

# Planning Report

Including:

Statement of Consistency

Response to LRD Opinion

Proposed Large Scale Residential Development (LRD) at Railpark  
West, Maynooth, Co. Kildare

PREPARED BY MCG PLANNING

ON BEHALF OF MAYNOOTH MONTANE LIMITED

DECEMBER 2025

## Contents

<b><i>Introduction.....</i></b>	<b><i>3</i></b>
<b><i>Site Description and Context.....</i></b>	<b><i>6</i></b>
<b><i>Planning History .....</i></b>	<b><i>13</i></b>
<b><i>Rationale.....</i></b>	<b><i>15</i></b>
<b><i>Statement of Response to S247 Comments by Kildare County Council.....</i></b>	<b><i>30</i></b>
<b><i>Statement of Response to Kildare County Council Opinion.....</i></b>	<b><i>34</i></b>
<b><i>Statement of Consistency (Planning Policy Review).....</i></b>	<b><i>59</i></b>
<b><i>National and Regional Planning Policy .....</i></b>	<b><i>59</i></b>
<b><i>Local Planning Policy.....</i></b>	<b><i>92</i></b>
<b><i>Conclusion .....</i></b>	<b><i>158</i></b>

## Introduction

McGill Planning Limited, 9 Pembroke Street Upper, Dublin 2 is instructed by the Maynooth Montane Limited, Unit F4 Maynooth Business Campus Maynooth, Maynooth, Kildare W23 X7Y5 to submit this Large-Scale Residential Development LRD application under Section 32D of the Planning and Development (Amendment)(Large-scale Residential Development) Act, 2021. The details of the application are set out below.

Maynooth Montane Limited, has employed a Design Team for this site to deliver the highest quality development in a timely manner and in line with the Development Plan of Kildare County Council.

The proposal provides a range of unit sizes from 1, 2, 3, and 4-bedroom units, delivering a mix of 26 no. 1-bed units (c.18.7%), 62 no. 2-bed units (c.44.6%), 28 no. 3-bed units (c.20.1%), and 23 no. 4-bed units (c.16.5%), across houses, apartments, and duplexes. This range of unit sizes ensures a varied housing offer to meet different household needs, with an overall density of approximately 50 units per hectare, in accordance with the zoning of the site.



*Figure 1: Approximate Site Location. Please note the red line is shown for indicative purposes only. Please refer to the architect's drawings for an accurate red line boundary*

Company Name	Documents Prepared
McGill Planning Ltd	Application Form (Form 19)
	Planning Report
	Social & Community Audit
	EIAR Screening Report
	Part V Pack
DQA Architects	Architectural Drawing Pack
	Architectural and Urban Design Statement
	Rail Park Schedule (SOA)
	Housing Quality Assessment
	Drawing Register
Landmark Design & Consultancy Landscape Architecture	Landscape Drawing Pack
	Landscape Design Rationale
Kavanagh Burke Consulting Engineers	Civil Drawing Pack
	Civils Engineering Services Planning Report
JBA Consulting	Site-Specific Flood Risk Assessment (SSFRA)
Furey Consulting	Traffic Drawing Pack
TPS M Moran & Associates	Traffic Impact Assessment
Russell Environmental	AA Screening Report
	NIS Natura Impact Statement
	Biodiversity Management Plan
	Ecological Impact Assessment (EcIA) Report
	Bat Survey Report
John Morris Arboricultural Consultancy (arborist)	Arboricultural Report
	Tree and Hedge Survey Plan
	Tree and Hedge Works Plan
	Tree and Hedge Protection Plan
Icon Archaeology	Archaeological Assessment
Fallon Design	Public Lighting Report
	Climate Action & Energy Statement
	MandE Lighting Drawings
	Metro-Streetlight
	Octagonal Poles
Modelworks	Visual Impact Photomontages
Traynor Environmental	Operational Waste Management Plan
	Acoustic Noise Design Statement
Montane Developments	Construction & Environmental Management Plan
	Construction Stage Waste Management Plan
	Building Lifecycle Report
PBC Engineers	Daylight & Sunlight Assessment

Please note, that while every effort has been made to ensure consistency throughout the application, inconsistencies may arise due to human error. As such the drawings and documentation created by DQA Architecture are the principal documents for the design and layout of the development.

## Development statistics

Development Statistics	
Site Area	2.77ha

<b>Gross Floor Area</b>	15102.1m <sup>2</sup>
<b>Demolition</b>	253.9 m <sup>2</sup>
<b>Density</b>	50 dph
<b>Plot Ratio</b>	0.545
<b>Total no. of units</b>	139
<b>Site Coverage</b>	24%
<b>Height</b>	2-6 Storeys
<b>Open Space</b>	
<b>Public Open Space</b>	c.4,204 sqm or 15.2%
<b>Communal Open Space</b>	c. 855.5 m <sup>2</sup>
<b>Public facilities</b>	
<b>Creche Facility</b>	c. 350.8 m <sup>2</sup> (Approx no. 88 child places)
<b>Creche Play Area</b>	c.175.1 m <sup>2</sup>
<b>Residential Development</b>	
<b>Dwelling Mix</b>	36 no. residential houses as follows: <ul style="list-style-type: none"> <li>- 13 no. 3 bed units (c.36.1%)</li> <li>- 23 no. 4 bed units (c.63.9%)</li> </ul>
<b>Apartment Mix</b>	95 no. residential apartments as follows: <ul style="list-style-type: none"> <li>- 24 no. 1 bed units (c.25.3%)</li> <li>- 60 no. 2 bed units (c.63.2%)</li> <li>- 11 no. 3 bed units (c.11.6%)</li> </ul>
<b>Duplex Mix</b>	08 no. residential duplex units as follows: <ul style="list-style-type: none"> <li>- 02 no. 1 bed units (c.25%)</li> <li>- 02 no. 2 bed units (c.25%)</li> <li>- 04 no. 3 bed units (c.50%)</li> </ul>
<b>Overall Unit Mix</b>	<ul style="list-style-type: none"> <li>- 26 no. 1-bed units (c.18.7%)</li> <li>- 62 no. 2-bed units (c.44.6%)</li> <li>- 24 no. 3-bed units (c.20.1%)</li> <li>- 27 no. 4-bed units (c.16.5%)</li> </ul>
<b>Dual or more Aspects</b>	100%
<b>Part V</b>	28no. units (20%)
<b>Parking</b>	
<b>Residential Carparking</b>	181 no. spaces <ul style="list-style-type: none"> <li>- 72 no. housing spaces (curtilage)</li> <li>- 103 no. apartment spaces (Surface 53 + Undercroft 50)</li> <li>- 6 no. visitor spaces (Part M)</li> </ul>
<b>Residential Cycle parking</b>	251 no. spaces <ul style="list-style-type: none"> <li>- 195 no. long term spaces</li> <li>- 56 no. short term spaces</li> </ul>
<b>Creche Carparking</b>	08no. spaces <ul style="list-style-type: none"> <li>- 4 no. drop-off spaces (incl. 1 Part M)</li> <li>- 4 no. staff spaces (incl. 1 Part M)</li> </ul>
<b>Creche Cycle parking</b>	18. spaces <ul style="list-style-type: none"> <li>- 6 no. staff bicycle parking</li> <li>- 6 no. visitor bicycle parking</li> <li>- 6 no. cargo bike parking</li> </ul>
<b>Access</b>	
<b>Vehicular Access</b>	Maynooth Eastern Ring Road (MERR)

	Parklands Grove (unit no. 13 only) Future Connection with Lands to the South
<b>Pedestrian/Cycle Access</b>	Maynooth Eastern Ring Road (MERR) Parklands Grove Future Connection with Lands to the South

## Site Description and Context

The subject site is located within Maynooth, Co. Kildare to the southeast of the town centre. More specifically the site is located to the east of Old Railpark and Parklands Grove, within the Railpark Key Development Area (KDA) as per the Maynooth and Environs Joint Local Area Plan 2025 – 2031 (JLAP). To the north of the lands is the Maynooth/Sligo – Dublin Railway Line and the Royal Canal with agricultural land to the south and east. The subject site consists of agricultural grassland and is bounded by existing hedging to the north, south and east.

The subject lands form an irregular shape, sited within close proximity to a number of detached dwellings, dispersed along Parklands Grove. In terms of topography the site is relatively flat, enclosed by field hedgerows with one running northeast-southwest through the centre of the site. The site contains two existing buildings/structures located to the north east of the site.



Figure 2: Approximate Site Context

The site is located a short distance from Maynooth town centre (<500m as crow flies) and around 1km from Maynooth Train Station located to the west.

In terms of existing character, the subject site is located to the eastern periphery of the Maynooth Settlement. A cluster of dispersed detached dwellings are located to the immediate north and north west of the subject site. As you travel west along Railpark Grove, consists of residential estates developed at different periods over the past 30 years, there is no prevailing residential design character, but with most dwellings being own door, and primarily consisting of a two-storey construction. The wider environs of the subject site is characterised by a mix of rural uses with lands in agricultural use to the immediate north, east and south of the site.

The site does not contain any protected structures or buildings of architectural merit as per the National Inventory of Architectural Heritage. The site is not located within or adjoining an Architectural Conservation Area or Zone of Archaeological Potential. There are no Tree Preservation Orders on the site and no protected views from adjoining roads across the site. The site is not located within a flood risk zone.

In terms of accessibility the site is approximately, the site is a 20-minute drive from Celbridge (R405), a 16-minute drive from Leixlip (M4/R449) and a 50-minute drive from Dublin City Centre via the M4 taking the Junction 07 exit.

Maynooth has benefitted from a significant increase in population in recent decades. In 2022, the population of the town was 17,259 rising by 18.3% from 14,585 in 2016.

## Transportation

### Bus Routes, Road Networks & Public Transport



Figure 3: Kildare Public Transport Network 2021

### Road Networks

Maynooth benefits significantly from its strategic location near the M4 motorway, which provide excellent connectivity to key urban centres and regions. The M4 motorway offers direct access to Dublin to the east (approximately a 50-minute drive from Dublin City Centre via the M4 taking the

Junction 07 exit), making it a prime location for commuters and those requiring frequent access to the capital city.

This proximity to the motorway enhances the town's accessibility for business, logistics, and leisure, making it an attractive location for residents and businesses alike. Additionally, the motorways allow for efficient travel to surrounding towns and amenities such as Leixlip, Kilcock and Enfield, further integrating Kinnegad into the broader regional and national network.

The Maynooth Eastern Ring Road (MERR), which forms part of the overall plan to provide a ring road around Maynooth, will be delivered through lands located immediately east of the subject site. The MERR will stretch c 1.45km in a south-west to north-east direction and will link Leixlip Road (R148) and to Celbridge Road (R405). It will also include a bridge crossing over the Dublin-Sligo railway line and the Royal Canal, and secure additional access to lands in the town for residential purposes. The provision of this ring road will further enhance the accessibility of the site, alongside the wider Railway Park lands to the north.



Figure 4: Illustration of Existing Road Network in Maynooth

### Bus Services

Bus stops (ID 3918, 6089) on Straffan Road within a 12-minute walk are served by a total of 8 no. bus routes, operated by Bus Éireann, Dublin Bus & Go-Ahead Ireland, which primarily connect Maynooth to Dublin and towns such as Celbridge, Mullingar, Leixlip and Lucan.

The most frequent service is the c4 bus route, which operates c.41 buses daily running each way between Dublin and Maynooth.

Table 1 sets out the routes and frequency of the buses below.

Bus Route	Operator	Locations	Frequency
X25	Dublin Bus	Dublin - Maynooth	5 buses daily (inbound)
115	Bus Éireann	Dublin Mullingar	32 buses daily (inbound)
115C	Bus Éireann	Enfield - Mullingar	1 bus daily
C3	Dublin Bus	Dublin - Maynooth	37 buses daily (inbound)
C4	Dublin Bus	Dublin - Maynooth	41 buses daily (inbound)
C5	Dublin Bus	Dublin – Maynooth (night Service)	5 buses daily (outbound)
C6	Dublin Bus	Dublin – Maynooth (night Service)	5 buses daily (outbound)
W6	Go-Ahead Ireland	Maynooth - Tallaght	36 buses daily (inbound)

Table 1: Bus Route destinations and frequency

In addition, Bus Eireann operate national bus services within this bus turn around that connect Dublin through Maynooth with Galway, Sligo, Westport, and Ballina. These national bus routes are shown within Table 2 below:

Route	From	Via	Destination	Daily
20	Dublin	Dublin Airport, Maynooth, Athlone	Galway	8
22	Dublin	Dublin Airport, Maynooth, Mullingar, Longford, Charlestown	Ballina	7
23	Dublin	Maynooth, Mullingar, Longford, Carrick on Shannon	Sligo	2
115	Dublin	Maynooth, Mullingar,	Longford	12

Table 2: National Bus Eireann Services Via Maynooth. Source: TPS M Moran & Associates

### Maynooth Train Station

Maynooth train station is located just off Straffan Road, sited to the south of the town centre and west of the subject site. Adjacent to the train station there is a car parking area providing 222 spaces, and bike parking spaces. The train station is located approx. 1km from the subject site and can be reached in 15 minutes' walk.

This Maynooth Rail Station rail line forms part of the strategic Western Line and Western Suburban line which serves the four Dublin City Centre stations including Pearse Station, Tara St, Connolly Station, and Docklands. On weekdays the Dublin to Maynooth rail route operates over 30 suburban trains and over 10 intercity trains each way.

12 other suburban stations also serve Maynooth rail station. This railway station also serves Sligo, Collooney, Ballymote, Boyle, Carrick-On-Shannon, Dromod, Longford, Edgeworthstown, Mullingar, Enfield, Kilcock.



The key objective of the (Maynooth and Environs Area Based Transport Assessment) MEABTA's Cycling Strategy is to provide an integrated network for Maynooth and improve safety for cyclists, with a focus on increasing the cycling mode share. In this regard, emphasis is placed on improving connections to key destinations such as schools, Maynooth University, supermarkets, centres of employment, the existing and proposed future train stations as well as the location of future development areas, as set out in Fig 6 below.

10

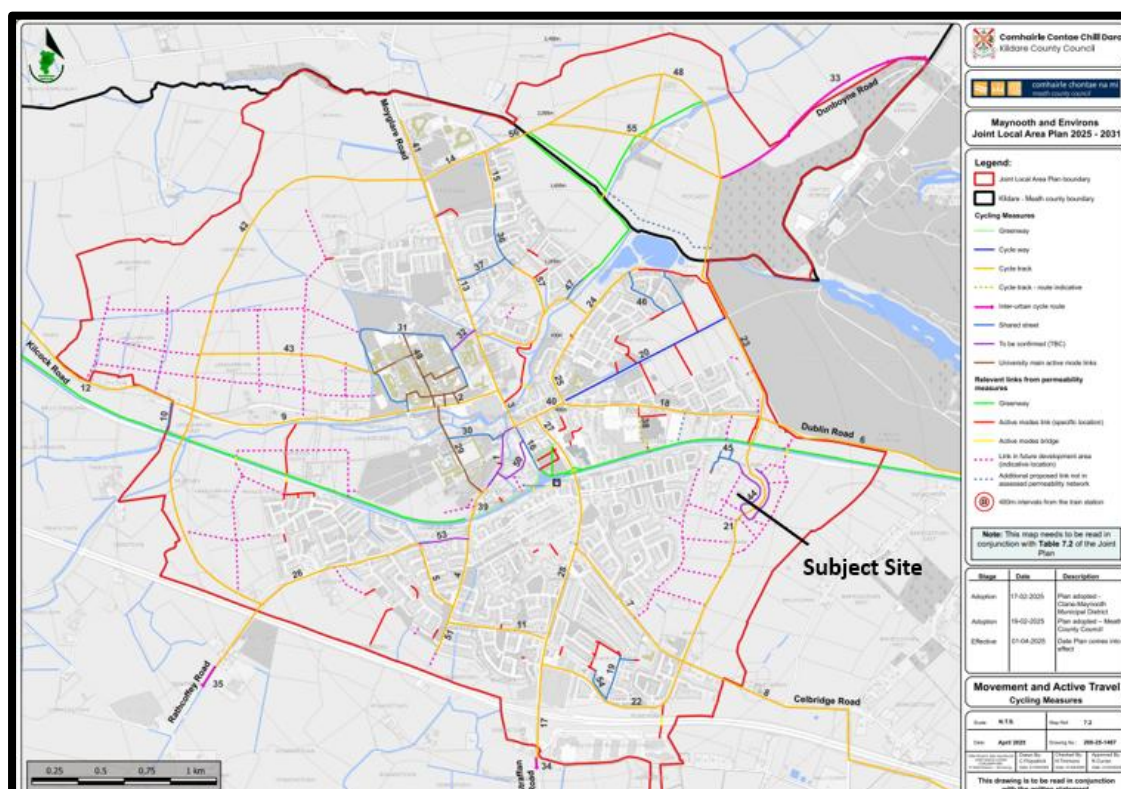


Figure 6: Movement and Active Travel Cycle Measures

## Future Transport Projects

### Maynooth Eastern Ring Road (MERR)



Figure 7: Proposed MERR. Source: DQA Architects

The Maynooth Eastern Ring Road (MERR) is a Kildare County Council Development Plan road's objective, which was approved via a Part 8 Planning Application in 2022, with the Compulsory Purchase Order for the required land take approved in early 2024. It is our understanding A contractor

was appointed in June 2025, with the scheme scheduled to commence on site in September / October 2025. The anticipated construction duration is 18 months, with completion expected by Q3 2027.

The MERR is some 1.5kms in length and will connect by means of a new a traffic signal junction with the R405 Regional Road (to the south) and a new traffic signal junction with the R148 to the north of the application site. The MERR is currently at the pre-tender qualification design stage. We have been advised that when the various approvals are in place construction is projected to commence later this year with a projected construction period of 18 months.

MERR is designed to contain the following cross section:

- Two-way carriageway width of 7.0metres with 0.5m hard strips adjacent to this carriageway.
- 5.0metre verges on both sides of the carriageway.
- Segregated cycleways and pedestrian footpaths along both side of the carriageway.

The provision of the MERR and DART+West also fulfils the National Transport Agency objective, within its Transport Strategy comprises a longer-term analysis of the needs of the transport network within the Greater Dublin Area (GDA). The Strategy builds upon the previous 2011 Draft Transport Strategy which recognised the need to reduce car commuting mode share and aimed to reduce car commuting mode share to 45% by 2030. The Strategy therefore recognises the need to invest in public transport solutions for the long-term sustainable development of the GDA.

#### DART + Programme

Irish Rail also propose to upgrade the rail line between Maynooth, M3 Parkway and Dublin Connolly with the introduction of DART + West which is the first of the infrastructural projects of the DART + Programme to be delivered and will significantly increase rail capacity on the Maynooth / M3 Parkway Lines. The objectives of DART+ West are to:

- Increase peak passenger capacity from 5,000 to 13,200 passengers per hour per direction and increase train frequency between Maynooth and M3 Parkway and Dublin City- facilitating fast, frequent and reliable transport to the surrounding communities.
- Enhance public transport opportunities for work, education or leisure purposes.
- Facilitate the development and future growth of existing and new communities that will greatly benefit from the connectivity that DART+ West will deliver.
- Alleviate road congestion, particularly at the existing level crossings.
- Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.
- Facilitate sustainable choices by encouraging a move away from private cars to reliable, efficient and safe public transport network.
- Improve multimodal transport connectivity through interchange with the Luas at Broombridge and the proposed Spencer Dock station and with the Metrolink at Glasnevin/Phibsborough (Station to be delivered as part of the MetroLink Railway Order).
- Improve journey time reliability.

This upgrade will be achieved by investment in infrastructure, and changing to electrified, high-capacity DART trains and increasing the frequency of trains, for communities in Maynooth, Leixlip,

Clonsilla, Coolmine, Castleknock, Navan Road, Ashtown, Broombridge and Drumcondra on the Maynooth line, as well as Hansfield, Dunboyne and M3 Parkway on the M3 Parkway line.

## Planning History

### Subject Site

A planning history search of Kildare County Council planning website identifies no planning history on the subject site.

### Adjacent Sites

The following are noted:

<b>KCC Reg. Ref:</b>	2561119
<b>Decision:</b>	<b>Further Information</b>
<b>Decision Date:</b>	N/A
<b>Address:</b>	Lands at Railpark, Maynooth, Co. Kildare, Maynooth, ACP Ref: 312671-22 (Phase 1) and Reg. Ref.: 21156 / ACP Ref: 312685-22 (Phase 2), which is currently under construction. north of Maynooth Educate Together National School on the Celbridge Road (R405) and bordered by agricultural lands to the N, E, S
<b>Description:</b>	for a ten year planning permission for a Large-scale Residential Development (LRD) on lands at Railpark, Maynooth, Co. Kildare. The application site is bound by Parklands housing estate to the northwest and situated west of the residential properties within the Rockfield development and northeast of the permitted residential development 'The Grange' under Reg. Ref.: 21155 / ACP Ref: 312671-22 (Phase 1) and Reg. Ref.: 21156 / ACP Ref: 312685-22 (Phase 2), which is currently under construction, north of Maynooth Educate Together National School on the Celbridge Road (R405) and bordered by agricultural lands to the north, east, south and south east. The proposed development will consist of 581 no. residential units, a neighbourhood centre and all associated development, on a site of approximately 15.27 hectares. The residential component of the development consists of 185 no. apartment / duplex apartments and 396 no. houses to be provided as follows: <ul style="list-style-type: none"> <li>• 59 no. 2 bed two storey mid terraced houses;</li> <li>• 52 no. 3 bed two storey mid terrace houses;</li> <li>• 223 no. 3 bed two storey end terrace/semi-detached houses;</li> <li>• 58 no. 4 bed two storey semi-detached houses;</li> <li>• 4 no. 4 bed two storey detached houses;</li> <li>• 185 no. duplex apartments / apartments (53 no. 1 beds, 92 no. 2 beds, 40 no. 3 beds) in a series of 3 to part 6 storey duplex apartment blocks / apartment blocks. The proposed neighbourhood centre consists of 3 no. buildings (Block A, Block B and a single storey standalone café / restaurant kiosk building) and a new public plaza and communal open space. Block A is part 5 storey / part 6 storey building comprising health centre (174 sq.m) and two no. shop units (124 sq.m pharmacy and 166 sq.m convenience shop) at ground floor level and 41 no. apartments (17 no. 1 beds and 24 no. 2 beds) from first to fifth floor level. Block B is a 5 storey building block comprising a childcare facility (762 sq.m) at ground floor level and 48 no. apartments (21 no. 1 beds and 27 no. 2 beds) from first to fourth floor level. 96 no. duplex apartments units (12 no. 1-bed, 48 no. 2-bed, and 36 no. 3-bed units) are provided in 5 no. blocks (Blocks 1 to 5) ranging from 3 no. storeys to 5 no. storeys. All duplex apartments and apartment units are provided with a balcony, terrace or private garden on all elevations. A total of 888 no. surface car parking spaces are proposed for residential units, visitor parking and the neighbourhood centre commercial</li> </ul>

uses. A total of 623 no. cycle spaces are proposed for long stay/residents. 42 no. spaces for the neighbourhood centre, commercial uses and 93 no. short stay/visitor cycling parking spaces. The proposed includes significant public open space including a new local park, linear park, and pocket parks, children's play areas and ancillary play area for the childcare facility. The development includes hard and soft landscaping, lighting, boundary treatments, and communal open spaces areas. The proposed development provides for 2no. vehicular accesses from the permitted Maynooth Eastern Ring Road (MERR) including a new pedestrian /cyclist signalised crossing, associated internal roads, pedestrian and cycle infrastructure, set down areas, bin and bike stores, paths and access points provided up to the application site boundary to provide for potential future connections to adjoining lands to the north and south. The development includes foul and surface water drainage, 6 no. ESB substations, green roofs, PV panels, plant, services and all associated ancillary site works and development. An Environmental Impact Assessment (EIAR) and Natura Impact Statement (NIS) has been prepared for the development and accompanies the planning application

<b>KCC Reg. Ref:</b>	21360
<b>Decision:</b>	Granted Permission subject to 14 conditions
<b>Decision Date:</b>	03/10/2022
<b>Address:</b>	Maynooth,Co. Kildare
<b>Description:</b>	A new wastewater pumping station with an underground emergency storage tank; inlet chamber, wet well chamber, valve and flow chambers; above ground welfare building, control kiosk, fixed lifting gantry, 1 No. odour control unit, security gate and fencing. All associated ancillary and enabling works including hardstanding, landscaping and site drainage. All the above is proposed on a site of approximately 0.1 hectares at lands to the north of Celbridge Road within the townland of Railpark a new wastewater pumping station with an underground emergency storage tank; inlet chamber, wet well chamber, valve and flow chambers; above ground welfare building, control kiosk, fixed lifting gantry, 1 No. odour control unit, security gate and fencing. All associated ancillary and enabling works including hardstanding, landscaping and site drainage. All the above is proposed on a site of approximately 0.1 hectares at lands to the north of Celbridge Road within the townland of Railpark

<b>KCC Reg. Ref:</b>	211108
<b>Decision:</b>	Granted Permission subject to 56 conditions
<b>Decision Date:</b>	27/09/2021
<b>Address:</b>	Parklands Grove, Railpark, Maynooth
<b>Description:</b>	The demolition of a habitable house and the construction of 40 No. houses and 36 No. apartments, 1 No. vehicular link with the approved Maynooth Eastern Ring Road and all associated and ancillary site development works.

<b>KCC Part 8: Ref:</b>	P82019-08
<b>Decision:</b>	Granted Permission subject to 14 conditions

<b>Decision Date:</b>	29/07/2019
<b>Address:</b>	Maynooth, Co. Kildare
<b>Proposal:</b>	The scheme provides for the provision of a new single carriageway relief road to the east of Maynooth town to facilitate the connection of the R148 Leixlip Road to the R405 Celbridge Road (circa 1.55km). It includes a 41m crossing of the Royal Canal and Dublin to Sligo railway line. Pedestrian and cycle facilities are provided on each side. Some 800 metres of existing road will also require upgrading.

## Rationale

### Overall Layout & Design

The site layout plan has been informed by the JLAP 'Railpark KDA Urban Design Framework' and has been designed to provide permeable inter connections between MERR and the surrounding development to the south, to the east and to the old Railpark to the north. These routes follow the desire lines and are easy and logical to navigate around.

The arrangement of housing units has been thoughtfully planned to generate public open spaces that not only engage with the individual dwellings but also connect with the surrounding developments through pedestrian pathways and potential future linkages.

The site comprises a diverse mix of residential typologies, creating a variation in unit sizes and configurations. These units are arranged in a well-ordered linear and courtyard-based clusters, optimising passive surveillance, and access to amenity spaces. The layout focuses activity on the streets by creating active frontages with front doors directly serving the street. All apartment buildings (Blocks 01-05) are provided with dual entry from both the street and from the internal courtyard in order to activate street frontages.

The internal layout exhibits a clear desire lines, with legible routes and logical movement patterns for both pedestrians and vehicles. Furthermore, the variations in height, variations in brickwork finishes and variation in dwelling types all contribute to produce a varied and interesting streetscape. Overall, the heights and design proposed are considered to respect the existing character of the area, and that the proposed heights are both justifiable and appropriate for this development.

In terms of Daylight & Sunlight and neighbouring amenity, it is noted that the proposed development is sufficiently far away from existing neighbouring properties to avoid any issues in relation to loss of light/ overshadowing or loss of privacy. All of the units, due to the nature of the development providing dual aspect houses with good internal layouts and separation distance, will have good access to daylight and sunlight throughout the development.



16



Figure 9: Proposed Site Layout in the context of the JLAP KDA Urban Design Framework

The proposed development prioritises permeability and accessibility, ensuring a well-connected, pedestrian-friendly urban environment that aligns with KCC's vision illustrated through the Urban Design Framework. The development incorporates a continuous north-south route, seamlessly connecting to surrounding public spaces, including Parklands Grove to the north and the planned public park/Multi-Use Games area to the south (outlined in the Railpark Framework). Key east-west routes are integrated, promoting active travel and enhancing connectivity within the wider urban framework and MERR development.

### Density

The proposed development is for 139 units which represents a density of 50 units per hectare. This density, while higher than the indicative density of the JLAP, is within the "target residential density" range of 35-50 uph for Key Town towns in the County, as per table 2.8 of the Core Strategy of the 2023-29 County Development Plan.

We also refer to Sustainable and Compact Settlement Guidelines, 2024, and Table 3.3 of same – 'Areas and Density Ranges – Metropolitan Towns and Villages', this site would be considered a 'Metropolitan Towns (>1,500) – Suburban/Urban Extension'. The table states:

*Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan*

***Towns**, and that densities of up to 100 dph (net) shall be open for consideration at ‘accessible’ suburban / urban extension locations (as defined in Table 3.8)*

The proposed density of 50 uph is therefore in line with both National and Local planning policy and is considered an appropriate density for this location given the existing low-density development of the surrounding area.



Figure 10: Proposed CGI 01. Source: Modelworks

## Unit Mix

The proposed unit mix is as follows:

Unit Type	No. of Units	Percentage
1 Bed	26	c.18.7%
2 Bed	62	c.44.6%
3 Bed	24	c.20.1%
4 Bed	27	c.16.5%
<b>Total</b>	<b>139</b>	<b>100%</b>

This mix provides for both smaller, one or two bed apartments for either people seeking to right size or starting out on the housing ladder. Larger three bed houses/apartments and four bed houses are also provided to accommodate families. This is considered an ideal location for due to its proximity to the Town Centre, providing ease of access for all age groups to the existing facilities in the area. While

there is predominantly two storey housing in the area this mix of one to four bed units is considered appropriate for the area providing a choice within the town of varying house sizes.

### Residential Amenity

The proposed layout respects the standard of the existing properties within the adjoining areas. Window locations have been sited to avoid views into the home from other houses or the street. Separation distances from the rear walls of houses to existing neighbouring dwellings is in line with the recommendations contained within the Compact Settlement Guidelines. In general terms the street separation distances from building line to building line exceeds 25 metres reducing to 20 metres in the home zone areas. The internal dimensions of the apartment courtyard are 45 metres by 60 metres approximately, therefore avoiding any loss of privacy. All bathroom and side gable windows between houses are to be fitted with opaque glazing.



Figure 11: CGI 03 Overlooking Open Space and Block 04. Source: Modelworks

### Housing Quality Assessment

A Housing Quality Audit prepared by DQA Architects is enclosed with the application. This sets out the housing mix throughout the proposed development, the size of all the units, the quantum of private open space, storage space, living/dining/kitchen areas, bedroom areas, and dual aspect. The Housing Quality Assessment demonstrates that the proposed development meets all the requirements of the KCC Development Plan, Sustainable and Compact Settlement Guidelines for Planning Authorities 2024, the “Compact Guidelines” and the more recent Apartment Guidelines 2025.

## Open Spaces and Landscaping

The open space strategy and layout has been informed by the JLAP, whereby public open spaces, the communal open space and the private open spaces are clearly defined within the development in general compliance with the JLAP. The public open spaces are situated in well-defined areas of the site as stipulated by the brief. The central communal open space is clearly for the use of the apartments.

