the second entrance of Moyglare Hall onto the Moyglare Rd.
4. A review to be carried out of all junctions to assess appropriate area/size and repainting of yellow boxes especially at Garda Station (R408 and R148) and Lidl access road and R406 junctions.
5. Enforcement of laws regarding speeding and illegal parking
6. Reschedule road work activities for non-peak or at school holiday periods
7. Improve condition of footpath surfaces
8. Reinstate the slip road at the Celbridge (R405) / Straffan Road(R406) road junction.
9. Provide a left turning lane onto R418 at Convent Lane junction.
10. Improve quality of left turning lane from Kilcock Rd.(R148) onto Moyglare Rd.
11. Improvement works to be carried out on the very dangerous bend on the Dunboyne Rd.

List of Speakers highlighting issues

Jennifer Whitty (Moyglare Hall)

Currently mothers are forced into their cars with their children. There are backlogs in both directions on the Moyglare Road. The builder is not engaging with residents. If Pedestrian access was open immediately at the new entrance point at least 80 cars would be taken off the roads between 8am and 10am every morning. People would prefer to walk with their children. The traffic light sequences are another issue with none in use at weekends. There is no traffic light system in place at GAA.

People are being denied the choice of how to bring their children to school as the route is unsafe, so they are forced into their cars to travel short distances.

Peter O'Callaghan (Moyglare Hall)

The dangerous bend on the Dunboyne road where flooding regularly occurs requires immediate attention. The first phase of Mariaville has sold out which will bring increased traffic on an already dangerous road.

Josie Moore (Chair of Senior Citizens)

The buses that bring the senior citizens on outings are caught up in traffic and the clients are spending more time on the bus than at the various venues. This is a voluntary organisation and has not been shown any regard. This disruption is having a very negative impact regarding safety and risk and on quality of experience of the senior members of our community.

Naomi Ambry (Newtown Court)

Parents /residents would prefer to walk or allow children to cycle to pre-school and school, but the route is too unsafe. Cycling and walking is a solution to the traffic chaos but accessing schools like the Educate Together isn't possible as the Celbridge road is very dangerous.

Mary Collins (Maynooth Planning Alliance Parsons Hall)

Cohesion in community and building a common voice is very important. Mother of two children and road safety is a huge issue. Delivery trucks, rushing and pace are major factors to deal with.

Freddie Melia (Business owner).

Maynooth is a vibrant town but is being ignored by Kildare County Council (KCC) 40 years in business in the town. The infrastructure of the town needs to catch up with the development that is happening. Phased action plans more appropriate.

Fergal Barton (Barton Bus Company)

Barton's has been in business since 1963. This is the worst time to work a business. Cairn Homes are building hundreds of houses so should pay for road improvements. It took one of the buses 1 hour and 10 minutes to travel from Taghadoo to Lidl and 50 minutes to exit the grounds of Maynooth Education Campus.

The issues listed were:

- lack of left turning lane at Convent junction out towards Tesco
- yellow box at Lidl not appropriate size to accommodate large vehicles, only 3 cars getting through at a time
- no coach space at St. Mary's Boys School- too narrow and footpaths too high
- Cars unable to filter left from Kilcock Road to Moyglare Road
- Long term solutions too far off but short-term solutions could make a big difference...

Angela Tracey: (Tracey Bus Hire)

Losing customers as children not being picked on time to get to school which in turn impacts on parents getting to work on time. A major issue is at St. Mary's Boys School where even a Transit 16-seater bus cannot be accommodated.

Ruth Cahill (Newtown Court)

Has arranged a carpool with two other parents to bring children to Scoil Uí Fhiach as it is not safe to walk or cycle on the Celbridge road – no cycle paths and footpaths too narrow. Major issue at Meadowbrook Link Junction –on Christmas Day last nearly killed with family at this lethal junction. There should be a full red disc not an arrow and the view of lights is blocked approaching from the Motorway side. The speed of cars coming off the motorway when approaching this junction is a serious issue.

Sarah O'Neill (Lawrence's Ave. Business in town)

Issue with buses not pulling in properly in bus bays at Londis and at Brady's. Is the area not an appropriate size? Could the island at the top of Doctor's Lane opposite Larine House be elongated? Also, an issue of lack of consultation with businesses regarding the closure of Doctor's Lane during the Summer. These closures affect business.

Donna Phelan: (Maynooth Planning Alliance, Castle Park)

Residents Association have issues with works on Dunboyne Road and lack of consultation with developer. The lack of a left turning lane at the junction of Convent Lane towards Tesco

causes tailback of cars and delays. The limestone area at the end of Carton Avenue is very slippery during bad weather and dangerous to walk on. **Hayfield at Lidl.**

Paula Curran: Moyglare Hall Future issues when the Maynooth Education Campus moves to its new location Moyglare Hall will be used as a rat run to get to schools. There will be additional traffic from College and Kilcock Road.