There is a hierarchy established between the public open spaces and the communal open spaces, both of which are interlinked but clearly defined. This hierarchy finishes with the private balconies, and private back gardens which are defensible spaces and separated from the surrounding areas.

The public open spaces in total equate to c. 4204 sqm or c.15.2% of the site. This is in accordance and exceeds the Compact Settlement Guidelines Requirements of 10% minimum. It is also noted that these areas are of high quality, useable open space which provide attractive spaces for all members of the community.

A number of the open spaces include some nature based drainage proposals and attenuation areas. These are proposed in accordance with the 2024 Sustainable Residential Development Guidelines which explicitly support the integration of SuDS within public open spaces, recognising their multifunctional role in urban environments. Appendix A of the Guidelines also state: *“For the purposes of calculating open space provision, it can include areas used for Nature-based Urban Drainage and other attenuation areas where they form part of an integrated open space network.”*

### Public Open Space 01 (1,443 m<sup>2</sup>)

The layout has been revised to ensure that both the current and future development of this area can achieve appropriate levels of passive surveillance. The previously proposed 2-storey crèche has been replaced with a 3–4 storey own-door duplex block positioned to maximise passive supervision of the open space. Four duplex entrances now directly address the space, creating regular pedestrian movement and natural activity. A large corner balcony element provides further visual surveillance and a focal point overlooking the amenity area. The building steps from four to three storeys at the northern end to respect the setting of the existing dwelling and to avoid any inappropriate overlooking of its private areas.

In parallel, the landscape strategy has been revised to include a looped path network that encourages circulation, connects to the wider scheme, and increases visibility and use of the space. This combination of revised building placement, animation of the frontage, and improved pedestrian permeability ensures that the northeastern open space will be well overlooked, safe, and functional for both current and future residents.

This multifunctional space provides an accessible setting for both passive and active recreation. It incorporates nature-based surface water management and biodiversity measures, with generous open areas that support a variety of community activities.



Figure 12. CGI of Proposed Duplex Building providing passive surveillance over Open Space 1. Source: Model Works.

#### Public Open Space 02 (815 m<sup>2</sup>)

This area includes an integrated SuDS feature supported by woodland planting and native hedgerows along its boundaries. The design uses gentle 1:5 side slopes facing the public realm and includes nature-based play elements that encourage passive and exploratory interaction with the landscape.

#### Public Open Space 03 (1,945 m<sup>2</sup>)

A large, ecologically rich open space centred on a SuDS feature with woodland planting and enhancements to existing retained hedgerows. The gentle 1:5 side slopes contribute to visual interest throughout the year. The space includes terraced informal seating, equipped play, and additional nature-based play features, creating a focal point for both recreation and biodiversity within the development.

These public open spaces are complemented by communal open spaces located within the apartment courtyard, which are specifically designed for the use of apartment residents and overlooked by the apartment buildings to ensure safety and amenity. Private balconies and rear gardens form the final layer of the hierarchy, providing defensible and clearly defined spaces for individual households.

In terms of communal open space, two areas are proposed amounting to c.650m<sup>2</sup>. The central communal open space is clearly for the use of the apartments.

Collectively, the open space network is accessible, well-overlooked, and multifunctional, supporting recreation, natural play, biodiversity, and landscape integration in line with JLAP and KDA requirements



Figure 13: Proposed Landscape Masterplan

All of these open spaces are easily accessible to all residents and provide for both passive and active uses for persons of all abilities regardless of age or mobility. Furthermore, they are overlooked by housing, creating attractive, safe and secure areas to enjoy.

The play strategy is based on providing natural play in the landscape incorporating large open grass areas for kick-about, grassy mounds, boulders and tree planting. Into this landscape a number of play items will be positioned to provide play opportunities for all ages.

The overall landscape strategy prioritises the integration of SuDS features as multifunctional amenities. Shallow detention basins with gentle 1:5 side slopes, native woodland belts, wildflower meadows, and raingardens all contribute to both water management and biodiversity enhancement. These features are intentionally shaped as natural landscape elements, strengthening the character and ecological value of the development.

In accordance with the Landscape Design Rationale, extensive compensatory planting forms a central component of the scheme. The development includes:

- 201 new trees, generating a net gain of 195 trees.

- 420 metres of retained hedgerow.
- 294 metres of hedgerow removed due to site constraints.
- 717 metres of new native hedgerow (352 m in open spaces and 365 m around apartments and front gardens).
- A hedgerow net gain of 423 metres.

Additional biodiversity measures include wildflower meadows, pollinator-friendly planting, native woodland belts, and micro-habitats such as bird and bat boxes and log piles. These interventions reinforce ecological corridors across the site, strengthen green infrastructure, and deliver a measurable biodiversity net gain, consistent with national and local biodiversity objectives.

### Ecology & Appropriate Assessment

The Rye Water Valley/Carton SAC is located approximately 1.15km northeast of the Subject site. A Screening for Appropriate Assessment was prepared for the residential development. The screening assessment concluded as follows:

*“In conclusion,.. the effects to the qualifying species and habitats of the aforementioned European Site have the potential for significant indirect impacts due to the potential source pathways through groundwater (and potential SW) to the receptor qualifying species and habitats. As a result, the development must be ‘Screened In’ and a Stage 2 Appropriate Assessment (AA) is required for Rye Water Valley/Carton SAC”.*

Accordingly, a Natura Impact Statement accompanies this planning pack. This NIS has been prepared in accordance with the relevant provisions of the Habitats Directive, the Habitats Regulations and the Planning and Development Act (2000), as well as the relevant case law and current guidance.

The NIS report demonstrated that,

*“the proposed housing development will not adversely affect the integrity of any European site. It can be concluded that this development can be excluded from cumulative effects, on the basis of objective scientific information, that the project, individually or in combination with other plans or projects will not affect the integrity of any European Site”.*

Furthermore, given the scale and nature of the proposed development the overall risk posed to the environment is considered to be low with no significant impacts anticipated following the implementation of suitable mitigation measures associated with standard construction practices and outlined in the accompanying CEMP as part of this planning application.

An Ecological Impact Assessment (EclA) has been prepared in support of the LRD planning application. The site comprises neutral grassland, scattered trees and hedgerows/treelines, with the latter of local ecological importance due to their role as bat roosting habitat and wildlife corridors.

Bat surveys confirmed the presence of three bat species roosting within mature trees in hedgerow/treeline H2, specifically Ash trees T22, T23 and T24. Works to these trees have been carried out strictly in accordance with an NPWS derogation licence, under which T24 was felled in December 2025 following confirmation that no bats were hibernating, while T23 was pollarded to prolong their lifespan. A number of hedgerows and trees will be retained and enhanced with native planting, with compensatory native tree planting proposed where removal is unavoidable. All mitigation measures, including licensed works, seasonal constraints and bat-sensitive lighting, will ensure no significant adverse ecological impacts arise from the proposed development.

The EclA concludes;

*“there will be no net biodiversity loss as a result of the proposed development and the biodiversity of the area will be enhanced hence, there will be an overall net gain for biodiversity”.*

A comprehensive Biodiversity Action Plan (BAP) prepared by RESS Ltd. has been submitted with the application. This satisfies the requirement for a standalone biodiversity plan and sets out clear measures to optimise nature within the development. The BAP includes baseline ecological surveys, identification of key habitats (including hedgerows H1, H2 and H5), proposed habitat creation, and a 3-year management and monitoring plan.

Optimisation of Nature Areas The development delivers a biodiversity-led landscape design that includes:

- Retention and enhancement of key hedgerows and bat-supporting trees.
- 352m of new native hedgerows.
- 1,466m<sup>2</sup> of wildflower and pollinator meadows.
- 225m<sup>2</sup> of SuDS-based wet meadow and raingarden habitats.
- 485m<sup>2</sup> of native woodland planting.
- 1,777m<sup>2</sup> of green/blue roofs on apartment blocks.

These measures significantly improve habitat diversity, ecological connectivity and pollinator support.

### Childcare Facility

The proposed development comprises 139 residential units, including one- to four-bedroom houses, apartments, and duplexes. Based on the standard requirement of 20 childcare spaces per 75 dwellings, the development would generate a need for approximately 37 childcare spaces ( $139/75 \times 20$ ). When excluding one-bedroom units, the development includes 82 two-bedroom units. Based on the standard requirement of 20 childcare spaces per 75 dwellings, this generates a need for approximately 22 childcare spaces.

To meet this demand, the proposal includes a creche of approximately 351 m<sup>2</sup> with an associated play area of 175 m<sup>2</sup> (totalling c. 526 m<sup>2</sup>), providing around 88 childcare places. This provision will accommodate the needs of residents while also offering additional capacity for the wider community.

The creche is now centrally located within the development at ground floor level of Block 03, providing easy access for residents and encouraging multimodal transport. A set-down area for four cars is situated directly in front of the creche, with additional staff parking for four vehicles located to the south adjacent to the main public open space. The facility includes an enclosed, secure play area at the rear, adjoining the communal courtyard, accommodating all age groups along with staff and support areas. On this basis the sizing of the creche is considered appropriate for the development. This will have a positive effect on population and human health as the proposed creche will accommodate and exceed for 88 no. childcare spaces required which is more than the need generated by the development.

The applicant contacted Kildare County Childcare Committee (KCCC) via email correspondence on 13th October 2025 to confirm the findings of the childcare audit. Please refer to Appendix C of the Social & Community Infrastructure Audit Including Creche Audit for the details of the response letter received from Kildare County Childcare Committee (KCCC).

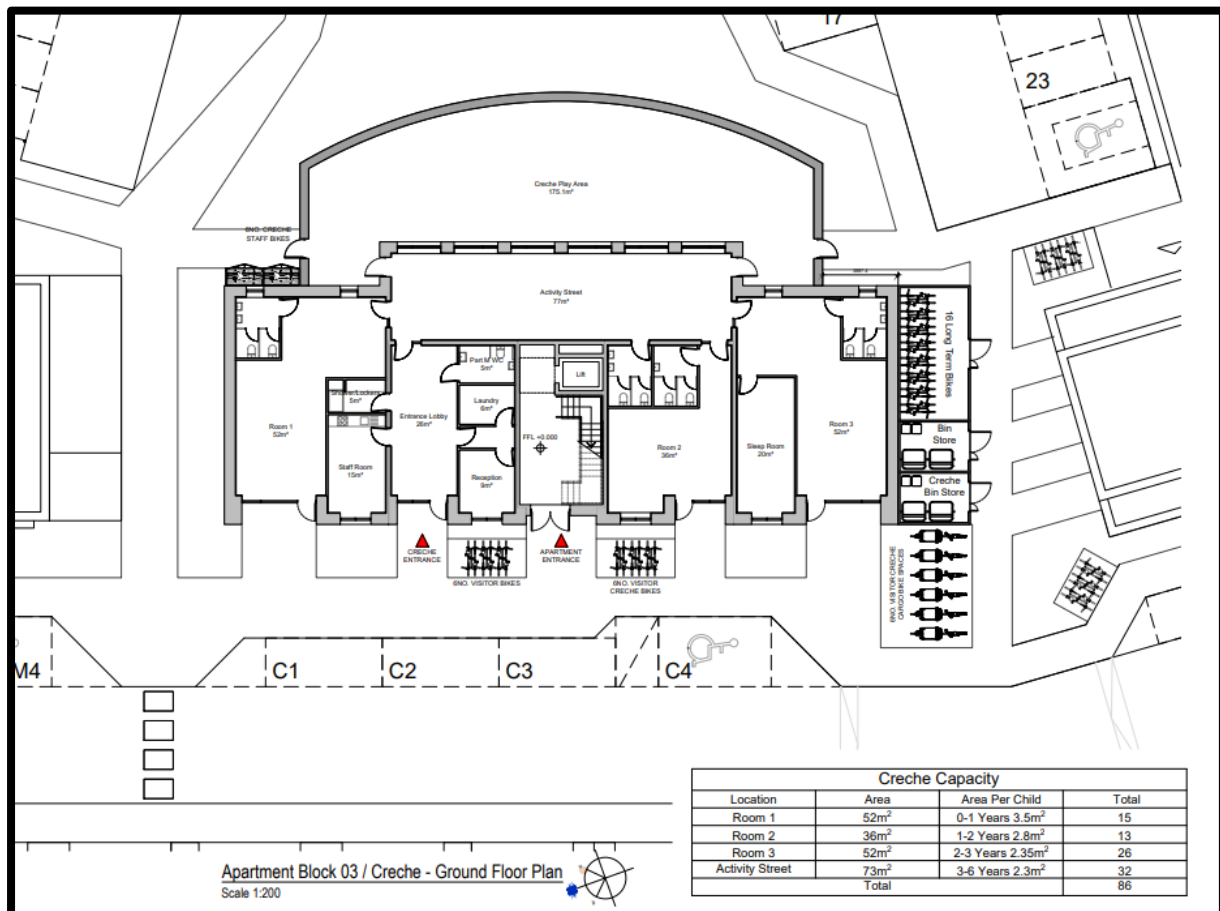


Figure 14: Proposed Creche Facility

## Access and Movement

Vehicular access will be exclusively from the vehicular entrance from the MERR located on the eastern boundary. This vehicular access will also provide with a vehicular connection to the development lands to the south of the site and to the west of the site. It will also provide vehicular access to the home zone in the northwestern corner of the site where the vehicular route will terminate.

The road design is established by the JLAP and is designed to define the individual areas of the site and connect to different areas within the site and the surrounding developments. The main road system through the site consists of a 6.0m wide road with 2.0m wide footpaths leading through the site as per the requirements, outline by KCC. The roadway reduces to 5.5 meters in width around the home zone and further reduces to 4.8 meters with a 1.2 m over-runnable strip in the central courtyard. The hierarchy of road widths proposed consist of:

There are therefore 3 road width proposed.

- 6m wide main roads
- 5.5m wide home zone road
- 4.8m wide courtyard



Figure 15: Proposed CGI 04. Source ModelWorks.

### Car Parking

A total of 189no. car parking spaces have been provided for. Parked cars are overlooked by houses, pedestrians and traffic with a variation of parking conditions throughout the scheme. Car parking is provided at a rate of 2 car parking spaces per dwelling house and 1 car parking space per apartment. In addition, there are 5 universally accessible car parking spaces provided for the apartments.

Houses	Requirement	Provision
Houses (36) – on curtilage car spaces	2 per house	72
Apartments	Requirement	Provision
Parking	1 per apartment	103
Visitors Parking	5%	6
Creche	Requirement	Provision
Staff Parking	0.5 per staff member plus 1 per 4 children	4
Drop Off Parking		4

### Cycle Parking

A total of 269 bicycle parking spaces is proposed in the scheme. Five individual bicycle stores have been provided for the apartment buildings, one for each block. In addition, individual secure bicycle stores have been provided at the front of all terraced houses, providing two secure bicycle spaces. Visitors bicycle parking is provided to both the front and rear entrances to the apartments.

## Engineering Services and Flood Risk

The entire scheme incorporates Sustainable Drainage Systems (SuDS). A comprehensive SuDS plan for the proposed development has been prepared by Kavanagh Burke Consulting Engineers in collaboration with Landmark Design & Consultancy.

A pre-connection enquiry was submitted to Uisce Éireann in June 2025 (Ref. CDS25004480), with a Confirmation of Feasibility issued in August 2025. Uisce Éireann confirms that a foul connection is feasible, subject to required network upgrades. The Maynooth Transfer Pipeline project (due Q2 2027) will provide the necessary capacity.

The site must connect to the Eastern Link Infrastructure once the MERR road project is completed. As the required strategic wastewater pumping station (WWPS) is not in Uisce Éireann's current investment plan, the applicant will need to fund the WWPS, rising main, and associated works. Early connection is possible if this infrastructure is constructed in advance.

Co-ordination with adjacent sites is required to maintain a gravity connection, and further local sewer upgrades may be needed depending on wider development uptake.

A gravity foul sewer network is proposed for the site, discharging to the MERR infrastructure and ultimately to a new pumping station. All works will comply with Irish Water standards and Local Authority requirements.

A Statement of Design Acceptance was subsequently received in April 2025 (Refer to Appendix E of the Engineering Report for Irish Water Correspondences including Confirmation of Feasibility Letter and Statement of Design Acceptance). The daily demand has been calculated as 56.4m<sup>3</sup>/day.

The following SUDS measures are proposed to meet the objectives of Amenity, Quantity, Quality and Biodiversity:

- Green and blue roofs provided on the apartment blocks and the crèche.
- Permeable paving to car parking spaces and vehicular access routes within the home zones. Runoff from these areas has been incorporated into the surface water design calculations, including allowance for temporary ponding during extreme rainfall events.
- Hardstanding areas, such as roads and footpaths, will be directed towards adjacent soft landscaping areas via dropped kerbs and similar measures.
- Vegetated detention basins
- Tree pits / bio-retention areas
- Rain gardens
- Soakaways
- Flow control devices to limit discharge

Details of the proposed SuDS features are shown on drawings D1824-KB-XX-XX-DR-C-0001 and D1824-KB-XX-XX-DR-C-0002.

JBA Consulting Engineers has carried out a Flood Risk Assessment for a Residential Development at Maynooth, Railpark (West). This report has been prepared to assess the flood risk to the site and adjacent lands as a result of the proposed development.

In conclusion the report found there are *"no instances of historic flooding on-site. The site is located outside the zones of flooding for the 1% (Flood Zone A) and 0.1% (Flood Zone B) AEP fluvial events. The*

*risks of flooding from coastal sources and the Royal Canal have been screened out. Similarly, the risk of groundwater flooding has also been excluded. This FRA has determined that the existing site is located in Flood Zone C, meaning it is at a low risk of flooding”.*

## Noise and Vibration

Traynor Environmental Ltd carried out an Environmental Noise Survey for the proposed large-scale residential development at Railpark, Maynooth, Co. Kildare. Two long-term noise meters monitored noise levels continuously from Wednesday 8th – Wednesday 14th February 2025, and three short-term noise meters monitored noise levels from 17th – 18th February 2025. All measurements were conducted at 1.5m above ground level under dry and calm weather conditions.

The Environmental Noise Survey concluded:

1. Operational Noise Compliance: The development will not be exposed to noise levels exceeding the thresholds of the Kildare County Council Third Noise Action Plan 2024–2028, provided mitigation measures are implemented, including the installation of acoustic barriers along the Maynooth Eastern Ring Road (MERR) and appropriate glazing.
2. Construction Phase Mitigation: Construction activities are predicted to generate noise and vibration within acceptable limits at nearby sensitive locations if mitigation measures are applied. Recommended measures include:
  - Selection of quiet plant
  - Noise control at source
  - Screening and hoarding
  - Liaison with the public
  - Noise and vibration monitoring
3. Good Acoustic Design: A Good Acoustic Design methodology has been applied to ensure internal noise levels meet the standards set out in BS 8233:2014. This includes mechanical ventilation systems to maintain indoor air quality without needing to open windows, and glazing specifications of 30–35 dB Rw+Ctr depending on exposure.

Overall, the report confirms that the proposed development will be fully compliant with BS 8233:2014 and the Kildare County Council Noise Action Plan 2024–2028. Therefore, there are no noise or vibration-related reasons that would preclude granting planning permission for the development.

## Daylight, Sunlight and Shadowing

A Daylight & Sunlight Assessment has been prepared by BPC Engineers and accompanies this application. The analysis was carried out in line with the BRE Guide (BR 209, 2022) and EN 17037, and considers both the performance of the proposed development and its potential effects on neighbouring properties.

### Impact on Neighbouring Properties

The assessment confirms that the proposed scheme will have a negligible impact on surrounding dwellings. All neighbouring windows tested achieve Vertical Sky Component (VSC) values above the BRE 27% threshold, and the 25-degree assessment demonstrates no material obstruction of skylight. As a result, access to skylight, sunlight and sunlight to neighbouring gardens/open spaces is not adversely affected.

#### Sunlight to Proposed Amenity Spaces

All proposed communal and public open spaces meet the BRE requirement of receiving at least two hours of sunlight on 21 March. The cumulative sunlit areas exceed the recommended threshold, and the overall amenity provision is above the required minimum for a development of this scale.

#### Internal Daylight Performance

The internal daylight assessment shows strong performance across the scheme, with 95% of all rooms meeting BRE/EN 17037 target illuminance levels. A small proportion of rooms fall below target, the design team has incorporated mitigation and compensatory measures, including enhanced private amenity space and the provision of high-quality communal open space for all residents.

Overall the assessment demonstrates that the development performs well in terms of daylight and sunlight for both future occupants and neighbouring properties. The design has been informed by best practice guidance, and the results confirm high levels of compliance with BRE 209 (2022).

## Part V

The Part V form has been completed and is included in the submitted Part V pack. Evidence of the site acquisition is provided via a letter from Byrne Wallace Shields LLP, confirming the purchase date of 27th March 2024.

The proposed development provides 28 Part V units (20% of total units), distributed across the site in accordance with best practice, with a mix of houses, duplexes, and apartments as follows:

- 9no. 1-bed apartment
- 9no. 2-bed apartment
- 3no. 3-bed apartment
- 2no. 3-bed duplex
- 5no. 3-bed house

The Part V units are dispersed throughout the site, with a maximum of two adjacent units and own-door access provided where feasible. Each unit has dedicated parking, bin, and bicycle storage. Storage and private amenity areas comply with the relevant County Development Plan, LAP, and current Departmental guidance.

As this development will be delivered in a single phase, all Part V units will be provided within that phase.

## Statement of Response to S247 Comments by Kildare County Council

An S247 Pre-Planning meeting (KCC Reference: PP5953) took place with Kildare County Council (KCC) on 23<sup>rd</sup> October 2024 online via Teams. The following items were discussed and the response by the design team is set out below.

Kildare County Council Comment	Applicant response
<b>Planning</b>	
<ul style="list-style-type: none"> <li>• Requires an integrated approach in respect of the open space, showing evidence of consideration of the neighbouring sites if that could be achievable.</li> <li>• Need to show the open spaces in line with the neighbouring developments to show that they are part of a greater scheme. He stated that it needs to be highly functional open space for a variety of users.</li> <li>• In terms of design high quality materials should be used, avoiding the use of blank gable ends.</li> <li>• Noted the LAP still at draft stage, hoping the LAP would be adopted late February.</li> </ul>	<p>Noted. The proposed site is situated within the Railpark KDA Urban Design Framework, and as such, the landscape design has been crafted to align with this overarching vision. A central feature of the site is the southwest open space, which is part of the 3-hectare strategic open space at the heart of the KDA. Plans for the remaining areas within the Railpark KDA are still in development, and at this early design stage, to date we've had meaningful dialogue with the applicants of the adjacent southern lands to ensure a cohesive approach to the landscape elements. Please refer to Site Layout Plan, Landscape Design Statement and internal road layout drawings illustrating integrated approach within adjoining neighbours.</p> <p>The proposed development will provide for a high-quality residential scheme through the design and the materials and finishes proposed.</p>

	Dual fronted units are proposed to avoid black gable ends.
Roads and Transportation	
<ul style="list-style-type: none"> <li>Traffic surveys to be carried out while the local schools are colleges are open.</li> <li>Noted that main access point is off the MERR - would need more design detail of the access point and there should be engagement with the MERR Project Team with regard to line and level of infrastructure at the MERR.</li> <li>Internal roads should be a minimum of 6m for the main spine road and 5.5m for the other roads.</li> <li>Footpaths should be 2m wide</li> <li>Vehicle parking to CDP standards</li> <li>Electrical charging points to be provided</li> <li>Critical swept path analysis to be carried out, turning room for refuse trucks, emergency vehicles, etc.</li> <li>Surface water should comply with Suds - refer to Suds Guidance Document No issue with permeable paving for the parking area as part of Suds, no issue with swales or tree pits. Main access road however should be a bound material</li> <li>Straight sections of road should be less than 70m long</li> <li>Cycle parking should comply with the CDP standards</li> <li>Home zones should be a minimum of 5.5m wide. Pedestrian walk areas should be properly delineated and highlighted</li> <li>Internal road system should link in with the neighbouring land and there should be full and unhindered vehicle, cycle and pedestrian access provided through the proposed development to adjoining land and to the MERR itself</li> <li>Applicant should show compliance with the signed letter of undertaking between the council and the applicant prior to the occupation of the units The MERR itself should be fully open and fully operational prior to the occupation of the proposed development</li> <li>Development should be designed in accordance with the agreement with</li> </ul>	<p>Noted.</p> <p>Please see the Traffic and Transport Assessment by TPS M Moran &amp; Associates and associated transport drawings by Furey Consulting. This has addressed these items set out below.</p> <p>Capacity assessments have been carried out on the critical junction, the proposed Railpark West site access with MERR which indicates that under the forecast future traffic conditions there will be sufficient practical reserve capacity at this junction to accommodate the traffic associated with the proposed residential development and future residential land uses accessing via this junction.</p> <p>Noted. The proposed development has been assessed in terms of Noise and Acoustics (prepared by Traynor Environmental) as part of the Environmental Noise Survey submitted with this LRD application.</p> <p>The noise survey which includes an Acoustic Design Statement has been completed by competent experts namely Traynor Environmental Ltd to ensure the proposed development including external areas will not be exposed to noise levels in excess of the Kildare County Third Noise Action Plan Lden threshold of 70 dB (A) and Lnight threshold of 57 dB (A). Mitigation measures have been included as deemed required.</p> <p>Construction Traffic Management is detailed within the accompanying Construction &amp; Environmental Management Plan.</p> <p>As stated above, the applicants Design Team have engaged in meaningful dialogue with the landowners to the south when preparing this LRD Stage 2 preplanning application.</p>

<p>Uisce Eireann for development to connect with the MERR water and sewer infrastructure</p> <ul style="list-style-type: none"> <li>• Acoustic noise design statement should be carried out, taking the opening of the MERR and the M4 into account</li> <li>• Road Opening Licence</li> <li>• Construction Traffic Management Plan should be submitted before the works commence</li> <li>• Lighting report should be carried out - including impact of lighting on neighbouring developments</li> <li>• Road Safety Audit should be carried out and a Stage 3 audit done when the works are completed</li> <li>• Recommended that there should be engagement with the neighbouring landowners with regard to their plans and access into their lands.</li> </ul>	
Surface Water & Drainage	
<ul style="list-style-type: none"> <li>• Permeable paving for the parking</li> <li>• Rain gardens in the back if possible</li> <li>• Creche - blue/green roofing and rainwater harvesting</li> <li>• Any Suds features need to be overground. Tanks are not accepted</li> <li>• Suds to be separate from public open space</li> <li>• Need to cater for the 100 year storm event - as per the new guidance it is 30% allowance for climate change now and there is an additional 10% for urban creep which has to be incorporated into the capacity design</li> <li>• Sustainable Drainage Maintenance Plan to be submitted and agreed in writing with KCC prior to commencement</li> <li>• Cross sections of any swales, showing slopes, sides etc</li> <li>• Flood Risk Assessment - ensure that no part of the development has an effect on any other development in the close proximity</li> <li>• Any potential run-off from the site needs to be to green field rate</li> <li>• Sustainable Drainage Guidance Document</li> <li>• Final Drainage Plan to show any exceedance or conveyance routes on</li> </ul>	<p>Noted. The entire scheme incorporates Sustainable Drainage Systems (SuDS). A comprehensive SuDS plan for the proposed development has been prepared by Kavanagh Burke Consulting Engineers in collaboration with Landmark Design &amp; Consultancy.</p> <p>The following SUDS measures are proposed to meet the objectives of Amenity, Quantity, Quality and Biodiversity:</p> <ul style="list-style-type: none"> <li>• Green and blue Roofs to apartment blocks and the creche.</li> <li>• Permeable paving to car parking spaces and vehicular access to home zones.</li> <li>• The hardstanding areas such as roads and footpaths will be directed towards to adjacent soft landscaping via dropped kerbs etc.</li> <li>• Soakaways in the public open spaces and to back gardens of the houses wherever possible.</li> <li>• Proposed tree pits and bio-retention areas to facilitate the flow from the road gulleys.</li> <li>• Detention basin to cater for storm events above a 1 in 30 years.</li> </ul>

<p>plan to show where the water will go when it goes over land.</p>	<p>Details of the proposed SuDS features are shown on drawings D1824-KB-XX-XX-DR-0001 and D1824-KB-XX-XX-DR-C-0002.</p>
<p><b>Parks Department</b></p>	
<ul style="list-style-type: none"> <li>• Landscape Architect &amp; Arborist and Tree Survey</li> <li>• High quality Landscape Plan suitable for a variety of users</li> <li>• Full set of drawings in relation to the landscape design</li> <li>• Detailed open space drawings</li> <li>• Detail on any play equipment, section drawings, services drawings overlaid onto the landscape plan and the tree survey</li> <li>• Details as to how the landscape plan will integrate with any Suds schemes designed for the site</li> <li>• Ensure that the proposed services do not cause issue with anything within the Landscape Plan</li> <li>• Play equipment - natural play items, no movable parts, no woodchip, wet core or sand - only safety grass matting</li> <li>• Pathways - no loose gravel. All need to be resin bound or concrete paths with steel or concrete kerb</li> <li>• Fire tender access - do not accept grasscrete or anything like that as public open space</li> <li>• Seating needs to be on a concrete solid or resin bound base. Seating needs to be composite timber, concrete or steel galvanised and powder coated seating</li> <li>• Planting of trees - design needs to take into account the services going to the properties, above and below ground</li> <li>• No wooden fencing on open spaces or on boundaries around open spaces</li> <li>• No areas of no-mans-land or trapped land created between the applicant's land and neighbouring properties</li> <li>• Check the Taking in Charge Policy Section 1.4</li> <li>• Concerns that the open space in the current layout is very peripheral and the majority is located on the edges of the site.</li> </ul>	<p>Noted. This LRD Stage 2 preplanning application is submitted with full Arborist pack, full landscape pack including comprehensive design rationale, full SUDs strategy and taking in charge plan.</p>

Part V			
• Requires	10%/20%	obligation	The proposed development includes for 20% or 27 no. Part V housing units which are distributed across the site in accordance with best practice.
depending on date of site purchase.			

## Statement of Response to Kildare County Council Opinion

A Section 32C pre-planning consultation meeting with Kildare County Council took place on the 23<sup>rd</sup> June 2025 via Microsoft Teams. Following on from this, Kildare County Council issued an Opinion under Section 32D.

This opinion advised that; *“Following consideration of the issues raised during the LRD meeting, the Planning Authority is of the opinion that the documentation submitted in accordance with Section 32B of the Act does not constitute a reasonable basis for an application for Large-scale Residential Development.”*

*“The Assessment Section of this Opinion details the issues to be addressed, in order for the submitted planning documents to be considered as a reasonable basis on which to make the planning application. The key items are summarised as follows:*

*In accordance with Section 32D(2)(a) of the Planning and Development Act 2000 (as amended) the reasons the documents submitted do not constitute a reasonable basis on which to make the application are:*

- 1. The proposed layout does not reflect the urban design requirements under UD 01 of the Kildare County Development Plan 2023-2029 and the design checklist outlined within Appendix D of the Sustainable and Compact Settlements Guidelines for Planning Authorities particularly in relation to the overdominance of car parking around the apartments blocks, the open space to the northeast of the site that is not sufficiently overlooked, inappropriate layout in the northwest of the site particularly in relation to the area around unit 13, poor communal open space design due to bin and bike store on communal open space 1 and the location of communal open space 2, and the lack of set down for the crèche and the access to the crèche very close to the entrance to the development.*
- 2. The surface water drainage system shall be designed in terms of incorporating appropriate Sustainable Drainage Systems (SuDS). The applicant shall comply with the Kildare County Development Sustainable Drainage Systems (SuDS) Guidance Document and the requirements of the Kildare County Development Plan 2023-2029 in relation to SuDS.*

*In accordance with Section 32D(2)(b) of the Planning and Development Act 2000 (as amended) the issues, if addressed by the relevant documents, that could result in the documents constituting a reasonable basis on which to make the application are set out below, along with, in accordance with Article 16A of the Planning and Development Regulations 2000 (as amended) the specific information that should be submitted with any LRD application for permission for the proposed development.”*

LRD Opinion	Response
<b>1. Layout and Design</b>	
The applicant is requested to submit the following with any future application: 1. Revised layout and design elements addressing the following issues is required:	
(a) A revised layout is required to reduce the over dominance of car parking around the apartment blocks; this could be achieved through undercroft parking.	<p>Noted. The general principles of the site layout have been retained, including the location of housing units along the western and northern boundaries, adjacent to existing low-density residential development. The higher-density apartment blocks continue to be designed as an enclosed courtyard development, responding to the MERR to the east and the adjoining development to the south.</p> <p>To address the issue over dominance of surface car parking around the apartment blocks, an undercroft car park has been incorporated below Apartment Blocks 04 and 05, located along the southern boundary. This undercroft, accessed from the southwestern corner of the site near the proposed public open space and access to adjoining lands, provides:</p> <ul style="list-style-type: none"> <li>• 50 covered car parking spaces</li> <li>• 3 undercroft bicycle stores</li> <li>• 3 bin stores and ancillary areas</li> </ul> <p>This allows for a reduction of 50 car spaces at street/courtyard level. As a result:</p> <ul style="list-style-type: none"> <li>• Perpendicular car parking along the external perimeter of the apartment blocks has been removed, reducing surface-level parking to 19 spaces (including creche set-down and staff spaces).</li> <li>• Central courtyard parking has been reduced to 32 spaces, with surface parking removed from two sides of the central open space to improve access and views.</li> <li>• A planting trellis has been added to screen selected parking spaces within the courtyard.</li> </ul> <p>The revised scheme now features three distinct parking arrangements: parallel parking on the outer perimeter, perpendicular parking within the inner courtyard, and undercroft parking below Blocks 4 and 5. The revised site layout</p>

	plan and associated details are fully documented in the architect's drawings submitted with this application.
(b) The open space to the northeast area of the site is not sufficiently overlooked and a revised approach to this area is required.	<p>As the existing dwelling to the north does not form part of the application lands, as such the ability to provide direct overlooking from the current proposal is restricted to the southern end of the open space. Notwithstanding this constraint, the layout has been revised to ensure that both the current and future development of this area can achieve appropriate levels of passive surveillance.</p> <p>The scheme now provides a L-shaped apartment/duplex building on the adjoining lands, designed to overlook and activate the northeastern open space. The current application accommodates this future arrangement by providing a logical access point and a compatible building line that will support a cohesive urban form.</p> <p>Within the subject site, the previously proposed 2-storey crèche has been replaced with a 3–4 storey own-door duplex block positioned to maximise passive supervision of the open space. Four duplex entrances now directly address the space, creating regular pedestrian movement and natural activity. A large corner balcony element provides further visual surveillance and a focal point overlooking the amenity area. The building steps from four to three storeys at the northern end to respect the setting of the existing dwelling and to avoid any inappropriate overlooking of its private areas.</p> <p>In parallel, the landscape strategy has been revised to include a looped path network that encourages circulation, connects to the wider scheme, and increases visibility and use of the space. This combination of revised building placement, animation of the frontage, and improved pedestrian permeability ensures that the northeastern open space will be well overlooked, safe, and functional for both current and future residents.</p>
(c) The layout in the northwest of the site is inappropriate; this area needs further consideration, with Unit 13 removed.	The northwest layout follows the JLAP indicative framework, with the pedestrian/cycle link framed by two corner units providing passive

	<p>surveillance. Unit 13 acts as a transitional dwelling between the existing property “Beal na Bláth” and the new development and has been retained to maintain an appropriate interface and coherent frontage, respecting the existing building line.</p> <p>However the access arrangement for the unit has been revised with the house now to be accessed separately from the lane to the north.</p>
(d) The approach to communal open space is poor. Communal open space 1 is dominated by the bin and bike storage, and the location of communal open space 2 is inadequate.	Bin and bicycle stores have been removed from the communal open space and relocated to the undercroft, car parking has also been reduced allowing a better designed communal open space.
(e) A set-down area for the crèche is needed and relocation of the access to the crèche away from the entrance to the development.	<p>The crèche has been fully relocated away from the main entrance to the development in order to address the concerns raised regarding traffic interaction and visibility at the site access. The facility is now positioned at the ground floor of Block 03, at the centre of the development, where it benefits from safer internalised access, high levels of passive surveillance, and proximity to pedestrian and cycle routes.</p> <p>A dedicated set-down area for four cars is now provided directly adjacent to the crèche entrance, ensuring short-stay parking can operate safely without obstructing internal streets. An additional four staff parking spaces have been located to the south of the building, conveniently positioned but separated from the main set-down zone to avoid congestion. The crèche includes a secure, enclosed outdoor play area located to the rear and directly adjoining the communal courtyard, maximising protection and usability.</p>
(f) The revised layout for the application site within the context of the wider KDA lands is required. KDA layout is indicative (as per Section 11.4 of the Maynooth and Environs LAP 2025–2031).	A revised layout contextualising the proposed development within the wider Rail Park KDA has been prepared and is included in the updated architectural drawings. The layout aligns with the urban design framework of the Maynooth and Environs LAP and demonstrates how the development integrates with future road, open space, and pedestrian/cycle connections on the adjoining lands. This revised context drawing ensures a coherent, phased expansion of the KDA in accordance with LAP objectives.
(g) The layout needs to be fully compliant with DMURS.	The development layout is fully compliant with DMURS. Streets prioritise pedestrians and

	<p>cyclists through compact block lengths, traffic-calming measures, and high permeability. A dedicated pedestrian and cycle link from Old Rail Park Road ensures strong north-south connectivity and supports active travel. Streets are universally accessible, define public and private realms through building form and landscaping, and create a clear sense of place.</p> <p>Internal routes connect residential clusters to public networks, balancing all users while promoting a high-quality, sustainable urban environment. Please refer to the Traffic and Transport packs submitted with this LRD application.</p>
(h) The blank elevations on some of the apartment blocks need to be revised and articulated with openings to ensure the blank facades are removed.	<p>All apartment blocks have been revised to eliminate blank or inactive gable elevations. New window openings have been introduced where appropriate to provide improved surveillance and architectural articulation. Where opposing gable walls face each other, window placement has been carefully staggered to avoid privacy conflicts while still ensuring façade activity. The only blank elevation retained is on the north-facing gable of the duplex block where any openings would directly overlook the existing neighbouring dwelling, this approach ensures neighbour privacy while maintaining passive surveillance elsewhere.</p>
(i) No use of railings as balustrades; a higher quality finish is required and the external balustrades to the open deck are to be of imperforate construction as per Chief Fire Officer's requirements.	<p>Following consultation with the Chief Fire Officer, the deck-access routes have been redesigned to include a solid, imperforate 900 mm wall with brick finish, concrete coping, and metal railing above to prevent vertical fire spread. External balconies will use high-quality prefabricated metal guarding systems for durability and consistency. Glass balustrades have been omitted in line with post-Grenfell fire safety guidance.</p>
(j) The over dominance of attenuation area in public open space 2 exceeds the 10% maximum outlined within Section 15.6.6 and Objective IN O 26 of the KCDP 2023–2029.	<p>While the attenuation basin exceeds the 10% threshold set out in the Kildare CDP, this is an unavoidable outcome of delivering a compact urban development at the density required under national policy.</p> <p>The 2024 Sustainable Residential Development Guidelines explicitly support the integration of SuDS within public open spaces, recognising their multifunctional role in urban environments.</p>

	<p>Appendix A of the Guidelines state: <i>“For the purposes of calculating open space provision, it can include areas used for Nature-based Urban Drainage and other attenuation areas where they form part of an integrated open space network.”</i></p> <p>Detention basins provide the storage and hydraulic performance required for higher-density schemes, and their integration as landscape features ensures attractive, biodiverse, and functional open spaces. The proposed SuDS strategy therefore represents a balanced response that meets national guidance, site-specific engineering requirements, and the LAP’s compact growth objectives.</p>
(k) Given the scale of the site and the location of the ramp for the MERR, additional cross sections are required throughout — include adjacent road levels. Sections should include ridge levels.	The requested cross-sectional drawings, including road levels and ridge lines, have been prepared by DQA Architects and form part of the revised application documentation.
(l) The application would benefit from a sunlight and daylight analysis, particularly for the ground floor corner units of the apartment blocks.	A comprehensive Daylight & Sunlight Assessment, prepared by BPC Engineers, accompanies the application. The study demonstrates full compliance with BRE 209 (2022) and EN 17037 criteria, confirming that neighbouring properties experience no material loss of light and that communal open spaces within the proposed scheme meet or exceed required sunlight levels. Internal daylight performance is high, with 95% of rooms meeting the relevant standards, ensuring strong residential amenity for future occupants.
(m) Objective DO1.4 of the Maynooth and Environs Joint LAP 2025–2031 requires a detailed Climate Impact Assessment to be submitted 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.	A detailed Climate Impact Assessment prepared by Fallon Design has been submitted. It sets out how the development contributes to climate resilience, mitigation, and adaptation in line with Objective DO1.4 of the Maynooth and Environs Joint LAP.
(n) Any application lodged on this site with apartments will need a revised Residential Quality Audit to reflect this new Section 28 Guidelines, The Planning Design Standards for Apartments Guidelines for Planning Authorities, published on 08/07/2025.	Noted. A revised Residential Quality Audit has been prepared in line with the 2025 Section 28 Apartment Design Guidelines. All proposed units meet or exceed minimum standards, as documented in the Housing Quality Assessment submitted by DQA.
<b>2. Surface Water</b>	
1. A revised surface water drainage design is required. The applicant shall comply with the	The SuDS strategy has been fully redesigned in accordance with Kildare SuDS Guidance,

<p>Kildare County Development Sustainable Drainage Systems (SuDS) Guidance Document and incorporate a sequence of SuDS techniques that work together in a Management Train to control the flow, volume and frequency of run-off as well as preventing or treating pollution as water flows through the development. SuDS design shall maximise nature based solutions and the sustainable drainage systems shall be designed, inspected, and supervised by a qualified engineer who shall certify the works as compliant with regard to planning compliance, design and construction. The sustainable drainage systems shall cater for the 1 in 100-year storm event (or as otherwise agreed in writing) and with an allowance of +30% in order to cater for “climate change” and an additional 10% for Urban creep. The applicant shall ensure that surface water from the development does not discharge to a point where neighbouring developments would be at risk of flooding.</p>	<p>prioritising nature-based solutions. Underground soakaways have been removed and replaced with above-ground vegetated detention basins, with only one retained where site levels make an alternative unfeasible. The system provides attenuation for the 1-in-100-year storm event, incorporating +30% climate change and +10% urban creep, ensuring no increased flood risk on or off site.</p> <p>Please refer to documentation prepared by Kavanagh Burke Consulting Engineers for full SuDs details.</p>
<p>2. Proposed Surface Water Drainage and Landscaping layouts/details shall correlate in full of each other as part of any planning application. The applicant is required to show details and sizes of the Sewage, Water and Storm network they are connecting to, and the condition they are in.</p>	<p>The proposed surface water, foul sewer, and watermain connections are detailed on drainage drawing D1824-KB-XX-XX-DR-C-0001. All services tie into the proposed MERR infrastructure, with surface water connecting to the designated MERR manholes, the foul sewer connecting to the provided MERR spur points at the specified invert levels, and the watermain connecting to the proposed MERR watermain spur.</p>
<p>3. It is the intention of Kildare County Council that the use of underground drainage techniques are to be limited across Kildare as per Objective IN O24, of the KCDP with that said only where a clear and plausible rationale is agreed with WSP for the exclusion of a particular SuDS class or type within a class, shall the next preferred SuDS class or type be considered. In that vein, it is requested the applicant revises the surface water design to remove the proposed underground Soakways in open spaces and replace same with a nature based above ground solution such as detention basins designed in accordance with Kildare County Council's Sustainable Drainage guidance document. With that said, the applicant has not provided adequate reasoning for the use of the proposed Soakway in open spaces.</p>	<p>Noted. In response all previously proposed underground soakaways have been removed and replaced with above-ground, vegetated flow-through detention basins in line with Kildare County Council's SuDS guidance and preference for nature-based solutions. One soakaway is retained within the central open space only, as existing site levels would require a detention basin of excessive depth in this location, creating potential safety concerns. Additional detention basins have been incorporated elsewhere on site, and the drainage layout has been subdivided into smaller catchments to align with the SuDS Management Train approach.</p>

<p>4. Applicant shall submit a Sustainable Drainage Systems (SuDS) Maintenance Plan for the written approval of the Planning Authority. The plan shall include a schedule of activities providing details and frequency of maintenance tasks required for all SuDS and Surface water drainage elements proposed. This maintenance regime shall have planned preventative and response elements and cover all emergency maintenance and repairs. The Applicant shall keep full records akin to the statutory 'Safety File' including paper, digital and photographic of all sustainable drainage systems. Records to include the operation, implementation and maintenance, and repair of the sustainable drainage systems. These records shall be handed over to new owners-Local Authority in suitable paper and digital formats at the time of sale- transfer or taking in charge.</p>	<p>Noted. Please refer to Sustainable Drainage Systems (SuDS) Maintenance Plan prepared by Kavanagh Burke Consulting Engineers.</p>
<p>5. The applicant is required to submit a surface water drainage catchment drawing delineating each proposed individual surface water catchment for the development.</p>	<p>Please refer to drawing D1824-KB-XX-XX-DR-C-0004 for a detailed Surface Water Drainage Catchment Layout.</p>
<p>6. All Sustainable Drainage Systems (SuDS) features within areas proposed for taking in charge shall be designed and constructed in accordance with Kildare County Council's Sustainable Drainage Systems (SuDS) Taking in Charge Standard Details. All tree pits shall collect runoff via overland flow and not direct discharge to base of tree pit.</p>	<p>Noted. Road gulleys have been removed and drop kerbs are used at roadway low points to drain roadways to tree pits and bio-retention areas via overland flow.</p>
<p><b>3. Open Space, Landscaping and Boundary Treatment</b></p>	
<p>1. The proposal does not adequately consider or respond to the proximity of the proposed neighbouring residential park. Greater integration and contextual sensitivity are required to ensure cohesive development. A higher degree of collaboration and design continuity is required between adjoining developers to ensure an integrated and well-functioning neighbourhood.</p>	<p>The layout has been revised to create stronger integration with the adjoining residential park and future KDA phases. Multiple pedestrian connections now link directly into adjoining lands, boundary treatments have been aligned with the MERR typologies, and the open space network is structured to allow seamless continuation into future development parcels. These revisions ensure a coherent, permeable neighbourhood framework and support long-term placemaking objectives.</p>
<p>2. The designated open space appears peripheral in location and is likely to experience considerable pressure due to the volume and intensity of use expected. Its capacity and design may not sufficiently meet the needs of future residents.</p>	<p>The open space hierarchy has been reconfigured to provide a clearly defined central open space that is well overlooked and acts as the focal communal amenity for the scheme. This is supported by a series of secondary multifunctional green spaces distributed across the site to ensure balanced capacity. The network includes inclusive play features,</p>

	informal recreation areas, seating nodes, and a continuous looped path that encourages circulation and active use throughout the day.
3. The location of bin and bicycle stores within the open space of the central communal open space is inappropriate and likely to draw anti-social behaviour. Alternative, less intrusive siting should be considered to maintain the quality and usability of communal areas.	All bin and bicycle stores previously located within or adjacent to open spaces have been removed or relocated. Bin and bike storage for apartments is now provided within undercroft areas or in discrete, well-screened locations integrated into building footprints. House units are equipped with purpose-built brick bin stores within their curtilage. These design changes eliminate visual clutter and improve the usability and character of the open spaces.
4. The central plaza is overly dominated by hard infrastructure. A more balanced approach, incorporating soft landscaping and public amenity space, would enhance its usability and environmental quality.	The central plaza has been redesigned to significantly soften its character and increase greening. The updated design incorporates extensive native planting, SuDS rain gardens, and natural play elements. The resulting layout creates a more comfortable, climate-resilient public space that supports social interaction while reducing hard surface dominance.
5. The arrangement of the individual housing units to the north is suboptimal. The layout results in poor overlooking relationships and lacks coherence in design.	The northern housing layout has been refined to ensure stronger relationship with the central open space, enhanced overlooking, and improved permeability. Building lines have been adjusted to create a clearer urban structure, and private open spaces have been rationalised to ensure a consistent, high-quality residential edge.
6. The existing hedgerow along the laneway at Rail Park should be retained due to its ecological and visual value.	A detailed arboricultural assessment identifies the Rail Park hedgerow as BS Category C due to its fragmented structure and limited ecological value. Its removal is required to deliver a coherent layout and is not a retention requirement of the Joint LAP. A compensatory planting strategy is proposed, incorporating native species, strengthened green corridors, and biodiversity-rich planting to ensure a net improvement in landscape and ecological quality.
7. Construction works are likely to impact the southern hedgerow, which should be reviewed to mitigate potential loss.	Only a small, localised section of the southern hedgerow requires removal to facilitate access and services. The remainder will be retained, protected with appropriate construction fencing, and managed in accordance with best-practice ecological and arboricultural guidance. Enhancement planting is proposed to strengthen the hedgerow's long-term structure.
8. The bicycle parking facilities proposed to the south of the site are poor due to their location. Improved cycle parking provision,	The bicycle parking strategy has been redesigned. Each apartment block now includes its own secure internal or semi-enclosed bicycle

<p>in line with best practice standards, is recommended.</p>	<p>store, all houses have two secure bicycle spaces within the front garden, and additional visitor stands are provided at key entrance points. These improvements ensure convenient, secure and well-distributed cycle parking throughout the development.</p>
<p>9. The proposal lacks sufficient integration with the landscape strategy of the MERR particularly in relation to detention basins. The landscape and drainage designs should be coordinated to ensure effective water management and landscape character.</p>	<p>SuDS features are fully integrated into the landscape masterplan. Detention basins are designed as multifunctional green spaces with biodiversity planting, gentle profiles, and informal play and seating edges. Tree pits, bioretention areas, and swales are incorporated into streetscapes, aligning with MERR typologies to create a unified blue-green network.</p> <p>The proposal aligns with the MERR landscape strategy, coordinating boundary treatments, planting structure, and green-infrastructure corridors. Detail Plans 3 and 4 by Landmark Design &amp; Consultancy Landscape Architecture show 2.0 m and 2.5 m stone walls, while landscape sections illustrate native woodland belts and hedgerows reinforcing ecological connections. All stormwater is managed on-site, ensuring SuDS operate independently while maintaining visual and functional integration with the MERR landscape.</p>
<p>10. Significant revisions are required to address the above issues. Consideration of landscape integration, spatial layout, open space quality, and inter-developer coordination is essential to achieving a sustainable and well-designed development.</p>	<p>The revised scheme comprehensively addresses all matters raised by enhancing landscape integration, restructuring open space hierarchy, coordinating SuDS and landscape design, improving bin/bike store locations, and strengthening connections to adjoining lands. These revisions deliver a more coherent, functional, and high-quality residential environment.</p>
<p><b>4. Roads/ Transport</b></p>	
<p>1. Applicant requested to note a condition relation the MERR.</p> <ul style="list-style-type: none"> <li>• Filtered permeability link for walking and cycling the number of locations within the development:</li> <li>• To the northwest road of the development from the Parklands Grove Road where the connection should be accessible, with no locked gates and have public lighting. The proposed access design should include footpath and cycle path design, kerbing, tactile paving, landscaping, public lighting, gates and railing details. The design should include</li> </ul>	<ul style="list-style-type: none"> <li>• The connection to the northwest road from Parklands Grove Road will be fully accessible, with no locked gates, and will include public lighting. The design incorporates footpath and cycle path, kerbing, tactile paving, landscaping, gates, and railing details. Measures will be implemented to enhance pedestrian and cyclist safety and provide passive surveillance to discourage anti-social behaviour. Lockable gates are not included in the proposals.</li> </ul>

<p>measures to enhance the safety of pedestrians and cyclists and to provide passive surveillance measures to discourage anti-social behaviour. Lockable gates will not be permitted and are to be excluded from the proposals.</p> <ul style="list-style-type: none"> <li>• To the adjoining development to the south of the proposed development.</li> <li>• From the end of the existing Parklands Grove Road to the green amenity area at the northeast corner of the development. The creation of active travel linkage is envisaged in the Kildare County Development Plan and there was a pedestrian/cyclist connection envisaged for the KDA for this area Reference Maynooth LAP Section 11.4 for your info.</li> <li>• There is a concern that the footpath and green open space to the northeast of the proposed Creche may not have adequate passive surveillance. The creation of a loop walkway is seen as having the potential to create an amenity and allow for active travel.</li> </ul>	<ul style="list-style-type: none"> <li>• A permeability link to the adjoining development to the south is provided, including footpaths, kerbing, tactile paving, landscaping, and public lighting to ensure safe and accessible pedestrian and cycle movement between developments.</li> <li>• The connection from the end of Parklands Grove Road to the green amenity area at the northeast corner of the development is not proposed in the current application due to retention of an existing hedgerow. However, adequate space has been reserved for a future pedestrian and cycle path in line with the Kildare County Development Plan and Maynooth LAP Section 11.4.</li> <li>• The footpath and green open space to the northeast of the Creche have been redesigned to improve passive surveillance. A looped walkway is proposed to create an amenity and facilitate active travel, with future development on adjacent lands potentially enhancing safety and visibility further.</li> </ul>
<p>2. The Applicant is requested to clarify the buffer between the driveways and the vehicular carriageway on the road labelled home-zone on the northwest side of the site. There is a concern regarding the intervisibility between pedestrians exiting the drivers and cars travelling along the relatively long straight stretch of Road.</p>	<p>The buffer consists of low-level planting (grass or flowerbeds) interrupted by short pedestrian paths, which do not obstruct sightlines. This approach is fully compliant with DMURS.</p>
<p>3. The Applicant is requested to model the noise effects of the projected vehicular traffic flows on the new adjacent MERR road objectives and combine these with the effects of existing background noise from the Railway Line and other sources. The Applicant is requested to confirm that the proposed development will be in full compliance with the Kildare County Council Third Noise Action Plan 2019 — 2023 and the British Standards BS 8233:2014.</p> <p>The Applicant will be requested to submit an Acoustic Design Statement by a suitably qualified acoustic specialist. The MERR will be designated a “Major Road” as defined under the</p>	<p>Projected MERR traffic noise has been modelled using SoundPLAN in accordance with CRTN and TII guidance and combined with existing background noise, including the railway and surrounding roads. Noise levels have been assessed against the Kildare County Council Third Noise Action Plan 2019–2023 (Lden 70 dB, Lnight 57 dB) and BS 8233:2014 for internal and external areas.</p> <p>A suitably qualified acoustic specialist prepared an Acoustic Design Statement, and the MERR is designated as a “Major Road” under S.I. No. 549/2018. Baseline noise monitoring was undertaken mid-week during the school term,</p>

<p>(principle) European Communities Environmental Noise Regulations 2018, S.I. No. 549 / 2018. This is to ensure the proposed development including external areas will not be exposed to noise levels in excess of the Kildare County Third Noise Action Plan Lden threshold of 70 dB (A) and Lnight threshold of 57 dB (A). (Mitigation measures are to be included as deemed required). This statement is to include:</p> <p>(a) To establish background noise levels, A noise monitoring survey conducted midweek during school-term that is to contain a full set of noise monitoring results. These results are to include the Time Run Duration, LAeqT (1 hour), LAeqT (15min), LAFmax, LAF10, LAF90, calculated Lden noise levels and measured Lnight noise levels.</p> <p>(b) Calculated Lden 1.50 metres above ground level having consideration to the useability of outdoor open park space.</p> <p>(c) Calculated Lden and measured Lnight values at the facades of the proposed development at levels not less than 1.5 metres above each of the respective floor level. The useability of balconies (If applicable) is to be subject of this assessment.</p> <p>(d) The predicted external and internal noise levels to be in accordance with the recommended indoor ambient noise levels as prescribed under the British Standards BS 8233:2014. This is also to have an assessment with regard to opening windows at night (in summer months) and the impact on internal ambient noise levels. This assessment shall have consideration to the number of LAFmax events from 11.00 pm to 7.00 am having regard to potential sleep disturbance.</p> <p>(e) Concluding statement with regard to the compliance with the Kildare County Council Third Noise Action Plan 2019 — 2023 and the British Standards BS 8233:2014.</p>	<p>with full results provided. Lden at 1.5 m AGL was calculated for open spaces, and façade and balcony noise levels were assessed at each floor. Internal levels, including the impact of night-time window opening and LAFmax events, comply with BS 8233:2014 criteria.</p> <p>The assessment concludes that the development complies with the Noise Action Plan and BS 8233:2014, with mitigation measures ensuring no unacceptable noise impacts.</p> <p>Please refer to the Noise Assessment prepared by Traynor Environmental for full details including 'Table 5(A) LRD Opinion Compliance Matrix – Roads / Environment (Noise)'.</p>
<p>4. The Applicant is requested to confirm their land ownership and if lands are in their control.</p>	<p>Noted. The Site Location Map demonstrates the full extent of lands under the applicant's ownership and control.</p>
<p>5. The Applicant is requested to submit details of the proposed vehicular access into the development where priority to be given to Vulnerable Road Users (VRUs) at the access point.</p>	<p>The land at the MERR spur road lies outside the applicant's control. A schematic layout demonstrating VRU-priority access has been prepared and is detailed in the Furey Consulting Engineers design package.</p>

<p>6. The Applicant is requested to submit a Site Layout Plan at a scale of 1:500 indicating:</p> <ul style="list-style-type: none"> <li>a) Vehicular parking to be in accordance with Chapter 15 of Kildare County Development Plan 2023 — 2029.</li> <li>b) Corner radii and lines of sight at junctions to be in accordance with the Design Manual for Urban Roads and Streets (DMURS) 2019.</li> <li>c) Longitudinal gradients to be in accordance with the Design Manual for urban Roads and Streets (DMURS) 2019.</li> <li>d) Details on how surface-water runoff is collected, disposed of, and not discharged onto the public road network. Finished ground levels and falls to be indicated on this drawing.</li> <li>e) Dished kerbs incorporating tactile paving at pedestrian crossing points within the development site.</li> <li>f) Electric vehicle (EV) charge points / sockets units. The EV Charger is to be compatible with the Sustainable Energy Authority of Ireland's Triple E Register.</li> <li>g) The Main Access Road (Primary Local Street) within the Development should be 6 metres wide with side roads (Secondary Local Streets and Home Zones) of 5.5m in width. 2- metre-wide footpaths and a 1-metre-wide grass verge should be provided internally for roads of the application site. Circulation aisles at parking areas to be a minimum of 6.0 metres in width. Footpaths to be a concrete finish, 2.0 metres wide with applicable kerb upstands.</li> <li>h) Stop signage and road markings are to be in accordance with the Department of Transport, Tourism and Sport's Traffic Signs Manual.</li> <li>i) Details of 30 km/h Slow Zones signage and their respective locations in the residential development in accordance with the Department of Transport, Tourism and Sport's traffic signs advice note TSAN-2016-02.</li> <li>j) Surface water attenuation within the application site and surface water disposal arrangements located at public open space. This shall be in accordance</li> </ul>	<ul style="list-style-type: none"> <li>(a) Vehicular parking: Two driveway spaces per house (72 spaces), one dedicated space per apartment (103 spaces), six visitor spaces, and eight spaces for the Creche, as indicated in the Architectural Site Layouts.</li> <li>(b) Corner radii and sightlines: Internal corners are generally 3.0m; site entrance is 6.0m. Sightlines: 2.4m x 42.0m at the entrance; 2.4m x 23.0m internally (Furey Consulting Engineers, drawing 25M2-FCE-XX-XX-DR-C-1530-S4-P01). Fully compliant with DMURS.</li> <li>(c) Longitudinal gradients: Fully compliant with DMURS (Furey Consulting Engineers, drawing 25M2-FCE-XX-XX-DR-C-4100-S4-P03).</li> <li>(d) Surface-water runoff: Addressed under separate cover; includes finished ground levels and falls.</li> <li>(e) Dished kerbs and tactile paving: Provided at key pedestrian crossings, as shown on Architectural and Furey drawings.</li> <li>(f) EV charging points: Details provided under separate cover; compliant with SEAI Triple E Register.</li> <li>(g) Road widths and footpaths: Main Access Road (Arterial Road) 6.0m; side roads 5.5m (except West Link Road and Apartment Street 1 at 6.0m). Footpaths 2.0m wide throughout; no 1.0m grass verges internally, consistent with DMURS recommendations for street enclosure and traffic calming. Circulation aisles in parking areas are 6.0m.</li> <li>(h) Stop signage / road markings: In accordance with DTTAS Traffic Signs Manual (drawing 25M2-FCE-XX-XX-DR-C-1101-S4-P05).</li> <li>(i) 30 km/h Slow Zones: Locations and signage detailed in Furey drawings.</li> <li>(j) Surface water attenuation: Designed in accordance with GSDS and SUDs principles; located in public open spaces.</li> <li>(k) Footpaths: 2.0m wide throughout.</li> </ul>
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<p>with the Greater Dublin Strategic Drainage Study (GSDS) and the recommendations pertaining to Sustainable Urban Drainage Systems (SUDs).</p> <p>k) 2.0-metre-wide footpaths.</p> <p>l) Signage and road markings to be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.</p>	<p>(l) Signage and road markings: See item (h).</p>
<p>7. The Applicant is requested to make provision for overnight charging of Electric Vehicle (EV) by installing Charge Points as follows.</p> <p>a) Ideally parking should be within the curtilage of individual housing units or private spaces tied to the units are provided, electrical charge points to be provided to allow for the charging of Electric Vehicles (EVs), linked to the individual domestic smart electricity meter without any trip hazards.</p> <p>b) Where parking associated with units is being supplied on the street, dedicated charging points for use by residents are to be provided adjacent to parking spaces. The charging points should operate on a metered basis, with access to the charging point being available to residents through a swipe card or PIN number registration facility.</p> <p>c) Option (a) above may be 1/3 of the price of option (b) for future residents, based on the availability of nighttime electricity, avoidance of on street third party maintenance and billing and MIC charges.</p> <p>d) The EV Chargers are to be compatible with the Sustainable Energy Authority of Ireland's Triple E Register and should support the use of renewable energy and improve urban air quality.</p> <p>e) The Applicant is requested to note that all of the parking spaces should be capable of allowing for overnight EV parking.</p>	<p>The scheme provides the following EV charging provisions:</p> <ul style="list-style-type: none"> <li>• The following provisions are proposed for the scheme;</li> <li>• - 4 No. double EV installed charges to cover 8 car parking spaces (2 No. spaces for creche &amp;</li> <li>• 6 No. spaces for duplexes/apartments)</li> <li>• - All remaining car park spaces are covered by ducting and chambers for future installation.</li> <li>• - All houses with private car parking spaces will be enabled for installation of EV charger.</li> </ul> <p>All spaces are designed to allow overnight EV charging, in line with relevant standards.</p> <p>Please refer to the MandE packs by Fallon Consulting for full details regarding EV charging.</p>
<p>8. The Applicant is requested to remove the private bicycle parking from the green open spaces to be taken in charge. The Applicant is requested to instead submit a revised site layout plan, indicating clearer details of secure Bicycle Parking Spaces. The Applicant is requested to</p>	<p>Noted.</p> <ul style="list-style-type: none"> <li>• Private bicycle parking removed from green open spaces.</li> <li>• Houses provided with secure, ground-floor accessible bicycle stores.</li> </ul>