Una Holton: **XXXXXX** There is total gridlock- one hour to travel 3kms. The volume of housing is having a very negative impact. The yellow box at the Roost junction needs to be repainted. **People, cannot see -cars and trucks are sharing spaces –**

Réada Cronin (Chair of Maynooth First Responders)

Response time is critical in emergency situations, but traffic gridlock is impacting this call out service. The reason the group was established was to enable quick responses to emergencies, but this is badly affected by present traffic issues.

Gerry Dornan: (Maynooth Cycling Campaign)

Cities/urban areas profiles... 50% journeys under 2km. Political parties working towards it. Bicycles- smart **times**/smart cities. More walking and cycling to be encouraged

Eithne Bean: (Pound Lane) At the moment all traffic is coming through the town centre. For those who reside within the town it has become a rat run. Place of residence has become a rat run with cars speeding and erratic driving very common. There are no Park and Ride facilities to accommodate commuters on N4 especially if we want people to live in town centres which is part of National and County policy. **Submissions from square....**

Conor Dempsey: (Meadowbrook)

Maynooth is an ancient town and retrospective work is not easy. There are very valid opinions coming from the residents and KCC should take these into consideration in all consultation processes. The road towards Gaelscoil is a shared space with pedestrians, cyclists and cars but is a danger zone at present. For 4 years there has been an issue about a hedge removal. Which is more important? a child's life or the removal of a section of hedge.

Kerry Crossley (Moyglare Hall)

Residents are waiting on the opening of the second entrance into this estate. What traffic calming and management will be in place when this happens. In the meantime, a pedestrian opening should be established. Dialogue and consultation with the residents are essential.

Declan Reilly (Straffan Wood) /Teresa Murray (Castledawson)

The Meadowbrook Link junction has a very serious light anomaly. There is an issue with sightlines. Motorists coming from the Motorway are breaking the red light because there are red arrows instead of full red discs. One of the lights is completely blocked by a pole and a sign. This issue needs urgent attention

Neasa Hogan (Griffin Rath)/ Mary Sheehan (Rockfield)

Neasa is a cyclist mother and cycles her children to school. The issue is that the 'Major Traffic Survey' was carried out when the University students were not here. The excuse given was that in fact a complicated mathematical formula was used to allow for this factor. This created flawed results. It is obvious that the modelling process utilised did not yield accurate results. In fact, it was a flawed methodology in the first instance.

Footpaths are dangerous and in Rail Park also.

Anne Watson: (Silken Vale)

The new car park at the Railway Station offering extra car parking spaces will technically be bringing more cars into the town. There will now be two exit/entry points which are very close to each other. How can this area be made child/pedestrian/cyclist safe /friendly?

Issues submitted to Maynooth Community Council

1. The Moyglare Hall Pedestrian Access
2. Meadowbrook Link Junction lights, maximum risk factors
3. Lack of safe footpaths or cycle lanes on the Celbridge Rd.
4. Illegal parking and speeding
5. Traffic management enforcement issues- implementation of legal actions
6. HGVs, Construction traffic, deliveries are taking place at peak times – enforcement issues
7. Emergency Service Response times compromised
8. Explanation required as to why Phase 5 of North/South Corridor is delayed
9. Lack of consultation with residents of Maynooth regarding developments
10. Issue of new exit/entry from Train Station
11. Negative impact/ disruption of businesses in town
12. Yellow boxes need to be re-evaluated and repainted especially at Garda Station, Lidl
13. Traffic congestion negative impacts on quality of life of older people
14. Traffic disruption/ levels of rat runs, volume of traffic in town centre, back lanes (Park and Ride)
15. Child safety issues across the town in specific areas
16. Anomalies of light sequences, visual prompts
17. Physical state of footpaths
18. Scope of surveys undertaken to inform decision making by KCC were too narrow in focus- data analysis was poor and undertaken when there were low traffic volumes
19. Important to acknowledge that local knowledge matters
20. Condition of Celbridge Road when Ring road opens
21. Impact of how National policy is working in Medieval town Filter lanes on Kilcock Rd., Dunboyne Rd. and Celbridge Rd. function due to Design Manual for Urban Streets (DMURS)... need for degradation
22. Dunboyne Rd. bend is a major issue
23. Position of bus stops (Kilcock Rd.)
24. Major increase in students travelling into Maynooth town daily by car due to lack of accommodation and student numbers
25. Belief of residents that lack of joined up actions between planning for development and roads/social infrastructure
26. Need to schedule road work activities for nonpeak times or/at holiday periods
27. Adherence to Strategic Housing Development policy
28. Policy of public voice in planning of Maynooth will continue in partnership with key stakeholders
29. Eastern Bypass
30. Maynooth designation
31. Cohesion across groups to express Community views
32. Newtown Road
33. Rail Park
34. Integrity