<p>provide bicycle parking spaces for each of the houses as follows:</p> <ul style="list-style-type: none"> <li>a) ground floor accessible</li> <li>b) In an area with passive surveillance.</li> <li>c) Having dedicated secure access arrangements, ideally using some form of architecturally aesthetic bicycle-locker, or shed for storing battery and racing bikes, rather than an open stand.</li> <li>d) With protection against the weather.</li> <li>e) As well as the provision of lighting.</li> </ul> <p>Bicycle storage or the Apartments and Duplex Units should be suitable for may e-bikes and racing cycles.</p> <p>The Applicant is requested to confirm that bicycle parking spaces comply with the minimum numbers stated in the County Development Plan for 2023-2029.</p> <p>Table 15.4 - Minimum Cyc/e Parking Standards (Kildare County Development Plan 2023-2029)</p> <p>The Applicant is requested to note that Active Travel, such as cycling, is seen as vitally important in connecting to rail and bus facilities in the town and in justifying reduced car dependency.</p>	<ul style="list-style-type: none"> <li>• Stores located in areas with passive surveillance.</li> <li>• Lockable, weather-protected lockers/sheds for standard, e-bikes, and racing bikes.</li> <li>• Adequate lighting provided for all bicycle storage areas.</li> <li>• Apartments and duplexes have secured communal and individual bike storage, suitable for e-bikes and racing bikes.</li> <li>• Visitors' bicycle parking provided at front and rear entrances.</li> </ul>
<p>9. The Applicant is requested to prepare a Quality Audit and look at pedestrian and cycle linkage between the development and the rest of Maynooth including Town Centre and Railway Station. The Applicant is also requested to submit a stage 1 and 2 Road Safety Audit / Assessment (RSA) by an independent approved and certified auditor. The RSA is to assess:</p> <ul style="list-style-type: none"> <li>a) The internal areas of the proposed residential development.</li> <li>b) The interface with the existing public road / footpath network.</li> <li>c) The Applicant is requested to make the necessary changes to the design proposals following the stage 1 and 2 RSA. The Applicant is requested to note that if the application is subsequently granted, then a stage 3 audit / assessment will be required.</li> </ul>	<p>A DMURS Quality Audit and Stage 1 Road Safety Audit for the proposed Railpark West scheme, Maynooth, was undertaken by Bruton Consulting Engineering.</p> <p>The audits involved review of drawings and a site visit on 1 December 2025 (dry weather, damp road). The Stage 1 RSA complies with TII Publication GE-STY-01024 (May 2025). The Quality Audit follows DMURS guidance (2013, updated 2019), including Accessibility, Walking, and Cycling audits. Issues identified relate solely to road safety, non-safety compliance is not assessed. The report is included in Section 14 of the TIA by TPS M Moran.</p>
<p>10. Following changes to the carriageway alignments to introduce traffic calming in the form of horizontal deflection, the Applicant is requested to submit a critical swept path analysis on the Site using software such as Autotrack. Layout Plan drawings at scales of</p>	<p>Critical swept path analysis using Autodesk Vehicle Tracking has been conducted for a fire tender and 3-axle refuse vehicle (2.50m x 9.86m). Drawings:</p>

<p>1:250 for a fire tender and a 3-axle refuse collection vehicle 2.50 metres wide by 9.86 metres long demonstrating access and egress to and from the Public Road and the manoeuvrability of these vehicles within the application site.</p>	<ul style="list-style-type: none"> <li>• 25M2-FCE-XX-XX-DR-C-1112-S4-P04 (Refuse Vehicle)</li> <li>• 25M2-FCE-XX-XX-DR-C-1111-S4-P05 (Fire Tender)</li> <li>•</li> </ul> <p>The analysis demonstrates full access, egress, and manoeuvrability throughout the site.</p>
<p>11. The Applicant is requested to demonstrate that Finished Road Levels will be above the one in one-hundred-year flood event, in order to maintain vehicular access to the houses.</p>	<p>Kavanagh Burke Consulting Engineers confirm that all finished road levels are above the 1-in-100-year flood level for each catchment, ensuring continuous vehicular access to all houses.</p>
<p>12. The Applicant is requested to submit to a draft Construction Management Plan that is to contain:</p> <p>a) Details of boundary treatment and interface with the MERR, access to the site, protection of open ditches and the siphon under the canal and Railway Line.</p> <p>b) A Construction Traffic Management Plan indicating all haul routes to and from the site. Delivery times for plant and materials and waste collection shall have consideration to morning and evening peak school times in the area and peak traffic periods. This plan is also to contain mitigation measures to minimize the effects the proposed development would have on the immediate public road network and existing traffic movements. Construction Traffic is not permitted through the main street of Maynooth.</p> <p>c) Wheel wash arrangements and locations for the construction phase.</p> <p>d) Location of the construction compound, use of cranes, parking and storage areas during the construction phase. (This is in the interest of the existing residential amenity of properties in the area).</p> <p>e) The manner in which the existing public road network shall be kept clean.</p> <p>f) (f) Relevant construction site warning signs shall be in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.</p> <p>g) A Construction Waste Management Plan that is to contain the final destination of each waste stream generated on site.</p> <p>h) Hours of operation during the construction phase to be 08.00 hours to 18.00 hours Monday to Friday and 0.800 hours to</p>	<p>a) Please refer to boundary treatments plan by Landmark Architecture for full details.</p> <p>b) The CEMP includes a full CTMP identifying haul routes via the M4/MERR only, with construction traffic prohibited from Maynooth Main Street. Delivery times avoid school and commuter peaks, and mitigation measures (traffic marshals, Chapter 8 signage, peak-hour restrictions) minimise impacts on the local road network.</p> <p>c) A portable wheel-wash will be installed at the site exit for all HGVs, with additional measures to prevent mud or debris being carried onto public roads.</p> <p>d) The CEMP identifies the construction compound, including staff parking, storage, welfare units and lay-down areas. Crane and lifting procedures are included, and all construction-related parking will occur within the compound.</p> <p>e) Road-cleaning measures include wheel washing, controlled haul routes, sweeper deployment, gully maintenance and regular inspections to ensure public roads remain clean and safe.</p> <p>f) All construction warning and traffic signage will comply with Chapter 8 of the DTTAS Traffic Signs Manual.</p> <p>g) A detailed C&amp;D Waste Management Plan is provided, identifying all waste streams, EWC codes and the final destination of each waste type in accordance with EPA guidelines.</p> <p>h) Construction hours will be 08:00–18:00 Monday–Friday and 08:00–14:00 Saturday, with no works on Sundays or Public Holidays.</p> <p>i) All contractor, plant and delivery vehicles will park within the site compound, with no parking</p>

<p>14.00 hours Saturday. No work permitted on the Sundays and public holidays. (This is in the interest of the existing residential amenity of properties in the area).</p> <p>i) During the construction phase the developer shall provide adequate off carriageway parking facilities for all traffic associated with the proposed development. This will include material delivery vehicles, service vehicles, construction plant and vehicles, waste skips and private vehicles of the workers on site. There shall be no parking of vehicles on the public road network.</p>	<p>or standing permitted on the public road network.</p>
<p>13. The Applicant is requested to submit details of a root management system to be used where trees are planted adjacent to roads and/or footpaths to prevent heave of surfaces.</p>	<p>Root-barrier systems (600 mm depth) are provided where trees are planted adjacent to roads and footpaths. Details are shown on Drawing 08 Landscape Details, with barrier locations indicated on Drawing 07 Combined Services Plan.</p>
<p>14. The applicants are requested to revise the car parking requirements to ensure the apartment units complies with section 4.24 of the Apartment Guidelines (peripheral location) and the level of car parking associated with creche meets the requirements set out in table 15.8 of the KCDP.</p>	<p>The proposed development comprises 139 residential units on lands zoned for residential development off the MERR at Maynooth, County Kildare. This includes 36 houses, 103 apartments (a mix of 1-, 2-, 3- and 4-bed units), and a Crèche with capacity for up to 105 children.</p> <p>Car parking is proposed as follows:</p> <ul style="list-style-type: none"> <li>• Two on-plot parking spaces are provided for each of the 36 houses, resulting in 72 spaces.</li> <li>• Each of the 103 apartments is provided with one dedicated parking space, together with 6 visitor parking spaces.</li> <li>• A total of 8 car parking spaces is provided within the Crèche site area.</li> </ul> <p>The apartment parking provision has been assessed against Section 4.24 of the Apartment Guidelines and SPPR 3(iii) of the Sustainable Residential Development in Urban Areas and the Sustainable and Compact Settlement Guidelines (2024). These guidelines permit up to two car parking spaces per dwelling in Intermediate and Peripheral locations. The subject site qualifies as an Intermediate/Peripheral location, being located within approximately 1km of Maynooth town centre and within walking distance of frequent bus and rail services. Accordingly, the proposed apartment parking provision is considered appropriate and compliant with national guidance.</p>

	<p>The level of car parking associated with the Crèche has been provided in accordance with Table 15.8 of the Kildare County Development Plan, taking into account the scale and operational requirements of the facility.</p> <p>Overall, the proposed car parking provision is considered adequate, policy-compliant, and consistent with both local and national planning guidance. Please refer to Traffic and Transport pack by TPS M Moran for full details.</p>
15. For the one cluster of 5 terrace houses, one of them appears to have neither Accessible bicycle storage needed at the front of the terrace houses nor access to the back.	All terrace houses are provided with accessible bicycle storage at the front. Refer to Drawing 24-004-P-5.006 – Proposed Bike Lockers & Bin Store for Houses for full details and locations.
16. Turning bays should be provided at the end of the roads to prevent bin lorries and rigid trucks such as furniture lorries reversing past houses.	Adequate turning facilities for bin lorries and fire tenders have been provided. Please refer to drawing pack by Furey Consulting Engineers.
17. CBR tests should be undertaken in accordance with Section 2.16 of the Department of Environment and Local Government “Recommendations for Site Development Works for Housing Areas” and as required to determine the subgrade strength under the proposed site access road. A suitable pavement design should be carried out in accordance with TII document DN-PAV-03021 considering the results.	CBR tests conducted at multiple locations; pavement designs prepared using TII DN-PAV-03021 (see drawings 25M2-FCE-XX-XX-DR-C-4200 to 4202-S4-P02, Road Buildups Sheets 1–3).
18. The site access roads within the development should be finished with a surface course of Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of NRA/TII specification or a similar approved surface course.	Internal roads finished with 45mm Stone Mastic Asphalt (SMA 14 surf PMB 65/105-60 des), compliant with clause 942 NRA/TII specifications (see drawings 25M2-FCE-XX-XX-DR-C-4200 to 4202-S4-P02).
19. Ideally all road surface water should flow directly between gaps in the kerbs/ missed kerbs to swales or other SuDS features without any underground piping requirements.	Noted. Kavanagh Burke Consulting Engineers have confirmed that road gulleys have been removed and drop kerbs are used at roadway low points to drain roadways to tree pits and bio-retention areas via overland flow.
20. The cycle tracks/ greenways/ shared surfaces should be in accordance with the Cycle Design Manual pertaining to track widths and signage, the location of lighting standards, the avoidance of obstructions and the interface between the cycle tracks and the existing and proposed road network.	Cycle tracks, greenways, and shared surfaces are designed in accordance with the DMURS (2019) guidance, addressing track widths, signage, lighting locations, avoidance of obstructions, and integration with existing and proposed roads. This compliance is confirmed in the Transport Impact Assessment.
21. The Applicant is requested to overlay the Street Lighting, with the landscape proposals, to	All three locations are coordinated with street lighting, ensuring a minimum 5 m distance from

ensure that all trees are a minimum of 5 metres away from Lamp Standards. (It is noted that the public lighting design complies with the current KCC Technical Specification (2023)).	lamp standards. Exclusion zones are shown on the Combined Services Plan (Drawing 07), which indicates areas where tree planting is not permitted.
22. The applicants are required to justify the car parking provision for the apartments units as per SPPR 3 (iii) of the SRDCSGs as required under section 4.6 of the Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025.	The proposed residential 103 apartments containing a mix of 1, 2, 3, and 4 bedrooms. The 103 apartments would each have a dedicated single parking space with 6 visitor spaces.
23. The level of car parking associated with creche falls short of the requirements set out in table 15.8 of the KCDP of 0.5 spaces per staff member plus 1 per 4 children. Revision to the same is required.	8 parking spaces are proposed within the Crèche site area.  18 cycle parking space are also proposed within the Crèche made of 6 staff cycle spaces, 6 visitor cycle spaces, and 6 cargo spaces.
24. The applicants are required to demonstrate the bicycle parking provision for the houses and apartments units align with the requirements for the quantity and design of bicycle parking are set out in Section 5.25 (including SPPR 4) of the SRDCSG	It is also proposed to provide bicycle parking for each residential apartment, with a total cycle parking capacity for 195 long term and 56 visitor cycle parking spaces, within the 8 secure bicycle enclosures adjacent to the apartment blocks.
<b>5. Appropriate Assessment</b>	
a. The NIS is required to examine in detail the significant landscape level ecological and hydrological impacts that may arise from the cumulative impact of the largescale proposed changes in the Railpark town land ecology and landscape which will ensue as a result from the previously granted and integral MERR road development and other proposed large residential developments in the Railpark Townland which will entail a highly significant landscape level change to the ecology of this area. Large scale changes to local hydrology and flood regimes may impact the Rye Water Valley and Carton SAC in particular over and above the impact form the site development on its own, this will need to be assessed in more detail.	Cumulative impacts have been assessed in the NIS (p.23). All surface water from the development will be managed on-site, ensuring no adverse effect on local hydrology. Nearby large developments (Planning Refs. P82019-08 and 2561119) incorporate appropriate mitigation to protect the Rye Water Valley/Carlton SAC, and their hydrological impacts have been considered in the EIAR.  All developments, including this site, are outside the flood zone, including the 1-in-1000-year flood extent. Site-specific mitigation measures are included in the NIS and CEMP to protect ground and surface water during construction.
<u>b. Water/Wastewater</u> Agreement(s) with Uisce Éireann in respect of water and wastewater connections. A statement of design acceptance from Uisce Éireann along with details of proposed connection routes to the existing water and wastewater networks.	A revised Pre-Connection Enquiry (PCE) was submitted to Uisce Éireann in June 2025 (Ref. CDS25004480), with an updated Confirmation of Feasibility issued in August 2025, confirming water and wastewater connections are feasible subject to network upgrades.  Wastewater capacity will be provided via the Maynooth Transfer Pipeline (Q2 2027). The development will connect to the Eastern Link Infrastructure once the MERR is operational. The applicant will fund the necessary strategic

	<p>wastewater pumping station, rising main, and associated works to enable early connection.</p> <p>A gravity foul sewer network is proposed, discharging to the future MERR infrastructure, with minor local upgrades if required. All works comply with Uisce Éireann and Local Authority standards. A Statement of Design Acceptance was received in April 2025 (see Appendix E, Engineering Report).</p>
<b>6. Ecological Impact Assessment</b>	
<p>1. The EclA outlines the possible removal of areas of hedgerow and mention 4 hedgerows with 3 for full removal and 1 to have mature trees removed (labelled H3 H4 and H5 with tree removal from H2). However, the actual length of hedgerow to be lost is not quantified exactly in the EclA and it is unclear if any further areas of this habitat will be compromised as part of the works on site. The applicants attention is drawn to policy BI P6 and objectives BI 026, and BI 027 of the KCDP, it is recommended that in the first instance that more existing hedgerow is retained on site and then a clear quantum amount of hedgerow proposed to be removed from the site and the potential ecological impact of this loss.</p> <p>2. An assessment of the cumulative impact loss at the site in tandem with the loss of hedgerow from the previously granted and integral MERR road development and other proposed large residential developments in the Railpark Townland which will entail a highly significant landscape level change to the ecology of this area.</p> <p>3. A revised landscape plan is needed to the reflect the additional hedgerow and the need to ensure functional ecological corridors linking to the surrounding landscape where possible. This review and reappraisal may assist the applicant to comply with the KCC policy BI P6.</p> <p>4. It is recommended that the majority of tree and shrub species to be planted on site should be of native provenance and these should be included in the Landscape Plan.</p> <p>To ensure the successful implementation of the Landscape Plan and support Objective LR O82 of the KCDP, it is crucial to focus on planting native</p>	<p>The EclA identifies the potential removal of hedgerows H2–H5, with one full hedgerow and one partial, poor-quality hedgerow to be removed, and mature trees to be removed from H2 (EclA, pp.18 &amp; 27; BAP pp.17–18). In total, approximately 120m of hedgerow will be lost, compared with the creation of 352m of new native hedgerows as part of the proposed development. All feasible opportunities to retain existing hedgerows have been explored.</p> <p>The Landscape Plan and Biodiversity Action Plan (BAP) incorporate extensive new native planting, including hedgerows, woodland, wildflower meadows, detention basins, and raingardens. These measures create a continuous and ecologically functional network that enhances habitat connectivity, supports pollinators, and aligns with BI P6 and the LAP ecological connectivity objectives.</p> <p>All trees, shrubs, and hedgerow species are native or pollinator-friendly, in accordance with the All-Ireland Pollinator Plan. No invasive or potentially invasive species are included. The planting palette includes native woodland mixes and species such as oak, birch, Scots pine, and rowan. Raingarden planting uses resilient, native or naturalised species to enhance the ecological function of SuDS features. Overall, the planting strategy comprises 80–90% native-dominant species, strengthening biodiversity, ecological corridors, and long-term landscape resilience.</p> <p>The landscape proposals, together with the BAP, provide significant net gains in habitat creation and ecological connectivity, ensuring that the development supports both policy BI P6 and</p>

tree and shrub species of Irish provenance. Certification of Irish provenance should be included in the Landscape Plan for all native species used on site. Additionally, it is important to avoid planting any species recognized as invasive or potentially invasive.	objectives BI O26, BI O27, and LR O82 of the KCDP.
5. There are several areas where some additional hedgerow planting may be additionally appropriate on site, and it is requested that any additional areas of hedging should be highlighted and outlined in the overall Landscape Plan for the site and highlighted as areas for potential offset of biodiversity loss.	The Landscape Plans incorporate extensive new native hedgerow planting throughout the site. All feasible opportunities for additional hedgerows have been explored and implemented, complementing the retained hedgerows to create a continuous and ecologically functional network. This combined hedgerow network provides strong habitat linkages and movement corridors for wildlife, fully supporting the objectives of BI P6 and the LAP's ecological connectivity goals, which promote the protection, enhancement, and expansion of green infrastructure.
6. The ecologist should provide additional guidance on avoiding light spill onto suitable foraging and commuting routes for bats, and for other nocturnal animals. The KCC ecologist wishes to remind the applicant of the guidance provided in the Guidance Note 08/23: Bats and Artificial Lighting (BCT and Institute of Lighting Professionals 2023), which should be adhered to as is accepted good practice.	Specifications for bat-sensitive lighting have been prepared and implemented by the project lighting engineer in accordance with EclA recommendations (Section 2.3, p.23). The design follows best practice to avoid light spill onto key foraging and commuting routes for bats and other nocturnal wildlife, in line with the guidance.
7. A standalone biodiversity plan and a plan to optimize areas of nature within the development are required for the following reasons: <ul style="list-style-type: none"> <li>• Environmental Sustainability: Biodiversity plans help ensure that the development supports local ecosystems, promoting the conservation of native species and habitats</li> <li>• Enhanced Quality of Life: Access to natural areas and green spaces improves residents' mental and physical well-being</li> </ul>	A standalone Biodiversity Action Plan (BAP), prepared by RESS Ltd., has been submitted with the application. The BAP addresses the requirement for a dedicated biodiversity plan and sets out measures to optimise nature within the development, supporting both environmental sustainability and residents' quality of life.  Biodiversity Plan includes: <ul style="list-style-type: none"> <li>• Baseline ecological surveys and identification of key habitats, including hedgerows H1, H2, and H5.</li> <li>• Proposed habitat creation and enhancement measures.</li> <li>• A 3-year management and monitoring programme to ensure long-term biodiversity outcomes.</li> </ul>
8. The scale and size of this development also assessment should also demonstrate clearly how objective BI 01 of the Kildare County Development Plan 2023 to 2029 to increase biodiversity within the proposed development would occur. It is therefore recommended that in tandem with the site landscape plan, a post-development Biodiversity Plan be prepared as a standalone report to support this application.	OThe development incorporates a biodiversity-led landscape strategy, including:

	<ul style="list-style-type: none"> <li>• Retention and enhancement of existing hedgerows and bat-supporting trees.</li> <li>• 352m of new native hedgerows.</li> <li>• 1,466m<sup>2</sup> of wildflower and pollinator meadows.</li> <li>• 225m<sup>2</sup> of SuDS-based wet meadow and raingarden habitats.</li> <li>• 485m<sup>2</sup> of native woodland planting.</li> <li>• 1,777m<sup>2</sup> of green/blue roofs on apartment blocks.</li> </ul> <p>These measures enhance habitat diversity, ecological connectivity, and pollinator support, ensuring the development delivers meaningful environmental and community benefits.</p>								
<b>7. Community/Social Infrastructure</b>									
<p>1. The Social infrastructure assessment needs to be updated to include all requirements in relation to section 15.5.2(iii), details of any remaining capacity in each childcare facility must be confirmed by Kildare Childcare Committee and the childcare facility itself.</p> <p>2. It would be appropriate to have accessible, age-friendly designed seating along pathways, parks and key rest points.</p>	<p>Noted. As part of the LRD Application MCG Planning has prepared a Social &amp; Community Infrastructure Audit Including Creche Audit. The figures provided from TUSLA's database. This database provides information on registered childcare facilities in each County. The number of children which each facility can cater for, and the services provided by each were retrieved from this database.</p> <p>The applicant contacted Kildare County Childcare Committee (KCCC) via email correspondence on 13th October 2025 to confirm the findings of the childcare audit. Please refer to Appendix C of the Social &amp; Community Infrastructure Audit Including Creche Audit for the details of the response letter received from Kildare County Childcare Committee (KCCC).</p>								
<b>8. Housing/Part V</b>									
<ul style="list-style-type: none"> <li>• KCC Part V form to be fully completed.</li> <li>• Contact socallaghan@kildarecoco.ie or Padvteam@kildarecoco.ie.</li> <li>• Evidence of date of purchase of site required to confirm the rate of Part V obligation.</li> <li>• Part V proposal to be revised to contain a mix of units of varying capacity and of both house and apartment types in line with the Maynooth Social &amp; Affordable housing need as follows:</li> </ul> <table> <tr> <td>• 1 bed-</td><td>• 24.00%</td></tr> <tr> <td>• 2 bed-</td><td>• 40.00%</td></tr> <tr> <td>• 3 bed-</td><td>• 33.00%</td></tr> <tr> <td>• 4 bed-</td><td>• 3.00%</td></tr> </table>	• 1 bed-	• 24.00%	• 2 bed-	• 40.00%	• 3 bed-	• 33.00%	• 4 bed-	• 3.00%	<p>Noted. The Part V form has been completed and is included in the submitted Part V pack. Evidence of the site acquisition is provided via a letter from Byrne Wallace Shields LLP, confirming the purchase date of 27th March 2024.</p> <p>The proposed development provides 28 Part V units (20% of total units), distributed across the site in accordance with best practice, with a mix of houses, duplexes, and apartments as follows:</p> <ul style="list-style-type: none"> <li>• 9no. 1-bed apartment</li> <li>• 9no. 2-bed apartment</li> <li>• 3no. 3-bed apartment</li> </ul>
• 1 bed-	• 24.00%								
• 2 bed-	• 40.00%								
• 3 bed-	• 33.00%								
• 4 bed-	• 3.00%								

<ul style="list-style-type: none"> <li>Note. Social units will have a number of variations to the standard unit specifications. Once specific Part V social units are identified, these variations can be applied. Contact: socallaghan@kildarecoco.ie or Padvteam@kildarecoco.ie.</li> <li>Affordable units will have standard specification.</li> <li>Part V units to be dispersed throughout the site. Maximum two adjacent units.</li> <li>Own door access required where available.</li> <li>Dedicated parking, bin and bicycle storage are required for each unit.</li> <li>Storage and private amenity to comply with the relevant current County Development Plan/ Local Area Plans and all relevant Departmental guidelines.</li> <li>Ensuites are not required as these are not funded by the Department.</li> <li>Management fee details, where available, to be submitted</li> <li>If a phased development is proposed, then Part V units are to be delivered at a minimum of 20% of units per phase.</li> <li>Plot areas to be supplied for all individual residential house units.</li> <li>Apartment exclusive plot areas for each apartment block and internal floor areas of all apartments to be supplied.</li> <li>Part V to be calculated by the relevant Housing Agency Part V ' Example 5: Developments of Apartments and Houses: where Part V is to be satisfied through the provision of both apartments and houses' using plot area method of calculation.</li> <li>All areas and dimensions to comply with-</li> <li>Kildare County Development Plan 2023-2029/ Maynooth and Environs Joint Local Area Plan 2025 - 2031</li> <li>Quality Housing for Sustainable Communities: Design Guidelines December 2020.</li> <li>Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025.</li> </ul>	<ul style="list-style-type: none"> <li>2no. 3-bed duplex</li> <li>5no. 3-bed house</li> </ul> <p>The Part V units are dispersed throughout the site, with a maximum of two adjacent units and own-door access provided where feasible. Each unit has dedicated parking, bin, and bicycle storage. Storage and private amenity areas comply with the relevant County Development Plan, LAP, and current Departmental guidance.</p> <p>As this development will be delivered in a single phase, all Part V units will be provided within that phase.</p> <p>All design, areas, and dimensions comply with:</p> <ul style="list-style-type: none"> <li>Kildare County Development Plan 2023–2029</li> <li>Maynooth and Environs Joint LAP 2025–2031</li> <li>Quality Housing for Sustainable Communities: Design Guidelines (2020)</li> <li>Planning Design Standards for Apartments Guidelines (2025)</li> </ul> <p>Please refer to the Part V pack prepared by DQA Architects submitted with this LRD application for full details.</p>
<b>9. Fire Safety</b>	
<p>1. A minimum of 25 litres per second of water is to be available in the mains at 2 bar pressure for firefighting.</p>	<p>The Applicant, with the assistance of their appointed Consulting Engineers, will secure the required Fire Safety Certificates for all applicable</p>

<p>2. The Applicant shall obtain Fire Safety Certificates in accordance with the requirements of the Building Control Act.</p> <p>3. All external balustrades to open deck approaches shall be of imperforate construction.</p>	<p>buildings in accordance with the Building Control Acts 1990–2014. This process will be undertaken during the detailed design stage, ensuring full compliance to the satisfaction of the Building Control Authority.</p>
<p><b>10. LVIA/CGI's.</b></p>	
<p>Additional viewpoints are needed along the MERR</p>	<p>Noted. Modelworks has prepared seven verified views illustrating the proposed development from key vantage points, including neighbouring developments to the west, the Royal Canal Way, R148 and R405 roads, and viewpoints within the site itself.</p> <p>In addition, seven CGIs have been provided to show the development in context, including its relationship with the permitted MERR infrastructure. These visuals demonstrate how the scheme will appear once constructed. Pleaser fer to the Visuals pack provided by Modelworks.</p>
<p><b>11. Irish Water</b></p>	
<p>Uisce Éireann:</p> <p>1. Uisce Éireann notes a Pre-Connection Enquiry (PCE) application was submitted to Uisce Éireann for 146 no units on the site and a Confirmation of Feasibility (COF) was issued in December 2024, stating both water and wastewater connections were feasible subject to upgrades being required. In terms of Wastewater, Uisce Éireann provides Capital Investment upgrade works for the project known as The Maynooth Transfer Pipeline. This will provide for greater wastewater treatment capacity for the overall Maynooth area. The completion date for these works was originally proposed to be 2032. Subsequently, the proposed dates for the completion of those works have been brought forward and this has been relayed to the applicant. Through ongoing discussions between the applicant and Uisce Éireann, it was agreed that a new PCE was to be submitted for further assessment and the issuance of an updated COF would be provided to the applicant. The applicant submitted a new PCE in June and this is currently being assessed. The feasibility assessment is expected to be completed and outcome issued to the applicant, shortly. In relation to Water, Uisce Éireann can advise that the details of water supply works</p>	<p>A revised Pre-Connection Enquiry (PCE) was submitted to Uisce Éireann in June 2025 (Ref. CDS25004480), with an updated Confirmation of Feasibility issued in August 2025 confirming that water and wastewater connections are feasible subject to network upgrades.</p> <p>Wastewater capacity will be delivered through the Maynooth Transfer Pipeline project, now scheduled for completion in Q2 2027. The development will connect to the Eastern Link Infrastructure once the MERR road project is in place. As the required strategic wastewater pumping station is not within Uisce Éireann's current investment plan, the applicant will fund the WWPS, rising main, and associated works to enable early connection.</p> <p>A gravity foul sewer network is proposed, discharging to the future MERR infrastructure, with potential minor local upgrades depending on development sequencing. All works will comply with Uisce Éireann and Local Authority requirements.</p> <p>A Statement of Design Acceptance was received in April 2025, with all correspondence included in Appendix E of the Engineering Report.</p>

required for this development will be outlined in the soon to be issued, updated Confirmation of Feasibility.	
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## Statement of Consistency (Planning Policy Review)

This section provides an overview of national, regional and local planning policy which are relevant to this development.

### National and Regional Planning Policy

The key national and regional policies and guidelines (including Section 28 Guidelines) relevant to the proposed development are as follows:

- *Ireland 2040 Our Plan - National Planning Framework (2018);*
- *Regional Spatial and Economic Strategy 2019- 2031;*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;*
- *Guidelines For Planning Authorities on Sustainable Residential Development In Urban Areas, 2009*
- *Rebuilding Ireland – Action Plan For Housing And Homelessness 2016*
- *Housing for All – A New Housing Plan for Ireland*
- *Quality Housing for Sustainable Communities (2007);*
- *Design Manual for Urban Roads and Streets (2013);*
- *Guidelines for Planning Authorities on Childcare Facilities (2001);*
- *Smarter Travel – A New Transport Policy for Ireland (2009-2020);*
- *Climate Action 2019*
- *The Planning System and Flood Risk Management (2009).*

### Project Ireland 2040 Our Plan - National Planning Framework (2018)

The National Planning Framework (NPF) is the Government's plan to cater for the extra one million people that is anticipated to be living in Ireland within the next 20 years. The Eastern and Midland Region (including Dublin) will, by 2040, be a Region of around 2.85 million people, at least half a million more than today.

The NPF Strategy includes the following planning aims to guide the delivery of this growth:

- Targeting a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas.
- Making better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport.

Overall, the NPF seeks to avoid continued, untrammelled urban sprawl of our cities into greenfield areas. Compact Urban Growth is the NPF mantra, "*making better use of under-utilised land and buildings, ... with higher housing and jobs densities, better serviced by existing facilities and public transport.*"

This approach not only makes better use of serviced zoned land, but it can also have a "*transformational difference*" to urban locations bringing new life and footfall to areas and contributing to the viability of services, shops and public transport, increasing the housing supply, and enabling more people "*to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less*" (section 2.6).

The NPF enables a flexible approach to planning policies and standards requiring developments to be *“focusing on design led and performance-based outcomes, rather than specifying absolute requirements in all cases... planning standards should be flexibly applied in response to well-designed development proposals that can achieve urban infill and brownfield development objectives in settlements of all sizes.”*

The NPF also states that that *“to avoid urban sprawl and the pressure that it puts on both the environment and infrastructure demands, increased residential densities are required in our urban areas”*. Key National Policy Objectives (NPOs) outlined in the NPF which are directly relevant to this site and development proposal are set out below:

National Policy Objective	Evaluation of Consistency
<b>National Policy Objective 3a</b> <i>Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.</i>	This proposal is for the delivery of new homes within the built-up settlement boundary, with existing residential developments to the immediate north and west. Furthermore, the subject site is on lands earmarked for residential development.
<b>National Policy Objective 4</b> <i>Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.</i>	The proposed development will create a high-quality, attractive, and liveable place for residents. The proposal includes varied open spaces which will contribute to the high quality of life for residents.
<b>National Policy Objective 6</b> <i>Regeneration and rejuvenate cities, towns and villages of all types of scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.</i>	The proposed development provides a creche and 139 no. residential units which will positively contribute towards increased population and employment activity in the surrounding area.
<b>National Policy Objective 11</b> <i>In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.</i>	The proposal is located within Maynooth’s development boundary. The site is an accessible location and is connected with public transport services. A bus stop with good quality bus services, with transport links to Dublin, is located within a relatively short walking distance from the site.
<b>National Policy Objective 27</b> <i>Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.</i>	<p>Walking and cycling are prioritised throughout the scheme with Home Zones promoted within the development in order to prioritise sustainable mode of transport and also ensure a high-quality public realm.</p> <p>The plans submitted as part of this application illustrate plans to provide public footpaths within the site, which will connect to existing and proposed pedestrian and cycleways networks in the area.</p>

<b>National Policy Objective 32</b> <i>To target the delivery of 550,000 additional households to 2040</i>	This proposal will provide 139 no. residential units in this sustainable location within Maynooth Town's footprint.
<b>National Policy Objective 33</b> <i>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</i>	The proposed scale of development is considered appropriate for this location.
<b>National Policy Objective 34</b> <i>Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time</i>	All of the residential dwellings/apartments will be fully adaptable.
<b>National Policy Objective 35</b> <i>Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.</i>	The proposed residential density is generally in line with the Maynooth J LAP and the indicative density for the subject site and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

#### EVALUATION OF CONSISTENCY

The subject site is located within the wider Dublin Metropolitan Area (DMA) metropolitan area with Maynooth identified for significant residential growth over the next two decades which is strategically located on the Dublin to Sligo railway line, M4 motorway and the Royal Canal.

The proposed development seeks to deliver an appropriate form and scale of residential development in this strategic location, considered a large active town in north-east Kildare. The site is serviced by multiple bus routes and is located around 1km from Maynooth Train Station which provides efficient and quality links to Dublin. Maynooth is a well serviced town.

The proposed residential development is considered in line with the Governments guidance for compact city development and ensures sustainable development in this well serviced urban area.

The proposed development will provide for a high-quality residential scheme through the design and the materials and finishes proposed. In addition, the proposed apartments meet and exceed the minimum apartment size requirement as stated in the Apartment Guidelines, as demonstrated below in the Statement of Consistency with Relevant Section 28 Guidelines. The proposed housing meet and exceed the Quality Housing for Sustainable Guidelines. The proposed development of apartments and houses in this location will provide greater variety in the type of house types in this location as well as providing an increased density, while enabling the delivery of the aims of the NPF to meet the demand for housing.

Development of these lands is considered to be fully in accordance with the recommendations of the NPF.

#### National Planning Framework First Revision, April 2025

The *National Planning Framework (NPF)* remains the Government's high-level strategy for shaping Ireland's future growth and development to 2040, now updated to reflect significant demographic, environmental, and policy changes since its original 2018 publication. It anticipates that Ireland's

population will grow by approximately one million people, reaching 6.1 million by 2040. The Eastern and Midland Region is projected to grow to nearly 3 million people. The revised NPF continues to set out National Strategic Outcomes (NSOs) and National Policy Objectives (NPOs) that guide development at regional and local levels. The Government completed the review of the NPF in April 2025 and has now adopted a revised NPF. We note the revised NPF contains ambitions to deliver 50,000 units per annum. The Revised NPF puts an increased emphasis on transit orientated development while retaining the importance of compact development generally.

As a strategic development framework, Ireland 2040 sets the long-term context for our country's physical development and associated progress in economic, social and environmental terms and in an island, European and global context.

Key National Policy Objectives which relate to this site within this first revision are set out below:

National Policy Objective 3

Eastern and Midland Region: approximately 470,000 additional people between 2022 and 2040 (c. 690,000 additional people over 2016-2040) i.e. a population of almost 3 million

National Policy Objective 4

A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.

National Policy Objective 7

Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth.

National Policy Objective 8

Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth.

National Policy Objective 10

Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high capacity public transport and located within or adjacent to the built up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.

National Policy Objective 12

Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

National Policy Objective 22

In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth.

National Policy Objective 37

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.

National Policy Objective 38

Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.

National Policy Objective 42

To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.

National Policy Objective 43

Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

National Policy Objective 45

Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development.

National Policy Objective 83

Identify and strengthen the value of greenbelts and green and blue spaces at regional, city and local scales, to enable enhanced connectivity to wider strategic networks and prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas. Promote and support an increase in the provision of green and blue spaces and tree canopy cover in settlements.

**Evaluation of Consistency**

The proposed development aligns with the objectives of the NPF First Revision by delivering compact growth within the existing settlement boundary, prioritising sustainable transport connections, and supporting a mix of housing types and community services.

The proposal provides increased residential density, high-quality design, and strong pedestrian and cycle links to Maynooth and the MERR consistent with National Policy Objectives promoting sustainable, integrated, and well-connected urban development.

Overall, the development of these lands is fully in accordance with the recommendations of the NPF.

**Regional Spatial and Economic Strategy 2019-2031**

Under the Local Government Reform Act 2014 the Regional Planning Framework has been revised with the previous Regional Authorities/Assemblies (ten in total) now replaced with three Regional Assemblies. The Regional Authorities for the Greater Dublin Area – The Dublin Region and the Mid-East Region - have been replaced by the Eastern and Midland Regional Assembly.

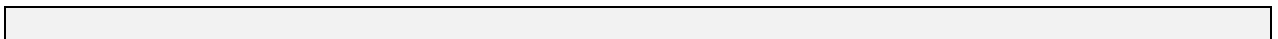
The Regional Spatial and Economic Strategy was adopted on the 28<sup>th</sup> June 2019 and is a strategic plan and investment framework to shape the future development of the eastern regional to 2031. It covers nine counties, Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow, and Dublin.

The vision for the region is to *“create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.”*

The RSES will support the implementation of Project Ireland 2040 – the National Planning Framework (NPF) and National Development Plan (NDP). It addresses employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development and climate change. The vision for the RSES is to create a sustainable and competitive region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.

Maynooth has seen significant population growth along the Moyglare, Dunboyne and Dublin Roads with further land designated for residential development to the south east of the town at Greenfield and at **Railpark**. The Railpark lands are subject to a new ring road and bridge over the railway line together with the provision of linkages to the Royal Canal towpath and town centre. There is further potential for the consolidation of the built form of Maynooth to the northwest and southwest of the town to provide for significant residential development.

The RSES also sets out 16 Regional Spatial Objectives which align with the 3 key principles of the RSES and have been development to ensure that positive strategic environmental outcomes occur. Ten of which, the most relevant to this site, are set out below.



#### 1. Sustainable Settlement Patterns

Better manage the sustainable and compact growth of Dublin as a city of international scale and develop Athlone, Dundalk, Drogheda and a number of key complementary growth settlements of sufficient scale to be drivers of regional growth. (NSO 1, 7, 10)

#### 2. Compact Growth and Urban Regeneration

Promote the regeneration of our cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and employment choice for the Region's citizens. (NSO 1)

#### 9. Support the Transition to Low Carbon and Clean Energy

Pursue climate mitigation in line with global and national targets and harness the potential for a more distributed renewables-focussed energy system to support the transition to a low carbon economy by 2050. (NSO 8, 9)

#### 10. Enhanced Green Infrastructure

Identify, protect and enhance Green Infrastructure and ecosystem services in the Region and promote the sustainable management of strategic natural assets such as our coastlines, farmlands, peatlands, uplands woodlands and wetlands. (NSO 8, 9)

#### 11. Biodiversity and Natural Heritage

Promote co-ordinated spatial planning to conserve and enhance the biodiversity of our protected habitats and species including landscape and heritage protection. (NSO 7, 8)

#### 4. Healthy Communities

Protect and enhance the quality of our built and natural environment to support active lifestyles including walking and cycling, ensure clean air and water for all and quality healthcare and services that support human health. (NSO 10)

#### 5. Creative Places

Enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration. (NSO 5, 7)

#### 6. Integrated Transport and Land Use

Promote best use of Transport Infrastructure, existing and planned, and promote sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. (NSO 2, 6, 8,9)

#### 7. Sustainable Management of Water, Waste and other Environmental Resources

Conserve and enhance our water resources to ensure clean water supply, adequate waste water treatment and greater resource efficiency to realise the benefits of the circular economy. (NSO 8, 9)

#### 8. Build Climate Resilience

Ensure the long-term management of flood risk and build resilience to increased risks of extreme weather events, changes in sea level and patterns of coastal erosion to protect property, critical infrastructure and food security in the Region.(NSO 8, 9)

#### Evaluation Of Consistency

The subject development seeks to provide for residential development on a key urban greenfield site and to increase densities and consolidation in this urban location. It will also add to the facilities in the area by providing new public open space, pedestrian/cycle links and a new creche facility. The additional population created will also drive demand for additional services.

The proposed development therefore is compliant with the overall policies and objectives of the RSES in this regard.

#### Urban Design Manual – A Best Practice Guide, 2009

The Urban Design Manual is the accompanying document to the Sustainable Residential Development in Urban Areas document which provides policy guidance for the creation of successful neighbourhoods having regard to the 12-point criteria. The proposal complies with the following design criteria:

#### 1. Context –How does the development respond to its surroundings?

	EVALUATION OF CONSISTENCY
<p><i>The development seems to have evolved naturally as part of its surroundings.</i></p> <p><i>Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.</i></p> <p><i>Form, architecture and landscaping have been informed by the development's place and time.</i></p>	<p>The proposed development accords with the zoning objectives of the KCC Development Plan and recently adopted JLAP to provide for residential development. This development naturally evolves with its primarily residential surroundings as a result of its close proximity to public transport facilities.</p> <p>The scale and layout of development now proposed seeks to further exploit these natural assets to create a highly attractive residential development that at the same time optimises the return on zoned and serviced land so close to high quality and efficient public transport and planned services.</p> <p>Please refer to the local planning policy assessment for more information on how the proposed development accords to the zoning.</p>
<p><i>The development positively contributes to the character and identity of the neighbourhood.</i></p>	
<p><i>Appropriate responses are made to the nature of specific boundary conditions.</i></p>	
<b>2. Connections – How well connected is the new development</b>	
	EVALUATION OF CONSISTENCY
<p><i>There are attractive routes in and out for pedestrians and cyclists.</i></p>	<p>The site is accessed by one shared vehicular and pedestrian access to the east via the proposed MERR forecasted for completion Q3 2027. It is noted the proposed MERR once delivered footpaths and cycleways which can connect to the town centre via the Royal Canal walkway. The new junctions will provide pedestrian crossing facilities ensuring the safety of pedestrians and cyclists.</p> <p>Notwithstanding, there is also a proposed pedestrian/cycle link to the north from the existing local road known as Parklands Grove.</p> <p>To the south it is envisaged that the scheme will connect with the wider JLAP lands to the south, via the main spine road proposed, fostering further connectivity within the JLAP lands.</p> <p>Overall, the site layout encourages permeability through the site, connecting to the wider area via pedestrian links and cycleways and seeks to prioritise pedestrians and cyclists.</p>
<p><i>The development is located in or close to a mixed-use centre.</i></p>	<p>The scheme will be located c. 950m south of Maynooth's Retail Core Area and has ease of access to a variety of existing and planned services within the</p>

	area. Furthermore, once the MERR is developed the scheme will benefit from much improve accessibility to other mixed-used centres such as Carton Retail Park, located north of the Canal.
<i>The development's layout makes it easy for a bus to serve the scheme.</i>	There is a bus stop (3918) located c. 1km west of the site along Straffan Road.
<i>The layout links to existing movement routes and the places people will want to get to.</i>	Pedestrian permeability through the site is promoted in the residential layout enabling future residents to access the development from multiple points to access the existing network of pedestrian, cycle and public transport facilities.
<i>Appropriate density, dependent on location, helps support efficient public transport.</i>	The density accords with national guidelines which promote higher density development in established residential areas close to high quality public transport and local services.
<b>3. Inclusivity – How easily can people use and access the development?</b>	
	<b>EVALUATION OF CONSISTENCY</b>
<i>New homes meet the aspirations of a range of people and households.</i>	The range of dwelling types will facilitate a wider range of homeowners including individuals, couples, small-large families and empty nesters.
<i>Design and layout enable easy access by all.</i>	The proposal has been designed for ease of access throughout the site in accordance with Part M of the building regulations.
<i>There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</i>	The scheme will provide a variety of open spaces, including public, communal and private amenity spaces for a range of different ages including children, adults and the elderly.
<i>Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</i>	The scheme is designed around a series of public open spaces. All dwellings have ease of access to these areas. It is also easily accessible from the surrounding area. All of the open spaces are easily accessible and are overlooked by the development creating a safe and secure environment.
<i>New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</i>	<p>The layout is designed to maximise visual and physical fluidity throughout the scheme and will not hinder movement.</p> <p>The design provides a new urban edge at this eastern environ of Maynooth with development of up to 5 storeys.</p>
<b>4. Variety – How does the development promote a good mix of activities?</b>	

	EVALUATION OF CONSISTENCY
<i>Activities generated by the development contribute to the quality of life in its locality.</i>	The proposal will contribute to the housing mix of the area and will increase population creating additional support to existing educational, sports, recreational and retail services all of which are provided close to the development.
<i>Uses that attract the most people are in the most accessible places.</i>	A variety of open spaces are provided throughout the scheme, including open spaces with child's play areas, flexible lawns, kickabout areas and seating areas. All of these spaces will be easily accessible.
<i>Neighbouring uses and activities are compatible with each other.</i>	The surrounding area is largely characterised by residential uses and is compatible with the proposed use.
<i>Housing types and tenure add to the choice available in the area.</i>	A variety of dwellings are provided which will further improve the range of unit types available in the area. Please refer to the accommodation schedule for more information.
<i>Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.</i>	<p>The proposal will contribute to the housing mix of the area and will increase population creating additional support to existing educational, sports, recreational and retail services all of which are provided close to the development.</p> <p>The scheme will be located c. 950m south of Maynooth's Retail Core Area, as such it is considered unnecessary to provide additional shops and services.</p> <p>Notwithstanding, it is noted that lands directly south of the site are zoned to provide a new neighbourhood centre as per the JLAP.</p>
<b>5. Efficiency - How does the development make appropriate use of resources, including land?</b>	
	EVALUATION OF CONSISTENCY
<i>The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</i>	The overall average density is considered appropriate for this site given the proximity to public transport and social infrastructure.
<i>Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</i>	High quality landscaping is provided throughout the site. As a result, there is significant open space provided across the entire scheme incorporating SuDS, promoting biodiversity and providing residential amenity.

<i>Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</i>	<p>The majority of the apartments and all houses, across the scheme are dual aspect. All units and open spaces will enjoy sufficient sunlight and daylight provision.</p> <p>The distance between buildings and the layout of the buildings ensures that open spaces have the benefit of daylight and sunlight throughout the day.</p>
<i>Appropriate recycling facilities are provided.</i>	Noted. Please refer to the Operational Waste Management Plan for full details.
<b>6. Distinctiveness - How do the proposals create a sense of place?</b>	
	<b>EVALUATION OF CONSISTENCY</b>
<i>The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</i>	<p>This proposed development provides for a modern housing estate design. It provides an attractive development with public open spaces distributed throughout. These increase the legibility of the area and the connectivity to the wider area.</p> <p>The proposed development, due to its high-quality design and linkages proposed will be a positive addition to the local area.</p>
<i>The scheme is a positive addition to the identity of the locality.</i>	
<i>The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</i>	
<i>The proposal successfully exploits views into and out of the site.</i>	The proposal provides attractive streetscape and views into and out of the site.
<i>There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</i>	The public open spaces provide focal points as you journey through the development.
<b>7. Layout - How does the proposal create people friendly streets and spaces?</b>	
	<b>EVALUATION OF CONSISTENCY</b>
<i>Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</i>	Linkages throughout the development create attractive routes through the scheme into the wider area.
<i>The layout focuses activity on the streets by creating frontages with front doors directly serving the street.</i>	<p>The proposed development delivers own door housing creating active, well surveilled streets.</p> <p>The road layout is designed in accordance with DMURS resulting in a safe and pedestrian dominated environment.</p>
<i>The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having</i>	

<i>surfaces shared by pedestrians, cyclists and drivers.</i>	A DMURS Compliant Report will be submitted with the LRD application at stage 3.
<i>Traffic speeds are controlled by design and layout rather than by speed humps.</i>	
<i>Block layout places some public spaces in front of building lines as squares or greens, and some semi-private space to the back as communal court.</i>	The open space strategy for the scheme creates multiple open spaces of varying uses and sizes. This can be seen in the landscaping masterplan
<b>8. Public Realm - How safe, secure and enjoyable are the public areas?</b>	
	<b>EVALUATION OF CONSISTENCY</b>
<i>All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</i>	Overlooking of streets, and public spaces is achieved throughout.
<i>The public realm is considered as a usable integrated element in the design of the development.</i>	The public realm is overlooked and considered an integral element of this development. It achieves a high level of interconnectivity with the wider area creating a well-used and accessible environment.
<i>Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</i>	Noted. Play areas have been designed be overlooked as far as practicable to achieve maximum passive surveillance.
<i>There is a clear definition between public, semi-private, and private space.</i>	Landscaping strips will subtly separate the public, semi-private and private areas.
<i>Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</i>	All roads and parking are designed into the development in order to ensure an attractive, well landscaped streetscape.
<b>9. Adaptability - How will the buildings cope with change?</b>	
	<b>EVALUATION OF CONSISTENCY</b>
<i>Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</i>	Yes, the proposed housing units can be adapted as per the needs of the future residents.
<i>The homes are energy-efficient and equipped for challenges anticipates from a changing climate.</i>	Yes, design practices and proposed materials will militate against the effects of climate change.
<i>Homes can be extended without ruining the character of the types, layout and outdoor space.</i>	This can be achieved in the proposed housing units.
<i>The structure of the home and its loose fit design allows for adaptation and</i>	This can be achieved in the proposed housing units.

<i>subdivision, such as the creation of an annex or small office.</i>	
<i>Space in the roof or garage can be easily converted into living accommodation.</i>	This can be achieved in the proposed housing units.
<b>10. Privacy and Amenity - How does the scheme provide a decent standard of amenity?</b>	
	<b>EVALUATION OF CONSISTENCY</b>
<i>Each home has access to an area of useable private outdoor space.</i>	Yes, each unit has its own private open space in accordance with the minimum residential standards as per the national apartment guidelines.
<i>The design maximises the number of homes enjoying dual aspect.</i>	100% of the houses proposed are dual/triple aspect. 100% of the apartments proposed are dual/triple aspect, which accords with national policy.
<i>Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</i>	All units will be designed to prevent sound transmission in accordance with building regulations.
<i>Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</i>	Adequate separation distance between opposing windows is achieved and overlooking is not considered an issue of the development particularly in relation to adjoining existing buildings.
<i>The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</i>	All apartments and houses are designed in accordance with national design standards on storage areas.
<b>11. Parking – How will the parking be secure and attractive?</b>	
	<b>EVALUATION OF CONSISTENCY</b>
<i>Appropriate car parking is on-street or within easy reach of the home's front door.</i>	Car parking is well integrated in the public realm and landscape strategy and will be understated so as not to dominate. This is in line with current NPF policy. Please see the Traffic and Transport Assessment for further details.
<i>Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</i>	For the apartments the parking spaces are provided at street level in close proximity to the blocks. For the dwellings car parking spaces consisting of 2 no. car parking spaces per unit and majority of these will be on curtilage.
<i>Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</i>	

<i>Materials used for parking areas are of similar quality to the rest of the development.</i>	Yes, the highest quality materials will be used throughout the scheme.
<i>Adequate secure facilities are provided for bicycle storage.</i>	Dedicated bicycle parking is provided throughout the scheme in line with the Design Standards for New Apartments and cycle standards.
<b>12. Detailed Design – How well thought through is the building and landscape design?</b>	
	EVALUATION OF CONSISTENCY
<i>The materials and external design make a positive contribution to the locality.</i>	The overall choice of materials and elevations reflect the development in the surrounding area and will be an attractive feature in the landscape.
<i>The landscape design facilitates the use of the public spaces from the outset.</i>	The open spaces will be provided once all the apartment blocks are completed.
<i>Design of the buildings and public space will facilitate easy and regular maintenance.</i>	The layout of the blocks and the landscaped areas will be accessible for easy and regular maintenance.
<i>Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</i>	Car parking is well integrated in the public realm and landscape strategy and will be understated so as not to dominate the design.
<i>Care has been taken over the siting of flues, vents and bin stores.</i>	Communal recycling facilities are provided in the bin stores strategically located proximate to each apartment block.

### Guidelines For Planning Authorities on Sustainable Residential Development In Urban Areas, 2009

The guidelines set out the key planning principles to be reflected in development plans and local area plans, to guide the preparation and assessment of planning applications for residential development in urban areas.

The Guidelines elaborate a range of high-level aims for successful and sustainable residential development in urban areas. These are assessed against the proposed scheme as follows:

POLICY	EVALUATION OF CONSISTENCY
<i>Prioritise walking, cycling and public transport, and minimise the need to use cars;</i>	Pedestrian and cyclist access to the site has been prioritised with minimal vehicular access to the site.  Please see the Traffic Impact Assessment prepared by TPS M Moran & Associates enclosed with this application.
<i>Deliver a quality of life which residents and visitors are entitled to</i>	The scheme has been designed in accordance with all relevant quantitative and qualitative residential standards as set down in the Kildare County Council Development Plan.

<i>expect, in terms of amenity, safety and convenience;</i>	Future residents will live in a uniquely safe residential environment with outdoor space largely free of cars and a multitude of access options to social infrastructure, open spaces and public transport in the area.
<i>Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;</i>	<p>The development will consist of apartments with residential facilities. It also provides a new communal open space, and footpath links to the proposed MERR &amp; Parklands Grove.</p> <p>The development is well located in relation to existing/planned social infrastructure in the area with schools, creches, and local retail within 10-15 minutes' walk. As set out within the Social and Community Infrastructure overview set out within the report.</p>
<i>Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;</i>	The layout of development has been designed to enhance the accessibility of the site. All of the routes through the development will provide increased connectivity to the area which is well surveilled and overlooked. The public realm proposed is high quality with a range of different spaces meeting varying needs throughout the development.
<i>Are easy to access for all and to find one's way around;</i>	<p>The layout is conducive to wayfinding and provides pedestrian and cycle links through the site.</p> <p>Pedestrian and cycle access to the site is provided via Parklands Grove and the proposed MERR.</p> <p>The layout is logical and uncomplicated.</p> <p>The series of public cycle and pedestrian routes are created to connect the site and create a strong permeable neighbourhood network of walkways and cycleways.</p> <p>There is also future potential to form a direct connection into neighbouring lands directly south and west.</p>
<i>Provide a mix of land uses to minimise transport demand;</i>	<p>The site seeks permission for residential development, creche and communal open space.</p> <p>The scheme is within walking distance of a number of high quality bus and rail services.</p>
<i>Promote social integration and provide accommodation for a diverse range of household types and age groups;</i>	A range of unit size and typologies is proposed for the scheme including 1, 2, 3- and 4-bedroom units. This will improve the overall mix in the wider area which comprises mainly larger 3+ bed houses at present. This mix will cater to the needs of first-time buyers, starter homes for small families, couples and the elderly.
<i>Enhance and protect the green infrastructure and biodiversity; and</i>	The site comprises of an underutilised greenfield site. The proposal will result in a significant improvement in the green

	landscaping and biodiversity of the area as the level of green infrastructure will be increased significantly. It will provide further connections to the proposed MERR.
<i>Enhance and protect the built and natural heritage.</i>	The proposed development does not have any protected structures or noted archaeology on the site. Equally the site is not located within or adjacent an Architectural Conservation Area (ACA) or zone of archaeological potential.  The development will not negatively impact the setting of cultural heritage in the vicinity.

### Sustainable Residential Development and Compact Settlement, Guidelines for Planning Authorities, 2024

The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009, which in turn replaced the Residential Density Guidelines issued in 1999.

Chapter 3 of the guidelines sets out policy and guidance in relation to growth priorities for settlements at each tier in the national settlement hierarchy and in relation to residential density. Under this categorisation, as set out in Table 3.3 – ‘Areas and Density Ranges – Metropolitan Towns and Villages’, this site would be considered a ‘Metropolitan Towns (>1,500) - Suburban / Urban Extension’.

*Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential **densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns**, and that densities of up to 100 dph (net) shall be open for consideration at ‘accessible’ suburban / urban extension locations (as defined in Table 3.8).*

Policy and Objective	Response
<i>3.1 It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.</i>	This site is around 1km from existing bus services and c.1.2 km walk to a train station. The site is considered to be within a Metropolitan Town, therefore, this density of 50 uph is considered appropriate to this location.
<i>4.1 It is a policy and objective of these Guidelines that planning authorities implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets, 2013 (including updates) in carrying out their functions under the Planning and Development</i>	TPS M Moran & Associates have confirmed that the proposed development is in accordance with DMURS. Please refer to Traffic and Transport packs for full details.

<p><i>Act 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.</i></p>	
<p><i>4.2 It is a policy and objective of these Guidelines that the key indicators of quality urban design and placemaking set out in Section 4.4 are applied within statutory development plans and in the consideration of individual planning applications.</i></p>	<p>Please see the assessment below which confirms the development is in accordance with Section 4.4</p>
<p><i>5.1 It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.</i></p> <p><i>In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a planned basis, having regard to the overall approach to public park provision within the area.</i></p> <p><i>In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas.</i></p> <p><i>In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the</i></p>	<p>The proposal includes c.4,204sqm of usable public open space, or c. 15% of site. This is distributed across three separate areas and provides for attractive areas to play, visit and walk through. All of these areas are overlooked. This is fully in compliance with this policy.</p> <p>Full details of the site's public open space and amenity strategies are detailed in the enclosed Landscape Masterplan.</p>

*upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility. In such circumstances, the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site.*

#### Section 4.4 Key Indicators of Quality Design and Placemaking Assessment

Key Indicators	Evaluation of consistency
<p><b>Sustainable and Efficient Movement</b></p> <p><i>In order to meet the targets set out in the National Sustainable Mobility Policy 2022 for reduced private car travel and increased active travel, it will be necessary to design settlements at every level to support the transition away from private car use and to support ease of movement for pedestrians, cyclists and public transport. Local authorities should plan for the development of well-connected neighbourhoods and a distribution of activities to ensure that day-to-day services and amenities are accessible within walking distance of homes and workplaces. In addition to sustainable travel objectives, this will ensure that settlements are vibrant, and when applied alongside the principles of Universal Design, will allow vulnerable users to move about and access services with ease.</i></p> <p><i>The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.2 also refers):</i></p> <p><i>(a) New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</i></p> <p><i>(b) 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></p> <p><i>(c) Active travel should be prioritised through design measures that seek to calm traffic and</i></p>	<p>Noted.</p> <p>This proposed development provides new cycle and pedestrian routes within the development.</p> <p>It is a site that is well located close to existing public transport and facilities within Maynooth.</p> <p>This proposed development creates an attractive, highly permeable suburban environment which provides new and potential future links through the development connecting to existing local road, the proposed MERR and future links to the west and south lands earmarked for further development as per JLAP Key Development Area Masterplan.</p> <p>The quantum of parking is appropriate to the sites location and accessibility.</p>

<p><i>create street networks that feel safe and comfortable for pedestrians and cyclists.</i></p> <p><i>(d) The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm. Chapter 5 Development Standards includes a specific planning policy requirement (SPPRs) that addresses car parking rates in new residential developments.</i></p> <p><i>The Design Manual for Urban Roads and Streets (DMURS) sets out statutory guidance and standards in relation to the design of individual streets and the use of traffic management and placemaking measures to manage traffic and promote safer and more vibrant streets (Section 2.3 refers). The application of DMURS in all new developments will be key to ensure that strategic movements are catered for along desire lines and that all street networks offer route choice and maximise the number of safe and attractive walking and cycle routes between key destinations. The application of DMURS is key to ensure sustainable mobility and the creation of high quality and attractive settlements. Local Authorities should also consider preparing active travel plans or sustainable mobility plans that focus on improving ease of movement in established areas to important destinations such as schools, parks, shops and public transport. This can be of particular benefit where a new transport service or new destination such as a school is proposed</i></p>	<p>Cars are restricted to a single access, with raised tables and home zones promoting pedestrian and cyclist priority throughout the site. This is fully in accordance with DMURS.</p> <p>The proposal has been designed in accordance with DMURS.</p>
<p><b>Mixed and Distribution of Uses</b></p> <p><i>These Guidelines promote a move away from segregated land use areas (residential, commercial and employment) that have reinforced unsustainable travel in favour of mixed use neighbourhoods. Ensuring that there is a good mix and distribution of activities around a hierarchy of centres has many benefits in terms of reducing the need to travel and creating active and vibrant places. The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.3 also refers):</i></p> <p><i>(a) In city and town centres and at high capacity public transport nodes and interchanges</i></p>	<p>Noted.</p>

<p><i>(defined in Table 3.8), development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges, uses should be planned in accordance with the principles of Transport Orientated Development.</i></p> <p><i>(b) In city and town centres, planning authorities should plan for a diverse range of uses including retail, cultural and residential uses and for the adaption and re-use of the existing building stock (e.g. over the shop living). It is also important to plan for the activation of outdoor spaces and the public realm to promote more liveable city and town centres. Much of this can be achieved through the implementation of urban enhancement and traffic demand management measures that work together to free up space for active travel and create spaces that invite people to meet, mingle and dwell within centres.</i></p> <p><i>(c) In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.</i></p> <p><i>(d) In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaption and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that no longer require a high level of private car access).</i></p> <p><i>(e) It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.</i></p> <p><i>(f) The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand</i></p>	<p>This site will provide for new public open spaces and a creche. It will also deliver some new connections around the area, as well as providing future potential connections into the KDA Lands. This allows for permeability and accessibility throughout the development.</p> <p>Noted. This development will deliver a new public open space along with a new creche to provide for the wider area.</p> <p>Noted. As stated above this proposed development will provide a new community facility, the creche, within the development.</p> <p>Noted. This proposal, for the re-development of an underused infill site for residential is wholly compliant with this policy.</p> <p>This site is located within reasonable proximity to multiple bus routes and the Maynooth train station.</p> <p>This is facilitated through the provision of a creche and public open space for the future occupants of the development.</p> <p>In addition to this the unit mix will provide a new smaller type of housing in an area which is</p>
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<p><i>Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.</i></p>	<p>predominately larger two storey, low density family homes.</p>
<p><b>Green and Blue Infrastructure</b></p> <p><i>Green and Blue Infrastructure (GBI) is a strategically planned network of natural and seminatural areas designed and managed to deliver a wide range of ecosystem services, while also enhancing biodiversity. Ecosystem services include water purification, enhancing air quality, space for recreation and climate mitigation and adaption. In settlements, GBI includes features such as rivers and canals, coastline and coastal habitats, green spaces (including parks), Nature-based Solutions and amenity sites that deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places. National Planning Objective 58 of the NPF requires integrated planning for Green Infrastructure and ecosystem services as part of the preparation of statutory land use plans. Development plans should include (or be informed by) a Green and Blue Infrastructure Strategy and include objectives for the conservation, restoration and enhancement of natural assets and GBI networks. These objectives can be refined further in local statutory plans and guidance documents in response to local circumstances.</i></p> <p><i>The following key principles should be applied in the preparation of local plans and in the preparation and consideration of individual planning applications, (Figure 4.4 also refers):</i></p> <p><i>(a) Plan for the protection, restoration and enhancement of natural features, biodiversity and landscapes, and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts.</i></p> <p><i>(b) Plan for an integrated network of multifunctional and interlinked urban green</i></p>	<p>Noted.</p> <p>Please see the report by Kavanagh Burke Consulting Engineers.</p>

<p><i>spaces. This is addressed further in subsection (iii) Public Open Space below.</i></p> <p><i>(c) Promote urban greening and Nature-based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban surface waters in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised. Planning authorities should adopt a nature based approach to urban drainage that uses soft-engineering techniques and native vegetation (including the protection of the riparian zone) to minimise the impact on natural river processes.</i></p> <p><i>(d) The use of Nature-based Solutions at ground level may not be possible on certain brownfield sites due to historic land contamination. In such cases, alternative solutions such as green roofs and walls can be considered.</i></p>	
<p><b>Public Open Space</b></p> <p><i>All statutory development plans should include a strategy for the provision of an integrated hierarchy of public open spaces and corridors across the plan area to meet the needs of the planned population. The availability of accessible and high quality public open spaces within all settlements that are part of a wider GBI network will be important in creating sustainable settlements. This should include a hierarchy of multifunctional public open spaces and corridors that are accessible and provide for the recreational needs of the planned population, while also creating space for nature and ecosystem services.</i></p> <p><i>The public open space strategy in the development plan should include objectives relating to the provision of:</i></p> <p><i>(a) Regional, district and local level public parks and greenways. These are generally publicly owned and managed parks e.g. by a local authority or public body such as the OPW or Waterways Ireland.</i></p> <p><i>(b) Public open space provided as part of new development proposals. These spaces should be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They should also form an integral part of the overall design. These spaces may be offered for taking in charge by the local authority following the completion of the development.</i></p>	<p>Please see the Landscape Masterplan. This clearly demonstrates the integration of the proposed landscape with the proposed development, retaining trees and hedgerows where possible. It provides additional planting to create more attractive and diverse area to promote the biodiversity of the area.</p> <p>The proposal will result in the delivery of a new public open space within this area.</p>

<p><i>The objectives of the development plan public open space strategy should be informed by the objectives of the RSEs and any regional GBI strategy. The form, size and distribution of new public open spaces should be plan led and take account of open space provision within the area and broader nature conservation and environmental considerations.</i></p> <p><i>While there is no set standard of open space provision per settlement in Ireland, it is recommended that opportunities to enhance the overall quantum of public open space and to restore and enhance nature and biodiversity within settlements is harnessed where opportunities arise, for example, through regeneration or urban enhancement projects and in new development areas. The level of provision should take account of the needs of the planned population, protected zones, landscape character and statutory obligations to protect certain habitats and biodiversity. Ideally, all residents within a settlement will have access to a multi-functional public open space within walking distance of their home.</i></p> <p><i>Public open spaces should be designed to cater for a range of active and passive recreational needs (including play, physical activity, active travel, cultural uses and community gardens and allotments, as appropriate to the context) and to conserve and restore nature and biodiversity. It will be necessary to balance improved access to natural assets with the need to protect the environment as increased levels of tourism, sports and leisure can impact negatively on nature and biodiversity. In addition, the provision of public open spaces should not result in any direct or indirect adverse effects on the integrity of European Sites.</i></p> <p><i>Chapter 5 includes minimum requirements for the provision of open space in new residential developments, based on the net site area</i></p>	
<p><b>Responsive Built Form</b></p> <p><i>Built form refers to the layout, position and composition of buildings and to how buildings address streets and open spaces. This is a key element in ensuring the creation of attractive and well-designed settlements. The following key principles should be applied in the preparation of local plans and in the consideration of individual planning applications (Figure 4.5 also refers):</i></p>	<p>Noted.</p> <p>The proposed development reflects the established pattern of development and provides a transition from the existing lower density two storey housing, to increased density as you move south and closer to the MERR, while applying the standards set within these guidelines.</p>

<p><i>(a) New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.</i></p> <p><i>(b) New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).</i></p> <p><i>(c) The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.</i></p> <p><i>(d) Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.</i></p> <p><i>(e) New development should embrace good modern architecture and urban design that is innovative and varied and respects and enhances local distinctiveness and heritage.</i></p> <p><i>(f) Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.</i></p>	<p>The proposed development will open up the site, replacing an existing underutilised field with a new attractive suburban development.</p> <p>This is considered to be an exemplar development showcasing contemporary architecture and the appropriate application of the Compact Guidelines.</p> <p>A varied, high-quality palette is proposed for the development which creates a distinctive attractive development within the area.</p>
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The Guidelines outline a number of Specific Planning Policy Requirements (SPPRs) in relation to the design of housing:

<b>SPPR 1 – Separation Distances</b>	<b>EVALUATION OF CONSISTENCY</b>
<p><i>When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</i></p> <p><i>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall</i></p>	<p>The proposed development complies with this policy. The proposed housing units have separation distances of 16 metres or more between opposing windows. In general terms the street separation distances from building line to building line exceeds 25 metres reducing to 20 metres in the home zone areas.</p> <p>Please refer to the Site Layout Plan prepared by DQA for further details.</p>

<p><i>be determined on a case-by-case basis to prevent undue loss of privacy.</i></p>	
<p><b>SPPR 2 – Private Open Spaces for Houses</b></p>	<p><b>EVALUATION OF CONSISTENCY</b></p>
<p><i>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</i></p> <p><i>1 bed house: 20 sq.m</i></p> <p><i>2 bed house: 30 sq.m</i></p> <p><i>3 bed house: 40 sq.m</i></p> <p><i>4 bed + house: 50 sq.m</i></p> <p><i>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space (see Table 5.1 below). The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.</i></p>	<p>The proposed houses all comply with the minimum private open space standards as set out in the HQA.</p> <p>Please refer to the Housing Quality Assessment prepared by DQA for further details.</p>
<p><b>SPPR 3 – Car Parking</b></p>	<p><b>EVALUATION OF CONSISTENCY</b></p>
<p><i>It is a specific planning policy requirement of these Guidelines that:</i></p> <p><i>(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, <u>shall be 2 no. spaces per dwelling.</u></i></p> <p><i>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a</i></p>	<p>In line with this policy, the proposed development includes for 181 no. spaces for houses, including visitor parking, and a further 8 spaces associated with the creche.</p> <p>The scheme provides the following EV charging provisions:</p> <ul style="list-style-type: none"> <li>• 4 No. double EV installed charges to cover 8 car parking spaces (2 No. spaces for creche &amp;</li> </ul>

<p><i>car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. <u>The maximum car parking standards do include provision for visitor parking.</u></i></p>	<ul style="list-style-type: none"> <li>• 6 No. spaces for duplexes/apartments)</li> <li>• All remaining car park spaces are covered by ducting and chambers for future installation.</li> <li>• All houses with private car parking spaces will be enabled for installation of EV charger.</li> </ul> <p>All spaces are designed to allow overnight EV charging, in line with relevant standards.</p> <p>Please refer to the MandE packs by Fallon Consulting for full details regarding EV charging.</p>
<p><b>SPPR 4 – Cycle Parking and Storage</b></p>	<p><b>EVALUATION OF CONSISTENCY</b></p>
<p><i>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended:</i></p> <p><i>(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.</i></p> <p><i>(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.</i></p>	<p>All of the houses can accommodate cycle parking within their curtilage.</p> <p>All terrace houses are provided with accessible bicycle storage at the front. Refer to Drawing 24-004-P-5.006 – Proposed Bike Lockers &amp; Bin Store for Houses for full details and locations</p>

### Evaluation of Consistency

The proposed development seeks to deliver an appropriate form and scale of residential development in this strategic location, considered a large active town in north-east Kildare. The site is serviced by multiple bus routes and is located around 1km from Maynooth Train Station which provides efficient and quality links to Dublin. Bus stops (ID 3918, 6089) on Straffan Road within a 12-minute walk are served by a total of 8 no. bus routes, operated by Bus Éireann, Dublin Bus & Go-Ahead Ireland, which primarily connect Maynooth to Dublin and towns such as Celbridge, Mullingar, Leixlip and Lucan. The most frequent service is the c4 bus route, which operates c.41 buses daily running each way between Dublin and Maynooth.

The proposed density of 50 dph accords with the Metropolitan Towns and Villages – “Metropolitan Towns (>1,500 population) – Suburban / Urban Extension” designation in Table 3.3 of the Guidelines. In relation to SPPR3 (car parking locations) the site represents a “intermediate location” with respect to public transport frequency and as a result the parking provision proposed reflects same.

DQA Architects have prepared a Housing Quality Assessment which demonstrates how the proposal is in accordance with the quantitative standards.

Overall, it is considered that the proposed development will provide a high-quality residential scheme that is in line with the Compact Guidelines.

### Housing for All – A New Housing Plan for Ireland

Housing for All is the government’s most recent plan for housing in Ireland. It was published in September 2021 with the overall aim that *‘everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life’*. It includes four overarching objectives

- Supporting Homeownership and Increasing Affordability;
- Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion;
- Increasing New Housing Supply; and
- Addressing Vacancy and Efficient Use of Existing Stock.

This document recognises that Irelands housing system is not meeting the needs of the population. It identifies that

- There are not enough houses to buy or rent in the private sector.
- There are not enough houses being built by the State for those who need social housing.
- Housing has become increasingly unaffordable for the ‘squeezed middle’ who would once have expected to be able to purchase their own home.
- Too many people are experiencing homelessness or are unable to access appropriate housing.
- The cost of building housing is too high.
- Too much vacant housing stock remains unused.
- Our housing stock needs to be more environmentally friendly.

The Plan states that Ireland needs an average of 33,000 homes constructed per annum until 2030 to meet targets set out for additional households and that increased housing output is needed in all sectors – private, affordable and social.

## EVALUATION OF CONSISTENCY

The proposed development is consistent with Pathway 3 Increasing Housing Supply. The provision of additional apartment units at this site will help achieve the target of 33,000 homes per annum.

The proposed apartments and houses will improve the quantity and mix of residential stock at a location that is particularly well served in terms of public transport, education, local retail, recreational and associated social infrastructure.

## Quality Housing for Sustainable Communities: Best Practice Guidelines for Sustainable Communities, 2007

The Department's policy statement Delivering Homes, Sustaining Communities, Guidance provides the overarching policy framework for an integrated approach to housing and planning. Sustainable neighbourhoods are areas where an efficient use of land, high quality design, and effective integration in the provision of physical and social infrastructure combine to create places people want to live in. The policy statement is accompanied by Best Practice Guidelines that promotes quality sustainable residential development in urban areas having regard to the following:

- *promote high standards in the design and construction and in the provision of residential amenity and services in new housing schemes;*
- *encourage best use of building land and optimal of services and infrastructure in the provision of new housing;*
- *point the way to cost effective options for housing design that go beyond minimum codes and standards;*
- *promote higher standards of environmental performance and durability in housing construction;*
- *seek to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and*
- *provide homes and communities that may be easily managed and maintained.*

The following criteria indicate the 7 no. essential requirements new residential developments should have regard to when carrying out development:

	EVALUATION OF CONSISTENCY
<p><u>Socially &amp; Environmentally Appropriate</u></p> <p><i>"The type of accommodation, support services and amenities provided should be appropriate to the needs of the people to be accommodated. The mix of dwelling type, size and tenure should support sound social, environmental and economic sustainability policy objectives for the area and promote the development of appropriately integrated play and recreation spaces."</i></p>	<p>The scheme will provide an appropriate mix of 1-, 2- &amp; 3-bedroom apartments and 3- &amp; 4-bedroom houses.</p> <p>The proposal seeks to integrate usable open spaces distributed throughout a number of character areas and all interconnected. All open spaces will be overlooked by apartments/houses.</p>

<p><u>Architecturally Appropriate</u></p> <p><i>“The scheme should provide a pleasant living environment, which is aesthetically pleasing and human in scale. The scheme design solution should understand and respond appropriately to its context so that the development will enhance the neighbourhood and respect its cultural heritage.”</i></p>	<p>The design and layout of the scheme creates a liveable and visually pleasing residential environment.</p> <p>The design is appropriate and mindful of the urban edge context, the site constraints, and architectural character of the adjoining residential areas.</p>
<p><u>Accessible &amp; Adaptable</u></p> <p><i>“There should be ease of access and circulation for all residents, including people with impaired mobility, enabling them to move as freely as possible within and through the development, to gain access to buildings and to use the services and amenities provided. Dwellings should be capable of adaptation to meet changing needs of residents during the course of their lifetime.”</i></p>	<p>The apartments in this scheme are highly accessible to all due to the provision of lifts within the scheme. The landscaping is clearly laid out and level ensuring people can use it easily.</p> <p>The scheme will provide a variety of accommodation for a diverse range of end users, accommodating people with smaller family sizes and providing a majority of universally accessible units with step-free access, fostering a vibrant community within the scheme.</p> <p>This scheme limits the access of vehicles creating a safe, pedestrian dominated development. A single vehicular access (with the exception of unit 13) access via Old Railpark/Parkgrove and 189no. car parking spaces will be provided for residential units. Several pedestrian/cyclist connections area provided and there will be 269 no. bicycle parking spaces.</p>
<p><u>Safe, Secure &amp; Healthy</u></p> <p><i>“The scheme should be a safe and healthy place in which to live. It should be possible for pedestrians and cyclists to move within and through the area with reasonable ease and in safety. Provision for vehicular circulation, including access for service vehicles, should not compromise these objectives.”</i></p>	<p>The scheme provides good segregation of vehicle and pedestrian/cyclists with portions of the site free from cars.</p> <p>A very safe walking and cycling environment will be provided for residents with a network of paths located around the development, by providing segregated pedestrian/cycle entrance is proposed along Parklands Grove, connecting the site to the existing local road to the north.</p> <p>Public Open Space shall be overlooked as far as practicable to achieve maximum passive surveillance.</p>
<p><u>Affordable</u></p> <p><i>“The scheme should be capable of being built, managed and maintained at reasonable cost,</i></p>	<p>The mix of unit types and sizes will increase the variety of housing stock available in the area making</p>

<p><i>having regard to the nature of the development.”</i></p>	<p>the scheme affordable to future homeowners and to the developer.</p> <p>A management company will be established to maintain and manage the areas of communal open space, parking and bin storage associated with the apartments.</p>
<p><u>Durable</u></p> <p><i>“The best available construction techniques should be used, and key elements of construction should have a service life in the order of sixty years without the need for abnormal repair or replacement works.</i></p>	<p>The scheme endeavours to use the best available materials and construction techniques to minimise the level of refurbishment over the lifetime of the scheme.</p>
<p><u>Resource Efficient</u></p> <p><i>“Efficient use should be made of land, infrastructure and energy. The location should be convenient to transport, services and amenities. Design and orientation of dwellings should take account of site topography so as to control negative wind effects and minimise the benefits of sunlight, daylight and solar gain; optimum use should be made of renewable sources of energy, the use of scarce natural resources in the construction, maintenance and management of the dwellings should be minimised.”</i></p>	<p>The scheme is considered to accord with the sustainable development principles.</p> <p>The development will be constructed with a high standard of insulation &amp; air tightness which aims to exceed the requirements of Part L Building Regulations. Energy demand minimization will be achieved by best practise in high efficiency renewable energy heating systems and energy efficient building design.</p>

## EVALUATION OF CONSISTENCY

It is considered that the proposed development is in accordance with the above policies and criteria.

The proposal will provide an aesthetically pleasing scheme in close proximity to existing services, facilities, and public transport, and will be an attractive and safe place to live. In addition, the apartments & houses, public open space and communal spaces are all universally accessible and the apartments can be adapted to meet the changing needs of residents.

## Design Manual for Urban Roads & Streets (DMURS), 2019

The Design Manual for Urban Roads and Streets (DMURS) was first published in 2013 and has since been updated in May 2019. This document sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

## EVALUATION OF CONSISTENCY

The proposed design approach achieves a strong balance between the functional needs of all network users while enhancing the area's sense of place. The inclusion of limited parking and shared car provision encourages a shift toward sustainable transport modes and contributes to the creation of high-quality open spaces. The scheme is explicitly designed to prioritise pedestrians and cyclists.

The layout fully complies with DMURS principles. Streets are designed to favour walking and cycling through compact block structures, traffic-calming interventions, and high permeability. A dedicated pedestrian and cycle link from Old Rail Park Road provides robust north-south connectivity and strengthens active travel networks. Streets are universally accessible, clearly define public and private realms through building form and landscaping, and contribute to a distinct sense of place.

Internal routes connect residential clusters to the wider public network, supporting all users while delivering a high-quality, sustainable urban environment. Further detail is provided in the Traffic and Transport documentation submitted with this LRD application.

A DMURS Statement is contained within Section 12 of the Traffic Impact Assessment prepared by TPS M Moran.

## Guidelines For Planning Authorities on Childcare Facilities, 2001

These guidelines state that Development Plans should facilitate the provision of childcare facilities in larger new housing estates with the standard minimum provision of one childcare facility with 20 places for each 75 dwellings.

Section 4.7 of the *Sustainable Urban Housing Design Guidelines for New Apartments*, 2022 states the following:

*"Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms."*

#### EVALUATION OF CONSISTENCY

The proposed development comprises 139 residential units, including one- to four-bedroom houses, apartments, and duplexes. Based on the standard requirement of 20 childcare spaces per 75 dwellings, the development would generate a need for approximately 37 childcare spaces ( $139/75 \times 20$ ). When excluding one-bedroom units, the development includes 82 two-bedroom units. Based on the standard requirement of 20 childcare spaces per 75 dwellings, this generates a need for approximately 22 childcare spaces.

To meet this demand, the proposal includes a creche of approximately 351 m<sup>2</sup> with an associated play area of 175 m<sup>2</sup> (totalling c.536m<sup>2</sup>), providing around 88 childcare places. This provision will accommodate the needs of residents while also offering additional capacity for the wider community.

The creche is now centrally located within the development at ground floor level of Block 03, providing easy access for residents and encouraging multimodal transport. A set-down area for four cars is situated directly in front of the creche, with additional staff parking for four vehicles located to the south adjacent to the main public open space. The facility includes an enclosed, secure play area at the rear, adjoining the communal courtyard, accommodating all age groups along with staff and support areas. On this basis the sizing of the creche is considered appropriate for the development. This will have a positive effect on population and human health as the proposed creche will accommodate and exceed for 88 no. childcare spaces required which is more than the need generated by the development.

#### Guidelines For Planning Authorities on The Planning System and Flood Risk Management, 2009

These guidelines require the planning system to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.

The Guidelines adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

## EVALUATION OF CONSISTENCY

JBA Consulting Engineers has carried out a Flood Risk Assessment for a Residential Development at Maynooth, Railpark (West). This report has been prepared to assess the flood risk to the site and adjacent lands as a result of the proposed development.

*In conclusion the report found there are “no instances of historic flooding on-site. The site is located outside the zones of flooding for the 1% (Flood Zone A) and 0.1% (Flood Zone B) AEP fluvial events. The risks of flooding from coastal sources and the Royal Canal have been screened out. Similarly, the risk of groundwater flooding has also been excluded. This FRA has determined that the existing site is located in Flood Zone C, meaning it is at a low risk of flooding”.*

Development within Flood Zone C does not require site-specific mitigation measures to manage the risk of fluvial flooding. All development within Flood Zone C is deemed to be Appropriate under 'The Planning System and Flood Risk Management' and does not require the Justification Test to be passed. There is a risk of flooding from pluvial / rainfall events of varying probability.

Surface water drainage systems, including SUDS elements, are proposed to convey and treat runoff prior to discharge from site into the downstream networks / watercourses and manage the pluvial risk.

The proposed development to be appropriate and to comply with SFRA for the Kildare County Council Development Plan 2023-2029 and the “Planning System and Flood Risk Management – Guidelines for Planning Authorities” (DoEHLG/OPW, 2009).

## Local Planning Policy

### Kildare County Development Plan 2023-2029

The Kildare County Development Plan 2023-2029 was adopted by elected members on the 9<sup>th</sup> of December 2022. The Development Plan came into effect on the 28<sup>th</sup> of January 2023.

The subject site is located within Maynooth which is considered a 'Key Town' within Table 2.7 of the Development Plan. A 'Key Town' is described as *"Key Towns are large economically active service and/or county towns (Naas and Maynooth) that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres."* Table 2.8 of the Development Plan details population targets, housing targets and residential density targets for Maynooth.

Hierarchy	Description	Locations
<b>Key Towns</b>	Large towns which are economically active that provide employment for their surrounding areas. High quality transport links and the capacity to act as regional drivers to complement the Regional Growth Centres.	Naas Maynooth
<b>Self-Sustaining Growth Towns</b>	Moderate level of jobs and services.	Newbridge Leixlip Kildare Town Athy
<b>Self-Sustaining Towns</b>	High levels of population growth and a weak employment base.	Celbridge Kilcock Monasterevin Clane
<b>Towns</b>	Local service and employment functions in close proximity to higher order urban areas.	Castledermot Derrinturn Kilcullen Kill Prosperous Rathangan Sallins

**Table 2.7 - Settlement Hierarchy and Typology County Kildare**

**Table 2.8 – Core Strategy Table**

Settlement Type <sup>a</sup>	Settlement Name	Census 2016 Population	Settlements percentage per total County population	2021 Population Estimate (based on % growth from 2011-2016) <sup>9</sup>	Housing & Population Target %	Population Target 2023 to 2028 (end of Q4) (persons)	Housing Target 2023 to 2028 (end of Q4) (units) in accordance with HSTGs	Residential Zoned Land Requirement (ha)	Target Residential Density (UPH)
County	Kildare	222,504		235387		260533	9144		
Key Town	Naas	21,393	9.60%	22632	14.9%	3747	1362	40	35-50
	Maynooth (MASP)	14,585	6.60%	15429	10.90%	2741	997 <sub>10</sub>		35-50

The following provides a detailed assessment of the proposed development against relevant policies and objectives of the County Development Plan:

## Chapter 2 Core Strategy and Settlement Strategy

Policy/Objective	Assessment
<b>Policy CS O1</b> Ensure that the future growth and spatial development of County Kildare is in accordance with the population and housing allocations contained in the Core Strategy which aligns with the regional growth strategy as set out in the National Planning Framework and Regional Spatial and Economic Strategy for the Eastern and Midland Region and further specified in the 'Housing Supply Target Methodology for Development Planning'.	The subject site is located within Maynooth which is considered a 'Key Town'. The proposal will provide 139 no. residential units which consists of houses and apartments, aligning with the future growth of Kildare.
<b>Policy CS O4</b> Ensure that sufficient zoned and adequately serviced lands are available to meet the planned population and housing growth of settlements throughout the county in line with the Core Strategy and the Settlement Hierarchy.	<p>The subject site is zoned under the recently adopted Maynooth and Environs Joint Local Area Plan 2025 – 2031.</p> <p>The site is zoned under the adopted JLAP as C - New Residential with the objective 'To provide for new residential development.'</p>
<b>Policy CS O5</b> Promote compact growth and the renewal of towns and villages through the development of underutilised town centres and brownfield sites, and where appropriate, pursue through active land management measures a co-ordinated planned approach to developing appropriately zoned lands at key locations, including regeneration areas, vacant sites and under-utilised areas in cooperation with state agencies, while also maintaining a 'live' baseline dataset to monitor the delivery of population growth on existing zoned and serviced lands to achieve the sustainable compact growth targets of 30% of all new housing within the existing urban footprint of settlements.	<p>The proposed development provides for 139 no. housing units and will support the Council's vision to promote the development of Key Towns.</p> <p>The subject lands are located within the settlement boundary and achieve a density of c.50 uph.</p> <p>The subject lands are residentially zoned and sequentially located on a greenfield site located within Maynooth.</p>
<b>Policy CS O13</b> Require that the design of future development complies with the 10- minute settlement principle through the creation of a safe, attractive, permeable, and universally accessible environment for all, including permeability to existing estates to require public consultation which maximises the potential for active modes of travel along with accessibility to both present and planned public transport options and to advocate for increased public transport options to meet this goal where none are in place.	The proposal complies with the 10-minute settlement principle. The proposed development and its design will promote sustainable modes of transport through the provision of 269 no. cycle spaces all within a safe, attractive, universally accessible environment for pedestrians and cyclists.
<b>Policy CS O14</b> Engage with public infrastructure providers including Irish Water and local	The applicant has engaged with Irish Water, please see the Engineering Planning Report submitted as part of this

communities to provide serviced sites with appropriate infrastructure for people to build their own homes in designated towns and villages, subject to all relevant planning and environmental criteria as a sustainable alternative to one off housing	LRD application for the Confirmation of Feasibility (COF) letter and Statement of Design Acceptance (SoDA).
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### Chapter 3 Housing

Policy/Objective	Assessment
<p><b>Policy HO P1</b> Have regard to the DHLGH Guidelines on:</p> <ul style="list-style-type: none"> <li>- Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes and Sustaining Communities (2007);</li> <li>- Sustainable Urban Housing: Design Standards for New Apartments (2020);</li> <li>- Sustainable Residential Development in Urban Areas (2009);</li> <li>- Urban Design Manual: A Best Practice Guide (2009);</li> <li>- Urban Development and Building Heights – Guidelines for Planning Authorities (2018)</li> <li>- Housing Options for our Aging Population (2020) and Age Friendly Principles and Guidelines for the Planning Authority (2021);</li> <li>- Design Manual for Urban Roads and Streets (DMURS) (2019).</li> </ul>	Noted. The proposed development has had regard to the relevant guidance as set out in policy HO P1.
<p><b>Policy HO P2</b> Accord with the provisions of the National Planning Framework 2018, the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 (including the Metropolitan Area Strategic Plan) and the Ministerial Circular relating to Structural Housing Demand in Ireland and Housing Supply Targets, and the associated Section 28 Guidelines: Housing Supply Target Methodology for Development Planning (2020) and make provision for the scale of population growth and housing supply targets outlined in these plans and guidelines.</p>	The proposed development responds to the requirements of the NPF and the RSES in proposing additional housing on residential zoned land to the enable the continued growth of Maynooth.
<p><b>Policy HO P5</b> Promote residential densities appropriate to its location and surrounding context.</p>	The proposed development achieves a density of c.50 uph. This density is considered appropriate given the location of the site at the southwestern extent of the town and having regard to the densities and character of adjoining residential estates, and in particular the development under construction to the north.
<p><b>Objectives HO O4</b> Ensure appropriate densities are achieved in accordance with the Core Strategy in Chapter 2 of this Plan, and in accordance with the principles set out in Guidelines for Planning Authorities on</p>	

Sustainable Urban Development (Cities, Towns and Villages), DEHLG, 2009, Urban Design Manual: A Best Practice Guide, DEHLG, 2009; Urban Development and Building Height Guidelines for Planning Authorities (2018); and with reference to Circular Letter NRUP 02/2021 (April 2021).	
<b>Objectives HO 06</b> Ensure a balance between the protection of existing residential amenities, the established character of the area and the need to provide for sustainable residential development is achieved in all new developments.	The design and layout of the proposed development has taken many factors into consideration. The design ensures there is a balance between the protection of existing residential amenities to the north and east of the site.
<b>Objective HO 07</b> Promote, where appropriate and sensitive to the characteristics of the receiving environment, increased residential density as part of the Council's development management function and in accordance with the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities and the accompanying Urban Design Manual, DEHLG, May 2009.	The subject site provides a residential density of c. 50 uph which is considered appropriate for the site location.
<b>Objective HO 08</b> Support new housing provision over the Plan period to deliver compact and sustainable growth in the towns and villages in the County, and supporting urban renewal, infill and brownfield site development and regeneration, to strengthen the roles and viability of the towns and villages, including the requirement that at least 30% of all new homes in settlements be delivered within the existing built- up footprint.	<p>The proposed development achieves a density of c. 50 uph and lies on underutilised residentially zoned land within the Maynooth Local Area Plan boundary.</p> <p>The subject lands are considered C – new residential lands within the current Maynooth Local Area Plan, ore specially within the Railpark KDA which has an estimated total yield of 954 residential units.</p>
<b>Objective HO 013</b> Promote the design and delivery of environmentally sustainable and energy efficient housing, including through the refurbishment and upgrading of existing stock.	The scheme will be designed in environmentally sustainable and energy efficient housing. The Stage 3 LRD application will be accompanied with an Energy and Sustainability Report.
<b>Policy HO P7</b> Encourage the establishment of sustainable residential communities by ensuring a wide variety of housing typologies and tenures is provided throughout the county	<p>The proposed development provides 135 no. residential units which consists of 36 no. houses and 99 no. apartments.</p> <p>The unit mix of the proposed development is as follows, this mix is appropriate for this site and settlement.</p> <p>36 no. residential houses as follows:</p> <ul style="list-style-type: none"> <li>- 13 no. 3 bed units (c.36.1%)</li> <li>- 23 no. 4 bed units (c.63.9%)</li> </ul> <p>95 no. residential apartments as follows:</p> <ul style="list-style-type: none"> <li>- 24 no. 1 bed units (c.25.3%)</li> <li>- 60 no. 2 bed units (c.63.2%)</li> </ul>

	<p>- 11 no. 3 bed units (c.11.6%)</p> <p>08 no. residential duplex units as follows:</p> <ul style="list-style-type: none"> <li>- 02 no. 1 bed units (c.25%)</li> <li>- 02 no. 2 bed units (c.25%)</li> <li>- 04 no. 4 bed units (c.50%)</li> </ul> <p>The variety of units will accommodate a diverse mix of inhabitants varying in age, life stage, mobility and family size which encourages the establishment of a sustainable residential community.</p>
<p><b>Objective HO O15</b></p> <p>a) Require that new residential developments provide for a wide variety of housing types, sizes and tenures.</p> <p>b) Specify target housing mixes, as appropriate, for certain sites and settlements as part of the Local Area Plan process.</p> <p>c) Require the submission of a 'Statement of Housing Mix' with all applications for 10 or more residential units.</p> <p>d) Require that all new residential developments in excess of 5 residential units provide for a minimum of 20% universally designed units in accordance with the requirements of 'Building for Everyone: A Universal Design Approach' published by the National Disability Centre for Excellence in Universal Design. Further detail in respect of unit mix is set out in Chapter 15: Development Management Standards</p>	<p>Noted. The proposed development provides 139 no. residential units which consists of 36 no. houses and 103 no. apartments.</p> <p>The unit mix of the proposed development is as follows, this mix is appropriate for this site and settlement.</p> <p>36 no. residential houses as follows:</p> <ul style="list-style-type: none"> <li>- 13 no. 3 bed units (c.36.1%)</li> <li>- 23 no. 4 bed units (c.63.9%)</li> </ul> <p>95 no. residential apartments as follows:</p> <ul style="list-style-type: none"> <li>- 24 no. 1 bed units (c.25.3%)</li> <li>- 60 no. 2 bed units (c.63.2%)</li> <li>- 11 no. 3 bed units (c.11.6%)</li> </ul> <p>08 no. residential duplex units as follows:</p> <ul style="list-style-type: none"> <li>- 02 no. 1 bed units (c.25%)</li> <li>- 02 no. 2 bed units (c.25%)</li> <li>- 04 no. 4 bed units (c.50%)</li> </ul> <p>In relation to universally designed units, please refer to the justification outlined in the Design Statement prepared by DQA architects.</p>
<p><b>Objective HO O16</b> Promote the provision of high-quality apartments within sustainable neighbourhoods by achieving suitable levels of amenity within individual apartments, and within each apartment development, and ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood. Apartment development must be designed in accordance with the provisions of Sections 15.2, 15.3 and 15.4 (Chapter 15), where relevant, to ensure a high standard of amenity for future residents.</p>	<p>The proposed scheme seeks to create an innovative development of new homes on lands within Maynooth.</p> <p>The scheme will provide a vibrant new sustainable community which incorporates principles such as sustainability, permeability, walkability and shared public spaces. The proposal is in accordance with the provisions of section 15.2, 15.3 and 15.4 of the Development Plan.</p>
<p><b>Objective HO O17</b> Require new apartment developments to comply with the Specific Planning Policy Requirements and standards set out in the Apartment Guidelines for Planning</p>	<p>The proposed development includes apartments which are designed in accordance with the national apartment standards where relevant. Refer to the DQA Architects HQA for further details.</p>

<p>Authorities (Department of Housing, Environment and Local Government, 2020), where relevant particularly in relation to paragraph 3.8(a) of same which requires that the majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%).</p>	
<p><b>Objective HO O18</b> Support high-quality design in new housing and to promote housing that is attractive, safe, and adaptable to the needs of existing and future households. Kildare County Council will support innovative construction methods to deliver sustainable and adaptable housing.</p>	<p>The proposed development provides high quality design which ensures the development is attractive, safe and adaptable to the needs of existing and future households.</p> <p>The development is attractive as it has adopted a character area which blends in with the existing development. Overall, the development seeks to retain the natural characteristics of the site such as the hedging along the western and southern site boundaries.</p> <p>The scheme is safe for pedestrians and cyclists as it incorporates various safety elements throughout its design such as passive surveillance, public lighting, pedestrian/cyclist only access points.</p> <p>All residential units have been designed to successfully adapt to the future needs and desires of residents.</p>
<p><b>Objective HO O19</b> Support housing design that contributes to climate resilience and climate mitigation, including innovative low carbon construction methods and the reduction of embodied energy in newly built homes, in line with Goal 3 of the Kildare County Council Climate Change Adaptation Strategy 2019 – 2024.</p>	<p>The buildings will comply with design regulations that will reduce carbon emissions in line with the Action Plan. Please refer to Climate Action Energy Sustainability Statement by Faloon Consulting engineers.</p>
<p><b>Policy HO P8</b> Ensure that groups with specialist housing needs, such as older persons, people with disabilities, the homeless, Travellers, those in need of emergency accommodation including those fleeing domestic violence, are accommodated in a way suitable to each of their specific needs.</p>	<p>All residential units have been designed to successfully cope with change and adapt to future household needs. All homes are designed applying Technical Guidance Documents (i.e., TGD Part M), best-practice guidelines and current housing standards, including design in accordance with principles of universal design, as well as lifetime adaptable homes</p>
<p><b>Objective HO O20</b> Support the delivery of housing options to meet the needs of older persons and support older persons to live independently in active retirement, where possible.</p>	

<p><b>Objective HO 021</b> Meet the needs of older persons and people with a disability by requiring the provision of alternative accommodation, such as age appropriate homes, independent and assisted living units, day-care facilities, nursing homes and specialised care units (e.g. dementia specific units) to meet the needs of older persons and to facilitate the provision of a range of housing options for older persons in central, convenient and easily accessible locations, integrating such housing with mainstream housing through the application of a location specific objective (Specific Local Objectives (SLO)) at appropriate and optimised strategic locations particularly on Council owned lands in mandatory Local Area Plans in County Kildare.</p>	
<p><b>Policy Objective HO 022</b> Support the provision of specific purpose-built accommodation, including assisted living units and lifetime housing and adaptation of existing properties, which will include opportunities for 'downsizing' or 'right sizing' within communities.</p>	<p>The proposed development offers an opportunity for 'downsizing' or 'right sizing' within this community as it provides a variety of typologies including 1 beds, 2 beds, 3 beds and 4 beds.</p>
<p><b>Policy Objective HO 024</b> Support the implementation of the Kildare Age Friendly County Strategy 2019-2021 (and any subsequent strategy), promoting the delivery of Lifetime Homes and to support the provision of housing that is adaptable for an ageing population. The Council will also support and promote, in a timely manner, the delivery of specialist accommodation appropriate to the specific needs and wishes of older persons in co-operation with the voluntary sector, AHBs, the HSE, and other relevant bodies.</p>	<p>As previously stated, all residential units have been designed to successfully cope with change and adapt to future household needs. All homes are designed applying Technical Guidance Documents (i.e. TGD Part M), best-practice guidelines and current housing standards, including design in accordance with principles of universal design, as well as lifetime adaptable homes.</p>
<p><b>Policy Objective HO 025</b> Engage and develop strategies with the Approved Housing Bodies with responsibility for housing for older persons to develop accommodation in town centres more suited to those with reduced mobility</p>	
<p><b>Objective HO 026</b> Support access for people with disabilities, to the appropriate range of housing and related support services, delivered in an integrated, timely and sustainable manner, which promotes equality of opportunity, individual choice, and independent living.</p>	
<p><b>HO A3</b> Ensure that all Kildare County Council new build housing stock is in compliance with Part M of the Building Regulations.</p>	<p>The design of the proposed development provides for inclusivity of access throughout the public realm.</p>
<p><b>HO A4</b> In line with the Objectives and Actions in respect of Accessible Housing contained in the</p>	<p>Access to all housing units, apartment units will be in accordance with Part M of the Building Regulations.</p>

<p>'County Kildare Access Strategy - A Universal Access Approach 2020-2022', to ensure, measure and monitor that 10% of acquired housing stock meets the needs of those with a disability and 12% of Kildare County Council new builds are universally designed, and have regard to any revised actions in updated versions of the Access Strategy.</p>	
<p><b>Policy HO P9</b> Promote the provision of social and affordable housing in accordance with the Council's Housing Strategy, Housing Need Demand Assessment and Government policy as outlined in the DHPLG Social Housing Strategy 2020 and to ensure, where applicable:</p> <p>(a) That 20% of (i) lands zoned for residential use, or for a mixture of residential and other uses, in respect of which permission for the development of 5 or more houses is granted, and (ii) any land which is not zoned for residential use, or for a mixture of residential and other uses, but in respect of which permission for the development of 5 or more houses is granted, shall be reserved for the provision of social housing, affordable housing and cost rental housing; with at least half the 20% to be used for social housing support, and the remainder to be used for affordable housing, which can be affordable purchase, cost rental or both, social housing, or a combination of affordable and social housing, in accordance with the Affordable Housing Act 2021 and Part V of the Planning and Development Act 2000 (as amended).</p> <p>Or</p> <p>(b) Where (i) planning permission was granted before 1 August 2021, or (ii) where land was purchased between 1 September 2015 and 31 July 2021 in respect of which new planning permission was granted between 3 September 2021 and 31 July 2026, Kildare County Council will require that 10% of lands zoned for residential use, or for a mixture of residential and other uses, in respect of which permission for the development of 5 or more houses is granted, shall be reserved for the provision of social housing, in accordance with the Urban Regeneration and Housing Act 2015 (as amended) and Part V of the Planning and Development Act 2000 (as amended) (c) Where Part V provision on planning applications is</p>	<p>The Part V form has been completed and is included in the submitted Part V pack. Evidence of the site acquisition is provided via a letter from Byrne Wallace Shields LLP, confirming the purchase date of 27th March 2024.</p> <p>The proposed development provides 28 Part V units (20% of total units), distributed across the site in accordance with best practice, with a mix of houses, duplexes, and apartments as follows:</p> <ul style="list-style-type: none"> <li>• 9no. 1-bed apartment</li> <li>• 9no. 2-bed apartment</li> <li>• 3no. 3-bed apartment</li> <li>• 2no. 3-bed duplex</li> <li>• 5no. 3-bed house</li> </ul> <p>The Part V units are dispersed throughout the site, with a maximum of two adjacent units and own-door access provided where feasible. Each unit has dedicated parking, bin, and bicycle storage. Storage and private amenity areas comply with the relevant County Development Plan, LAP, and current Departmental guidance.</p> <p>As this development will be delivered in a single phase, all Part V units will be provided within that phase.</p> <p>All design, areas, and dimensions comply with:</p> <ul style="list-style-type: none"> <li>• Kildare County Development Plan 2023–2029</li> <li>• Maynooth and Environs Joint LAP 2025–2031</li> <li>• Quality Housing for Sustainable Communities: Design Guidelines (2020)</li> <li>• Planning Design Standards for Apartments Guidelines (2025)</li> </ul> <p>Please refer to the Part V pack prepared by DQA Architects submitted with this LRD application for full details.</p>

being accepted off site, that the units offered be located within a 5km catchment of the area.	
<b>Objective HO O39</b> Meet the county's housing need for social housing provision through a range of mechanisms, including Part V of the Planning and Development Act 2000 (as amended), a social housing building programme, acquisition, Repair and Lease Scheme, the Housing Assistance Payment (HAP) scheme, the Rental Accommodation Scheme (RAS) and the utilisation of existing housing stock.	
<b>Objective HO O41</b> Support local authorities, approved housing bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure, including social and affordable housing, new models of cost rental and affordable homeownership and co-operative housing.	<p>The proposed development provides 139 no. residential units which consists of 36 no. houses and 103 no. apartments.</p> <p>20% of housing units will be Part V housing units. Please refer to the Part V pack submitted with this LRD application consultation.</p>
<b>Objective HO O50</b> Require that new dwellings incorporate principles of sustainability and green principles in terms of design, services and amenities with careful consideration in the choice of materials, roof types (i.e. green roofs), taking advantage of solar gain/passive housing and the provision of low carbon and renewable energy technologies as appropriate to the scale of the development and to support microgeneration in all residential, commercial, agricultural and community development planning. Other sustainable principles could include the use of Sustainable Urban Drainage Systems (such as attenuation ponds and grass lined swales), the use of gravel or grasscrete rather than permanent paving/tarmac for driveways, landscaping and planting for biodiversity/pollinators and adequate waste segregation and storage space, as set out in Section 15.4 of Chapter 15 (Development Management standards) and the Rural House Design Guide contained in Appendix 4.	<p>The proposed development incorporates a range of sustainability measures where appropriate both in terms of the layout and orientation of units, provision of durable, sustainable materials, and ultimately the application of sustainable measures for heating and servicing the residential units.</p> <p>Landscaping and public realm include for a range of additional sustainability measures, all of which are detailed in the drawing and reports of Landmark Design &amp; Consultancy Landscape Architecture, DQA Architects and Kavanagh Burke Consulting Engineers.</p>
<b>Objective HO O51</b> Require all applications to demonstrate the ability to provide safe vehicular access to the site without the necessity to remove extensive stretches of native hedgerow and trees All applications will be considered on a case-by-case basis, having regard to, the quality of the hedgerow, age and historical context, if an old town boundary hedgerow, species composition, site context and proposed mitigation measures.	<p>The scheme provides vehicular/pedestrian access to the development from the proposed MERR.</p> <p>Additional pedestrian access will also be provided via the Parklands Grove local road to the north.</p> <p>Pleaser to documentation provided by Furey Consulting and TPS M Moran &amp; Associates for further details.</p>

<p><b>Objective HO 052</b> Recognise the biodiversity and ecosystem services value of established hedgerows within rural and urban settings and where hedgerow must be moved to achieve minimum sight lines, a corresponding length of hedgerow of similar species composition (native and of local provenance) shall be planted along the new boundary, while allowing occasional hedgerow trees to develop.</p>	<p>This provision is acknowledged with the retention when feasible of existing boundary hedgerows and boundary trees to be incorporated within the open space network and landscape design for the proposed development.</p>
<p><b>Objective HO 053</b> Retain, sensitively manage and protect features that contribute to local culture heritage and distinctiveness including;</p> <ul style="list-style-type: none"> <li>• heritage and landscape features such as post boxes, pumps, jostle stones, etc.</li> <li>• hedgerows and trees,</li> <li>• historic and archaeological features and landscapes,</li> <li>• water bodies,</li> <li>• ridges and skylines,</li> <li>• topographical and geological features and</li> <li>• important scenic views and prospects.</li> </ul>	<p>The proposed layout works with the topography and existing terrain of the site. The scheme seeks to retain existing hedges and boundary trees where feasible.</p>

#### Chapter 4 Resilient Economy & Job Creation

Policy/Objective	Assessment
<p><b>Policy RE 018</b> Support Maynooth as a Key Town to act as the economic driver for north Kildare and provide for strategic employment at key locations to improve the economic base of the town and provide for an increased number of local jobs.</p>	<p>The proposed development provides a creche and 139 no. residential units which will positively contribute towards increased population and employment activity in the surrounding area.</p>
<p><b>RE 019</b> Co-ordinate the delivery of strategic infrastructure subject to appropriate route option selection processes and environmental assessments including pedestrian and cycle linkages within Maynooth and the Royal Canal Greenway, DART expansion and road linkages forming part of the Maynooth Outer Orbital Route in a manner which supports future development and population growth.</p>	<p>The site is accessed by one shared vehicular and pedestrian access to the east via the proposed MERR forecasted for completion Q3 2027. It is noted the proposed MERR once delivered footpaths and cycleways which can connect to the town centre via the Royal Canal walkway. The new junctions will provide pedestrian crossing facilities ensuring the safety of pedestrians and cyclists.</p>

#### Chapter 5 Sustainable Mobility & Transport

Policy/Objective	Assessment
<p><b>Objective TM 05</b> Encourage the use of materials and engineering solutions that optimise natural surface water drainage as part of Sustainable Urban Drainage Systems (SUDS) with all new active travel, public transport, parking, road and street developments and ensure adequate</p>	<p>The proposed development incorporates SUDS into the design of the development.</p> <p>The following SUDS measures are proposed to meet the objectives of Amenity, Quantity, Quality and Biodiversity:</p> <ul style="list-style-type: none"> <li>• Green and blue Roofs to apartment blocks and the creche.</li> </ul>

<p>replacement and additional planting of pollinator-friendly and native species.</p>	<ul style="list-style-type: none"> <li>• Permeable paving to car parking spaces and vehicular access to home zones.</li> <li>• The hardstanding areas such as roads and footpaths will be directed towards to adjacent soft landscaping via dropped kerbs etc.</li> <li>• Soakaways in the public open spaces and to back gardens of the houses wherever possible.</li> <li>• Proposed tree pits and bio-retention areas to facilitate the flow from the road gulleys.</li> <li>• Detention basin to cater for storm events above a 1 in 30 years.</li> </ul>
<p><b>Objective TM O7</b> Introduce measures to reduce traffic congestion in town centres such as pedestrianisation, pedestrian priority and/or improved pedestrian/cycling facilities, in particular increasing the number of safe crossings.</p>	<p>The site is accessed by one shared vehicular and pedestrian access to the east via the proposed MERR forecasted for completion Q3 2027. It is noted the proposed MERR once delivered footpaths and cycleways which can connect to the town centre via the Royal Canal walkway. The new junctions will provide pedestrian crossing facilities ensuring the safety of pedestrians and cyclists.</p> <p>Notwithstanding, there is also a proposed pedestrian/ cycle link to the north from the existing local road known as Parklands Grove.</p> <p>To the south it is envisaged that the scheme will connect with the wider JLAP lands to the south, via the main spine road proposed, fostering further connectivity within the JLAP lands.</p>
<p><b>Objective TM O17</b> Support and facilitate the provision of electric vehicles including Battery Electric Vehicles (BEV) and Plugin Hybrid Electric Vehicles (PHEV) including electric cars, bikes and scooters as a more sustainable low carbon option to the conventional private motor vehicle. The support of e-scooters will be subject to the enactment of legislation to regulate and legalise e-scooters</p>	<p>Noted. EV parking spaces will be provided in line with this policy.</p>
<p><b>Policy TM P2</b> Prioritise and promote the development of high-quality, suitable, safe and sustainable walking and cycling pathways and facilities, both intercounty, intra-county (in consultation with all relevant stakeholders including neighbouring local authorities) and within the towns and settlements of County Kildare within a safe road/street environment that will encourage a shift to active travel that is accessible for all, regardless of age, physical mobility, or social disadvantage, subject to all relevant and cumulative environmental assessments and planning conditions. New projects (including greenways, blueways and</p>	<p>The proposed residential development includes for a comprehensive network of footpaths throughout. the street network proposed throughout the scheme is compliant with DMURS standards which promotes permeability and connectivity to adjacent lands.</p> <p>Connectivity and integration with the existing surrounding residential context are an integral part of this residential scheme. Streetscapes and building blocks have been arranged to integrate into the surrounding immediate development.</p>

<p>cycleways) should first be subject to the undertaking of feasibility assessment. Where feasibility is established, a Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages”, Stage 1 – Route Corridor Identification, Evaluation and Selection and Stage 2 – Route Identification, Evaluation and Selection.</p>	
<p><b>Objectives TM O19</b> Ensure regular maintenance of walking and cycling routes and ensure that all roads in new developments are designed in accordance with the principles, approaches and standards contained in the Design Manual for Urban Roads and Streets 2019, the National Cycle Manual (NTA, 2011 – or the pending update) and the Draft GDA Cycle Network Plan (NTA, 2021).</p>	<p>All roads and footpaths within the development are design to DMURS standard as confirmed in the TPS M Moran &amp; Associates documentation.</p>
<p><b>Objective TM O20</b> Ensure new development areas are fully permeable for walking and cycling at a minimum, public transport (where appropriate) and provide for filtered permeability for private vehicle access in accordance with the NTA Permeability Best Practice Guide in order to give a competitive advantage to active travel modes for local trip making.</p>	<p>Permeability between the development and adjoining local is optimised with new connections being provided. To the south it is envisaged that the scheme will connect with the wider JLAP lands to the south, via the main spine road proposed, fostering further connectivity within the JLAP lands.</p>
<p><b>Objective TM O21</b> Ensure site layout proposals detail present and possible future connections to pedestrian/cycle links and improve permeability between existing and proposed developments including adjacent developments thereby facilitating the ‘10-minute settlement’ concept.</p>	
<p><b>Objective TM O61</b> Require all developments to undertake an assessment of the public transport capacity related to the area of the proposed development site.</p>	<p>The LRD application is accompanied by a comprehensive Traffic and Transport Assessment prepared by TPS M Moran &amp; Associates, and which assesses the public transport provision within Maynooth. A Road Safety Audit and Quality Audit has also been undertaken on the layout to inform the later detailed design.</p>
<p><b>Objective TM O63</b> Ensure that the planning, design and implementation of all road and street networks within urban areas across the county accord with the principles set out in the Design Manual for Urban Roads and Streets (2019), the National Cycle Manual (2011 – or the pending update) and all other standards where relevant.</p>	<p>The roads and streets within the proposed development have been designed in accordance with DMURS as detailed in the TPS M Moran &amp; Associates report submitted. A Road Safety Audit and Quality Audit has also been undertaken on the layout to inform the later detailed design.</p>
<p><b>Objective TM O71</b> Ensure that all new developments in proximity to National Routes</p>	<p>Traynor Environmental Ltd carried out an Environmental Noise Survey for the proposed large-scale residential</p>

<p>and Regional Routes and other heavily trafficked roads are spatially and acoustically assessed and designed to minimise noise impact and to protect sensitive noise receptors from traffic noise in accordance with national and local planning guidance as may be issued</p>	<p>development at Railpark, Maynooth, Co. Kildare. Two long-term noise meters monitored noise levels continuously from Wednesday 8th – Wednesday 14th February 2025, and three short-term noise meters monitored noise levels from 17th – 18th February 2025. All measurements were conducted at 1.5m above ground level under dry and calm weather conditions.</p> <p>The Environmental Noise Survey concluded:</p> <ol style="list-style-type: none"> <li>1. Operational Noise Compliance: The development will not be exposed to noise levels exceeding the thresholds of the Kildare County Council Third Noise Action Plan 2024–2028, provided mitigation measures are implemented, including the installation of acoustic barriers along the Maynooth Eastern Ring Road (MERR) and appropriate glazing.</li> <li>2. Construction Phase Mitigation: Construction activities are predicted to generate noise and vibration within acceptable limits at nearby sensitive locations if mitigation measures are applied. Recommended measures include: <ul style="list-style-type: none"> <li>- Selection of quiet plant</li> <li>- Noise control at source</li> <li>- Screening and hoarding</li> <li>- Liaison with the public</li> <li>- Noise and vibration monitoring</li> </ul> </li> <li>3. Good Acoustic Design: A Good Acoustic Design methodology has been applied to ensure internal noise levels meet the standards set out in BS 8233:2014. This includes mechanical ventilation systems to maintain indoor air quality without needing to open windows, and glazing specifications of 30–35 dB Rw+Ctr depending on exposure.</li> </ol> <p>Overall, the report confirms that the proposed development will be fully compliant with BS 8233:2014 and the Kildare County Council Noise Action Plan 2024–2028. Therefore, there are no noise or vibration-related reasons that would preclude granting planning permission for the development.</p>
<p><b>Objective TM 073</b> Ensure that new developments in proximity to National Routes and Regional Routes are designed in such a way as to prevent light overspill onto adjacent public roads</p>	<p>An appropriate lighting plan prepared by Fallon Design Consulting Engineers is submitted with this LRD application and ensures appropriate lighting design is incorporated throughout the scheme.</p>

<p><b>Objective TM O99</b> Ensure that all new streets in housing and mixed-use schemes are designed, in accordance with:</p> <ul style="list-style-type: none"> <li>• Design Manual for Urban Roads and Streets (2019);</li> <li>• Sustainable Residential Development in Urban Areas (2009) and accompanying Best Practice Design Manual (2009);</li> <li>• Architecture 2009-2015 Towards a Sustainable Future: Delivering Quality within the Built Environment (2009);</li> <li>• Any new guidance/standards from the DECLG; and</li> <li>• Any other relevant design standards.</li> </ul>	<p>As noted above the proposed design including internal streets and roads have been designed in accordance with DMURS standards as outlined in TPS M Moran &amp; Associates and Furey Consulting documentation.</p> <p>In terms of urban design and architecture the proposed development has also been designed in accordance with relevant national policies and guidance as outlined in the Design Statement prepared by DQA Architects.</p>
<p><b>Objective TM O101</b> Ensure that all developments allow for full connectivity (pedestrian, cycle and vehicular) to adjacent road networks and to adjacent lands, which may be developed in the future.</p>	<p>The site will be accessed via a single shared vehicular and pedestrian entrance located to the east, connecting to the proposed MERR, which is scheduled for completion in Q3 2027. Upon delivery, the MERR will provide footpaths and cycleways linking the site to the town centre through the Royal Canal walkway. New junctions along the MERR will incorporate pedestrian crossing facilities to ensure the safety of both pedestrians and cyclists.</p> <p>In addition, a dedicated pedestrian and cycle connection is proposed to the north, linking the development to the existing local road network at Parklands Grove.</p> <p>The scheme intentionally limits vehicular access to create a safe, pedestrian-focused environment. With the exception of Unit 13, which will be accessed via Old Railpark/Parkgrove, all vehicular movements will occur through the primary eastern access. A dedicated pedestrian and cycle link from Old Rail Park Road provides strong north-south permeability and encourages active travel. The internal street network has been designed to be universally accessible, clearly define public and private realms through building placement and landscaping, and contribute to a strong sense of place.</p>
<p><b>Objective TM O102</b> Minimise the extent of hedgerow removal in order to achieve adequate sightlines. However, where it has been satisfactorily demonstrated that there is no other suitable development site (for planning reasons) any removed hedgerow shall be replaced with native hedgerow species. Opportunities should be sought to translocate existing species rich hedgerows, where possible, and subject to proper biosecurity protocols.</p>	<p>To facilitate the delivery of the housing development, some hedgerow removal has been required. However, this has been kept to an absolute minimum, with significant elements of the existing green infrastructure retained and integrated into the new network of open spaces.</p> <p>Please refer to the Biodiversity Management Plan and Landscape Package for full details.</p>

<p><b>Objective TM 105</b> Ensure that all streets and street networks are designed considering the hierarchy of users (in Figure 5.9O and includes the provision of high-quality walking and cycling infrastructure and traffic calming measures which may include speed ramps</p>	<p>As noted above the design of the roads and streets within the development are in accordance with DMURS and ensures that appropriate infrastructure for pedestrians and cyclists is included.</p>
<p><b>Action TM A25</b> Require all multi-unit developments and schools to submit mobility management plans and travel plans, including an assessment of the public transport capacity in a manner consistent with existing NTA guidance and to implement mobility management initiatives to minimise the impact of new developments on the road and street network of the County.</p>	<p>TPS M Moran &amp; Associates prepared and submitted a TIA.</p> <p>The TIA addresses the likely traffic impact of the proposed development, based on the following:</p> <ul style="list-style-type: none"> <li>• Assessment of the projected traffic conditions on the road network in the vicinity of the proposed development site where it connects with MERR.</li> <li>• Assessment of the trip rates associated with the proposed residential development.</li> <li>• Assignment of the trip distribution patterns associated with the proposed development onto the adjacent road network and MERR.</li> <li>• Proposed Site Access arrangements.</li> <li>• Capacity and operational assessments of the likely impact of the proposed development on the adjacent road network.</li> <li>• Compliance with the Design Manual for Urban Roads and Streets Statement.</li> <li>• Mobility Management Travel Plan.</li> <li>• Quality Audit including Stage 1/2 Road Safety Audit.</li> </ul>
<p><b>Action TM A26</b> Require the preparation of a Road Safety Audit as part of any proposed development/project of a significant scale which may have potential implications on major transport infrastructure. Such assessments shall be in accordance with the Transport Infrastructure Ireland publications 'Road Safety Audit, GE-STY-01024, (Dec 2017) and Road Safety Audit Guidelines, GE-STY-01027, (Dec 2017).</p>	
<p><b>Objective TM O110</b> Design car parking layouts in accordance with the Design Manual for Urban Roads and Streets (2019) and ensure that car parking, including the provision of fully accessible EV charging facilities, do not detract from the comfort and safety of pedestrians and cyclists or the attractiveness of the landscape</p>	<p>Car parking with the development has been designed in accordance with DMURS as outlined in the TPS M Moran &amp; Associates and Furey Consulting documentation.</p>
<p><b>Objective TM O113</b> The quantum of car parking or the requirements for any such provision for apartment developments will have regard to the proximity and accessibility to urban locations, public transport and employment locations as outlined in the Sustainable Urban Housing: Design Standards for New Apartments (2020).</p>	<p>Parking for the proposed apartments is in accordance with the standards outlined in the County Development Plan and as detailed in the TPS M Moran &amp; Associates and Furey Consulting documentation.</p>
<p><b>Objective TM O120</b> Promote appropriate parking arrangements for specific user requirements including age friendly parking, hidden disabled, disabled parking, bicycle parking and motorcycle parking in towns, public transport nodes and other destinations</p>	<p>Specific parking provision of disabled parking throughout are proposed in accordance with the County Development Plan and as detailed in the TPS M Moran &amp; Associates and Furey Consulting documentation.</p>
<p><b>Policy TM P11</b> Ensure street lighting is provided in accordance with Kildare County Councils</p>	

<p>'Street Lighting and Planning Guidance' policy document in either draft or adopted form. The document outlines the general principles and requirements for street lighting in the county.</p>	<p>An appropriate lighting plan prepared by Fallon Design Consulting Engineers is submitted this LRD application.</p>
<p><b>Objective TM O125</b> Ensure that landscape proposals detail public lighting locations and that proposed street lighting is not compromised by tree planting. The landscape proposals should ensure that the trees are planted a sufficient distance from public lighting so that when the canopy matures it does not cover the light standard.</p>	<p>Lighting proposals as designed by Fallon Design Consulting Engineers are reflected in the Landscape Masterplan prepared by Landmark Design Landscape Architects.</p>
<p><b>Objective TM O130</b> Ensure that the design of external lighting schemes minimises the incidence of light spillage or pollution in the immediate surrounding environment and has due regard to the residential amenity of surrounding areas and the need to mitigate adverse impacts on sensitive fauna and protected species.</p>	<p>An appropriate lighting plan prepared by Faloon Consulting Engineers is submitted with the LRD Application and has full regard to protection of existing residential amenities and consideration has also been given to the potential ecological impacts and is appropriately designed at sensitive locations.</p>
<p><b>Action TM A28</b> Require that any lighting design strategies to be developed to minimise impacts on biodiversity. The chosen luminaires should have an optimum light control and a tightly controlled distribution to minimise light spillage or pollution outside of the immediate site area and potential impact on biodiversity in particular navigation routes and natural habitats. Cowls/shields should be utilised to provide directional lighting. In general lighting luminaires should be positioned to avoid up-lighting where possible. Consideration should be taken regarding lux level, wavelength and Total Transfer Capability (TTC) so as to avoid any potential harmful impacts on protected species such as bats.</p>	<p>These mitigations will be finalised in liaison with Russell Environmental in accordance with the Ecological Impact Assessment once it is completed.</p>

## Chapter 6 Infrastructure & Environmental Services

Policy/Objective	Assessment
<p><b>Objective IN O3</b> Promote water conservation and best practice water conservation in all developments, including rainwater harvesting and grey water recycling.</p>	<p>A range of measures are to be provided as outlined in the Kavanagh Burke Consulting Engineers documentation.</p>
<p><b>Objective IN O4</b> Ensure that adequate water services will be available to service development prior to the granting of planning permission and to require developers to provide evidence of consultation with Irish Water regarding capacity in the network prior to applying for planning permission.</p>	<p>The applicant has engaged with Irish Water, please see the Engineering Planning Report submitted with this LRD application for the Confirmation of Feasibility (COF) letter and Statement of Design Acceptance (SoDA).</p>

<p><b>Policy IN P4</b> Ensure adequate surface water drainage systems are in place which meet the requirements of the EU Water Framework Directive and the River Basin Management Plan in order to promote the use of Sustainable Drainage Systems</p>	<p>The surface water drainage design has been updated to fully comply with the Kildare County Development Plan's Sustainable Drainage Systems (SuDS) Guidance Document. The revised strategy adopts a SuDS Management Train approach, incorporating a sequence of complementary measures to effectively manage surface water runoff. These features control runoff rate, volume, and frequency while also improving water quality through natural filtration and attenuation processes.</p>
<p><b>Objective IN O22</b> Require the implementation of Sustainable Urban Drainage Systems (SuDS) and other nature-based surface water drainage as an integral part of all new development proposals</p>	<p>Previously proposed underground soakaways have been removed and replaced with above-ground, vegetated flow-through detention basins, enhancing both system performance and environmental value. One soakaway has been retained within the central open space; due to existing site levels, introducing a detention basin in this location would have required an excessive depth, creating potential safety concerns. Additional flow-through detention basins have been provided, and the site has been subdivided into smaller catchments to align with best practice in surface water management.</p>
<p><b>Objective IN O23</b> Require new developments to reduce the generation of storm water runoff and ensure all storm water generated is disposed of on-site OR attenuated and treated prior to discharge to an approved water system, with consideration for the following:</p> <ul style="list-style-type: none"> <li>• The infiltration into the ground through the provision of porous pavement such as permeable paving, swales, and detention basins.</li> <li>• The holding of water in storage areas through the construction of green roofs, rainwater harvesting, detention basins, ponds, and wetlands.</li> <li>• The slow-down in the movement of water.</li> </ul>	<p>The following SuDS measures are proposed to achieve the objectives of amenity, quantity, quality, and biodiversity:</p> <ul style="list-style-type: none"> <li>• Green and blue roofs on the apartment blocks and crèche</li> <li>• Permeable paving for car parking areas and access routes within home zones, with runoff accounted for in design calculations, including temporary ponding during extreme rainfall events</li> <li>• Discharge of runoff from hardstanding areas (roads and footpaths) into adjacent soft landscaping via dropped kerbs and similar features</li> <li>• Vegetated detention basins</li> <li>• Tree pits / bioretention areas</li> <li>• Rain gardens</li> <li>• Soakaways</li> <li>• Flow control devices to regulate discharge</li> </ul> <p>Full details of the proposed SuDS features are provided on drawings D1824-KB-XX-XX-DR-C-0001 and D1824-KB-XX-XX-DR-C-0002.</p>
<p><b>Objective IN O25</b> Promote the use of green infrastructure (e.g., green roofs, green walls, planting, and green spaces) as natural water retention measures.</p>	<p>Noted. The SUDs areas listed above have been carefully sited and designed with inputs from Landmark Design</p>

<p>space provision, except where it contributes in a significant and positive way to the design and quality of open space. In instances where the Council determines that SuDS make a significant and positive contribution to open space, a maximum of 10% of open space provision shall be taken up by SuDS. The Council will consider the provision of SuDS on existing open space, where appropriate. The 'Sustainable Urban Drainage Systems Guidance Document' prepared as an action of this plan shall supersede this standard.</p>	<p>Landscape Architects to ensure usability and design quality.</p> <p>While the attenuation basin exceeds the 10% threshold set out in the Kildare CDP, this is an unavoidable outcome of delivering a compact urban development at the density required under national policy.</p> <p>The 2024 Sustainable Residential Development Guidelines explicitly support the integration of SuDS within public open spaces, recognising their multifunctional role in urban environments.</p> <p>Appendix A of the Guidelines state: <i>“For the purposes of calculating open space provision, it can include areas used for Nature-based Urban Drainage and other attenuation areas where they form part of an integrated open space network.”</i></p> <p>Detention basins provide the storage and hydraulic performance required for higher-density schemes, and their integration as landscape features ensures attractive, biodiverse, and functional open spaces. The proposed SuDS strategy therefore represents a balanced response that meets national guidance, site-specific engineering requirements, and the LAP's compact growth objectives.</p>
<p><b>Objective IN O30</b> Require all plans and projects to comply with the Best Practice Interim Guidance Document 'Nature-based solutions to the management of rainwater and surface water runoff in Urban Areas (2021)' published by the Department of Housing, Local Government and Heritage, or any subsequent updates to same.</p>	<p>The nature based SuDs measures proposed are designed in accordance with the referenced guidelines and as discussed and agreed with KCC Water Services.</p>
<p><b>Objective IN O33</b> Manage flood risk in the county in accordance with the sequential approach and requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and circular PL02/2014 (August 2014), when preparing plans, programmes, and assessing development proposals. To require, for lands identified in the Strategic Flood Risk Assessment, a site-specific Flood Risk Assessment to an appropriate level of detail, addressing all potential sources of flood risk, demonstrating compliance with the Guidelines or any updated version of these guidelines,</p>	<p>JBA Consulting Engineers has carried out a Flood Risk Assessment for a Residential Development at Maynooth, Railpark (West). This report has been prepared to assess the flood risk to the site and adjacent lands as a result of the proposed development.</p> <p>In conclusion the report found there are <i>“no instances of historic flooding on-site. The site is located outside the zones of flooding for the 1% (Flood Zone A) and 0.1% (Flood Zone B) AEP fluvial events. The risks of flooding from coastal sources and the Royal Canal have been screened out. Similarly, the risk of groundwater flooding has also been excluded. This FRA has determined that the</i></p>

<p>paying particular attention to avoidance of known flood risk, residual flood risks and any proposed site-specific flood management measures.</p>	<p><i>existing site is located in Flood Zone C, meaning it is at a low risk of flooding”.</i></p> <p>Furthermore, any residual risk that has been identified as the failure of the proposed surface water drainage systems. Several mitigation measures have been recommended to manage this risk.</p>
<p><b>Objective IN O41</b> Ensure the provision of adequately sized public recycling facilities in association with new commercial developments and in tandem with significant change of use / extensions of existing commercial developments where appropriate to maximise access by the public.</p>	<p>Appropriate bin storage areas are designed and included for in the proposed development as detailed in the DQA drawings and the Operational Waste and Recycling Management Plan prepared by Traynor Environmental Ltd.</p>
<p><b>Objective IN O42</b> Require the appropriate provision for the sustainable management of waste within developments (particularly apartment buildings), including the provision of facilities for storage, separation, and collection of waste.</p>	
<p><b>Objective IN O63</b> Implement the relevant spatial planning recommendations and actions of the Kildare Noise Action Plan 2019-2023 (and any subsequent update).</p>	
<p><b>Objective IN O64</b> Ensure that future developments are designed and constructed to minimise noise disturbance and consider the multi-functional uses of streets including movement and recreation, as detailed in the Urban Design Manual (2009) and the Design Manual for Urban Roads and Streets (2013).</p>	<p>Noted.</p> <p>Traynor Environmental Ltd undertook an Environmental Noise Survey for the proposed residential LRD. Long- and short-term noise monitoring was carried out in February 2025 under suitable weather conditions.</p> <p>The survey concluded that, with mitigation measures such as acoustic barriers along the Maynooth Eastern Ring Road and appropriate glazing, operational noise levels will comply with the Kildare County Council Noise Action Plan 2024–2028. Construction noise and vibration are also expected to remain within acceptable limits if standard mitigation measures are implemented.</p> <p>A sound Acoustic Design approach has been applied to ensure internal noise levels comply with BS 8233:2014, including suitable glazing and mechanical ventilation. Overall, the report confirms that the development meets all relevant noise standards and that noise or vibration will not restrict the granting of planning permission.</p>
<p><b>Objective IN O67</b> Ensure noise sensitive development in proximity to national and other roads provides a noise impact assessment / Acoustic Design Statement to the requirements set out in the Noise Action Plan and Local Planning Advice Notes as may issue and includes appropriate spatial consideration in the design phase and, where necessary physical mitigation measures, such as noise barriers, set back landscaping and / or buffer zones between areas of land where development is proposed and existing / proposed national or other roads.</p>	
<p><b>Objective IN O68</b> Require the design of external lighting schemes to minimise the incidence of light spillage or pollution into the surrounding environment having regard to the residential amenity of surrounding areas and the need to mitigate adverse impacts on sensitive fauna and protected species</p>	<p>An appropriate lighting plan prepared by Fallon Design Consulting Engineers is submitted with this LRD Application and has regard to protection of existing residential amenities and environmentally sensitive areas.</p>

**Objective IN O69** Investigate measures to improve the approach to street lighting and ensure new developments are lit appropriately protecting environmentally sensitive areas.

## Chapter 7 Energy & Communications

Policy/Objective	Assessment
<b>Objective EC O44</b> Require all new development to be designed to take account of the impacts of climate change, and that energy conservation, energy efficiency and energy renewable measures are incorporated in new and existing buildings through the appropriate design and location of new development, in accordance with relevant building regulations and guidelines.	<p>The proposed buildings will be designed and constructed in accordance with all relevant regulations and guidance aimed at reducing carbon emissions and enhancing energy efficiency, in line with the objectives of the Climate Action Plan. The full application is accompanied by a Climate Action &amp; Energy Sustainability Statement.</p> <p>We refer the Planning Authority to the Climate Action &amp; Energy Sustainability Statement prepared by Fallon Design, which outlines how the proposed development will deliver energy-efficient, climate-responsive buildings in compliance with applicable building regulations and best practice standards.</p>

## Chapter 10 Community Infrastructure and Creative Places

Policy/Objective	Assessment
<p><b>Objective SC O15</b> requires that community facilities are provided in new communities on a phased basis in tandem with the provision of new housing or other large-scale developments. In cases where there is a deficiency of a certain type of infrastructure as part of the development proposal, the frontloading of such infrastructure will be required as part of the first phase of development and must be fully operational prior to the occupation of any residential unit on the subject site. Such deficiencies should be identified in the Social Infrastructure Audit prepared to accompany the planning application. Where the Planning Authority is not satisfied with the information supplied as part of the Social Infrastructure Audit or where inadequate measures are proposed to address any identified shortfalls in social infrastructure as part of a proposed development scheme, a planning application for new housing developments or large-scale developments may not be favourably considered.</p>	<p>Noted</p> <p>This LRD application is submitted with a Community and Social Infrastructure Audit that assesses a range of services and facilities that would be expected in a community, conducive to enabling a high-quality standard of living for the existing and future residents.</p> <p>The themes will be analysed with regard to their context within the defined study area, with several varying buffer radii from the subject site. All of the facilities are identified as being either within 1 km or c. 2km from the site. This area is generated by a 1km/2km “as the crow flies” buffer zone. Due to the existing urban layout, the walking/cycling distances to some facilities is slightly further than 1km/2km. The tables below list the facilities within 1km and 2km as the crow flies and also provide an approximate walking/cycle route distance.</p> <p>The Social Infrastructure Audit has demonstrated that the subject site is located in close proximity to a range of facilities that will meet the needs of future residents of the proposed development. The proposed development will generate a demand on the existing services and facilities, such as public open space and natural amenities.</p>
<p><b>Objective SC O16</b> Require residential schemes of 20 units or greater to submit a Social Infrastructure Audit which shall determine how the capacity of the assessed infrastructure will</p>	

<p>be affected by the proposed increase in population. Where a deficit is identified, the developer will be required to make provisions/submit proposals to address such deficits.</p>	<p>Please refer to this Report for full details.</p>
<p><b>Objective SC O17</b> (a) Require social infrastructure audits submitted in accordance with SC O15 of this Plan to include a map of educational, community, childcare, healthcare, sporting, and open space/play facilities within a 10-15 minute (800-1200 metre radius) walk of the proposed development. The audit should identify public / non-fee paying and private/fee paying facilities. Such audits may consider, where appropriate, services which are accessed by car. Capacities must be confirmed with supporting documentation submitted from service providers in order to verify the assessment as set out in the audit. (b) Include an assessment of the availability of or the provision of a new neighbourhood centre.</p>	
<p><b>Objective SC O25</b> Increase the quantity and improve the quality of children's play facilities across the county particularly in areas where a lack of provision has been identified (e.g., play areas should be within a 10-minute walk of new and existing residential areas), subject to AA screening and where applicable, Stage 2 AA.</p>	<p>The proposed development includes for play areas as part of the open space provision, and which is detailed in the Landmark Design Landscape Architects landscape drawings. Furthermore,</p> <p>The proposed site is situated within the Railpark KDA Urban Design Framework, and as such, the landscape design has been crafted to align with this overarching vision. A central feature of the site is the southwest open space, which is part of the 3-hectare strategic open space at the heart of the KDA.</p> <p>Plans for the remaining areas within the Railpark KDA are still in development, and at this early design stage, the applicant together with Design Team had conversations with the applicants of the adjacent southern lands to ensure a cohesive approach to the landscape elements.</p>
<p><b>Objective SC O31</b> Ensure that parking spaces provided for people with disabilities are appropriately indicated and located in a manner which has regard to dismounting and the safety of drivers and passengers. In addition, all parking spaces for the disabled shall be suitably marked both on the ground and by clearly visible vertical signs.</p>	<p>Accessible parking spaces are provided throughout the development. These are distributed around the site as appropriate.</p> <p>These will all be appropriately marked.</p>
<p><b>Objective SC O34</b> Ensure that, where possible, all footpaths are. (i) Sufficiently wide and suitable for wheelchair use, (ii) Free from barriers,</p>	<p>All footpaths and public areas have been designed in line with Part M and DMURS.</p>

<p>(iii) Well lit, (iv) Appropriately surfaced, and (v) Include kerb drops at all appropriate locations. As part of any redevelopment works, the accessibility of circulation routes must be considered and items (i) to (v) above must be addressed where possible and appropriate. Crossing points shall also be provided at suitable locations to allow for the uninterrupted movement of disabled users through the county's towns and villages.</p>	<p>They have been designed to be well lit, free from barriers and appropriately surfaced with drop kerbs at appropriate locations.</p> <p>Please see the Furey Consulting Engineers and Landmark Design Landscape architects pack for details.</p>
<p><b>Action SC A9</b> Ensure that all footpaths and public areas are accessible and safe for people with disabilities and/or reduced mobility by continuing a programme of footpath development and improvements.</p>	
<p><b>Policy SC P6</b> Facilitate the provision of continuing care facilities for older persons, such as own homes (designed to meet the needs of older persons), sheltered housing, day-care facilities, nursing homes, step down care centres, and specialised care units (e.g., dementia specific units) at appropriate locations throughout the county.</p>	<p>All residential units have been designed to successfully cope with change and adapt to future household needs. All homes are designed applying Technical Guidance Documents (i.e., TGD Part M), best-practice guidelines and current housing standards, including design in accordance with principles of universal design, as well as lifetime adaptable homes.</p>
<p><b>Objective SC O35</b> Cater for the diversity of older people's needs by promoting adaptability and flexibility in the design of homes and the promotion of appropriate commercial and community facilities in population centres with higher proportions of older people.</p>	<p>The proposed development offers an opportunity for 'downsizing' or 'empty nesters' within this community as it provides a variety of typologies including 1 beds, 2 beds, 3 beds and 4 beds.</p>
<p><b>Objective SC O39</b> Facilitate the aims and objectives outlined in the Kildare Age Friendly Strategy 2019-2021 (or any subsequent/updated version).</p>	
<p><b>Objective SC O70</b> Require social infrastructure audits to be submitted with development proposals to outline up to date capacity and enrolment figures of schools within the catchment (10-20 minute walk/cycle) of the proposed development noting that Second Level Schools serve a wider catchment and as such, the assessment of these should include schools within a 5km radius or otherwise agreed by the Planning Authority. The data should be verified in writing by individual schools.</p>	<p>A comprehensive Social Infrastructure Audit has been undertaken for the proposed development at Railpark, Maynooth. The audit considers key services including education, healthcare, retail, emergency services, and childcare, with a detailed assessment of existing childcare provision in the area. Facilities within walking and cycling distances of the site have been mapped, and the capacity of these services has been verified using supporting information from service providers.</p>
<p><b>Objective SC O77</b> Have regard to the criteria specified in the Childcare Facilities for Planning Authorities, DEHLG (2001), Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2020) and any updated policy guidance, regarding the</p>	<p>These guidelines have been considered within the statement of consistency.</p>

provision of childcare and early years education facilities.	
<b>Objective SC 079</b> Ensure childcare provision is delivered in new communities prior to or in tandem with phase 1 of any residential or commercial development and is fully operational prior to the occupation of any residential units within the subject site.	The proposed development comprises 139 residential units, including one- to four-bedroom houses, apartments, and duplexes. Based on the standard requirement of 20 childcare spaces per 75 dwellings, the development would generate a need for approximately 37 childcare spaces ( $139/75 \times 20$ ). When excluding one-bedroom units, the development includes 82 two-bedroom units. Based on the standard requirement of 20 childcare spaces per 75 dwellings, this generates a need for approximately 22 childcare spaces.
<b>Objective SC 086</b> Require development proposals for more than 20 residential units or over 2,000sqm in the case of commercial developments (including office/industrial developments) to prepare and submit a social infrastructure audit detailing the level of childcare infrastructure in the catchment which shall outline available capacity and types of service provided in each facility which must be verified in writing by the relevant service providers.	To meet this demand, the proposal includes a creche of approximately 351 m <sup>2</sup> with an associated play area of 175 m <sup>2</sup> (totalling c. 526 m <sup>2</sup> ), providing around 88 childcare places. This provision will accommodate the needs of residents while also offering additional capacity for the wider community.
<b>Objective SC 087</b> Require the provision of appropriately located and purpose-built early learning and childcare facilities 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, except where an exceptional circumstance can be provided and agreed with the Planning Authority.	The creche is now centrally located within the development at ground floor level of Block 03, providing easy access for residents and encouraging multimodal transport. A set-down area for four cars is situated directly in front of the creche, with additional staff parking for four vehicles located to the south adjacent to the main public open space. The facility includes an enclosed, secure play area at the rear, adjoining the communal courtyard, accommodating all age groups along with staff and support areas. On this basis the sizing of the creche is considered appropriate for the development. This will have a positive effect on population and human health as the proposed creche will accommodate and exceed for 88 no. childcare spaces required which is more than the need generated by the development.
<b>Objective SC 094</b> Require development proposals of greater than 20 residential units or commercial developments (including office/industrial developments) greater than 2,000sqm to submit a detailed audit of health services (including GP service hours) and facilities in the area as part of a social infrastructure audit.	The applicant contacted Kildare County Childcare Committee (KCCC) via email correspondence on 13th October 2025 to confirm the findings of the childcare audit. Please refer to Appendix C of the Social & Community Infrastructure Audit Including Creche Audit for the details of the response letter received from Kildare County Childcare Committee (KCCC).

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## Chapter 11 Built and Cultural Heritage

Policy/Objective	Assessment
<b>Objective AH O26</b> Require that planning applications in proximity to 'Views to be Preserved' are accompanied by a Visual Impact Assessment	<p>Noted. The subject site is not within any of the Views to be Preserved as listed in Chapter 11. Modelworks has prepared seven verified views illustrating the proposed development from key vantage points, including neighbouring developments to the west, the Royal Canal Way, R148 and R405 roads, and viewpoints within the site itself.</p> <p>In addition, seven CGIs have been provided to show the development in context, including its relationship with the permitted MERR infrastructure. These visuals demonstrate how the scheme will appear once constructed. Please refer to the Visuals pack provided by Modelworks.</p>
<b>Objective AH O51</b> Require that planning applications take into consideration the impacts of the development on their landscapes and demonstrate that the development proposal has been designed to take account of the heritage resource of the landscape	

## Chapter 12 Biodiversity and Green Infrastructure

Policy/Objective	Assessment
<b>Policy BI P1</b> Integrate in the development management process the protection and enhancement of biodiversity and landscape features by applying the mitigation hierarchy to potential adverse impacts on important ecological features (whether designated or not), i.e., avoiding impacts where possible, minimising adverse impacts, and if significant effects are unavoidable by including mitigation and/or compensation measures, as appropriate. Opportunities for biodiversity net gain are encouraged	<p>The proposed design and layout prioritises the retention of existing green infrastructure wherever feasible, integrating it into the overall open space and landscape strategy. The Ecological Impact Assessment (EclA) identifies the potential removal of hedgerows H2–H5, including one full hedgerow and one partial, poor-quality hedgerow, as well as mature trees within H2 (EclA, pp.18 &amp; 27; BAP pp.17–18). In total, approximately 120 metres of hedgerow will be lost. All feasible opportunities to retain existing hedgerows have been explored.</p> <p>To mitigate these losses, the scheme incorporates extensive new native planting, including 352 metres of hedgerow, over 201 new trees, woodland, wildflower meadows, detention basins, and raingardens. The planting strategy creates a continuous and ecologically functional network that enhances habitat connectivity, supports pollinators, and aligns with BI P6 and the LAP ecological connectivity objectives.</p> <p>All species are native or pollinator-friendly in accordance with the All-Ireland Pollinator Plan, with no invasive or potentially invasive species included. The palette includes native woodland mixes and species such as oak, birch, Scots pine, and rowan, with raingarden planting composed of resilient native or naturalised species.</p>
<b>Objective BI O2</b> Require, wherever possible, the retention and creation of green corridors within and between built up urban areas and industrial scale developments to protect wildlife habitat value including areas that are not subject to public access.	
<b>Objective BI O1</b> Require, as part of the Development Management Process, the preparation of Ecological Impact Assessments that adequately assess the biodiversity resource within proposed development sites, to avoid habitat loss and fragmentation and to integrate this biodiversity resource into the design and layout of new development and to increase	

<p>biodiversity within the proposed development. Such assessments shall be carried out in line with the CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine.</p>	<p>Overall, 80–90% of the planting is native-dominant, strengthening biodiversity, ecological corridors, and long-term landscape resilience.</p> <p>The landscape proposals, together with the Biodiversity Action Plan, provide significant net gains in habitat creation and ecological connectivity, ensuring that the development enhances the local landscape, supports biodiversity, and delivers net ecological benefits in line with policy BI P6 and objectives BI O26, BI O27, and LR O82 of the Kildare County Development Plan.</p>
<p><b>Objective BI O9</b> Avoid development that would adversely affect the integrity of any Natura 2000 site and promote favourable conservation status of habitats and protected species including those listed under the Birds Directive, the Wildlife Acts and the Habitats Directive, to support the conservation and enhancement of Natura 2000 Sites including any additional sites that may be proposed for designation during the period of this Plan and protect the Natura 2000 network from any plans and projects that are likely to have a significant effect on the coherence or integrity of a Natura 2000 Site.</p>	<p>A Screening for Appropriate Assessment was prepared the residential development. The screening assessment concluded as follows:</p> <p><i>“In conclusion,.. the effects to the qualifying species and habitats of the aforementioned European Site have the potential for significant indirect impacts due to the potential source pathways through groundwater (and potential SW) to the receptor qualifying species and habitats. As a result, the development must be ‘Screened In’ and a Stage 2 Appropriate Assessment (AA) is required for Rye Water Valley/Carton SAC”.</i></p>
<p><b>Objective BI O10</b> Ensure an Appropriate Assessment Screening, in accordance with Article 6(3) and Article 6(4) of the Habitats Directive, Section 177A of the Planning and Development Act (2001-2022) or any superseding legislation and with DEHLG guidance (2009), is carried out in respect of any plan or project not directly connected with or necessary to the management of a Natura 2000 site to determine the likelihood of the plan or project having a significant effect on a Natura 2000 site, either individually or in combination with other plans or projects and to ensure that projects which may give rise to significant cumulative, direct, indirect or secondary impacts on Natura 2000 sites will not be permitted (either individually or in combination with other plans or projects) unless for reasons of overriding public interest.</p>	<p>Accordingly, a Natura Impact Statement accompanies this planning pack. This NIS has been prepared in accordance with the relevant provisions of the Habitats Directive, the Habitats Regulations and the Planning and Development Act (2000), as well as the relevant case law and current guidance.</p> <p>The NIS report demonstrated that, <i>the proposed housing development will not adversely affect the integrity of any European site. It can be concluded that this development can be excluded from cumulative effects, on the basis of objective scientific information, that the project, individually or in combination with other plans or projects will not affect the integrity of any European Site.</i></p>
<p><b>Policy BI P4</b> Ensure that any new development proposal does not have a significant adverse impact, incapable of satisfactory mitigation on plant, animal or bird species which are protected by law.</p>	<p>Noted. This preapplication consultation request is accompanied with ;</p> <ul style="list-style-type: none"> <li>• AA Screening report</li> <li>• EIAR Screening report</li> <li>• Ecological Biodiversity Report (EclA)</li> </ul>
<p><b>Objective BI O15</b> Ensure that any new development proposal does not have a</p>	

<p>significant adverse impact on rare and threatened species, including those protected under the Wildlife Acts 1976 and 2012, the Birds Directive 1979 the Habitats Directive 1992 and the Flora Protection Order species and any species listed under the national red lists or that could be listed on a national red list</p>	<ul style="list-style-type: none"> <li>• Natura Impact Assessment</li> <li>• Bat Survey</li> <li>• Biodiversity Action Plan (BAP)</li> </ul>
<p><b>Objective BI O16</b> Ensure appropriate species and habitat avoidance and mitigation measures are incorporated into all new development proposals.</p>	<p>Bat surveys confirmed the presence of three bat species roosting within mature trees in hedgerow/treeline H2, specifically Ash trees T22, T23 and T24. Works to these trees have been carried out strictly in accordance with an NPWS derogation licence, under which T24 was felled in December 2025 following confirmation that no bats were hibernating, while T23 was pollarded to prolong their lifespan.</p>
<p><b>Objective BI O17</b> Require a derogation licence, where necessary, issued by the DHLGH, in the event of a proposed development impacting on a site known to be a breeding or resting site of species listed in the Habitats Directive (Annex IV species).</p>	<p>A number of hedgerows and trees will be retained and enhanced with native planting, with compensatory native tree planting proposed where removal is unavoidable. All mitigation measures, including licensed works, seasonal constraints and bat-sensitive lighting, will ensure no significant adverse ecological impacts arise from the proposed development.</p> <p>Please refer to Bat Survey carried out by Russell Environmental &amp; Sustainability Services Limited for full details.</p>
<p><b>Objective BI O18</b> Require all applications for new developments to identify, protect and sensitively enhance the most important ecological features and habitats, and incorporate these into the overall open space network, keeping free from development and to provide links to the wider Green Infrastructure network as an essential part of the design process and by making provision for local biodiversity (e.g. through provision of swift boxes or towers, bat roost sites, hedgehog highways, green roofs, etc.).</p>	<p>As noted previously, the proposed design and layout seeks to retain existing green infrastructure where possible and incorporate into the proposed open space and landscape design.</p>
<p><b>Objective BI O26</b> Prevent, in the first instance, the removal of hedgerows to facilitate development. Where their removal is unavoidable, same must be clearly and satisfactorily demonstrated to the Planning Authority. In any event, removal shall be kept to an absolute minimum and there shall be a requirement for mitigation planting comprising a hedge of similar length and species composition to the original, established as close as is practicable to the original and where possible linking to existing adjacent hedges. Ideally, native plants of a local provenance and</p>	

origin should be used for any such planting. Removal of hedgerows and trees prior to submitting a planning application will be viewed negatively by the planning authority and may result in an outright refusal.	
<b>Objective BI O27</b> Require the retention and appropriate management of hedgerows and to require infill or suitably sized transplanted planting where possible in order to ensure an uninterrupted green infrastructure network.	The Landscape Masterplan demonstrates how the proposed development integrates with existing green infrastructure, retaining trees and hedgerows where feasible.
<b>Objective BI O28</b> Promote the integration of boundary hedges within and along development sites into development design so as to avoid “trapped hedges” located to the boundary of houses within the development layout. Encourage the planting of woodlands, trees and hedgerows as part of new developments and as part of the Council’s own landscaping works ideally using native plants of local provenance and origin.	To mitigate the loss of approximately 120 metres of hedgerow and some mature trees, the scheme includes over 201 new trees and 352 metres of mixed native hedgerow, alongside additional planting such as woodland, wildflower meadows, detention basins, and raingardens. All planting is native or pollinator-friendly, enhancing biodiversity, supporting ecological connectivity, and integrating the development into the surrounding landscape.
<b>Objective BI O29</b> Require the undertaking of a comprehensive tree survey carried out by a suitably qualified arborist where development proposals require felling of mature trees; the tree survey shall assess the condition, ecological and amenity value of the tree stock proposed for removal as well as mitigation planting and a management scheme. It should be noted that rotting and decaying trees are an integral part of a woodland ecosystem and can host a range of fungi and invertebrates, important for biodiversity. While single or avenue trees that are decaying may be removed, others that are part of group or cluster may be subject to retention.	Noted. The trees and hedgerows on the subject site and or immediately adjacent have been assessed by Charles McCorkell, as detailed in his Arboricultural assessment, tree protection plan and tree constraints plan enclosed with this preapplication consultation request, which details the quantum of trees / hedgerows that are being retained/removed on site as part of the development proposal.
<b>Objective BI O30</b> Ensure a Tree Management Plan is provided to ensure that trees are adequately protected during development and incorporated into the design of new developments.	The proposed new tree planting within the landscape plans and design reports will provide a new generation of trees/hedgerow which have the potential to develop and add to the existing tree cover on the site. A tree protection plan is also included within the development.

### Chapter 13 Landscape Recreation and Amenity

Policy/Objective	Assessment
<b>Policy LR P1</b> Protect and enhance the county’s landscape, by ensuring that development retains, protects and, where necessary,	A Landscape/Visual Impact Assessment is not considered necessary for the proposed development given the

enhances the appearance and character of the existing local landscape.	context and relative visual sensitivity of the receiving environment.
<b>Objective LR O1</b> Ensure that consideration of landscape sensitivity is an important factor in determining development uses. In areas of high landscape sensitivity, the design, type and the choice of location of the proposed development in the landscape will be critical considerations	Notwithstanding, Modelworks has prepared seven verified views illustrating the proposed development from key vantage points, including neighbouring developments to the west, the Royal Canal Way, R148 and R405 roads, and viewpoints within the site itself.
<b>Objective LR O2</b> Require a Landscape/Visual Impact Assessment to accompany proposals that are likely to significantly affect: <ul style="list-style-type: none"> <li>• Landscape Sensitivity Factors;</li> <li>• A Class 4 or 5 Sensitivity Landscape (i.e. within 500m of the boundary);</li> <li>• A route or view identified in Map V1 - 13.3 (i.e. within 500m of the site boundary).</li> <li>• All Wind Farm development applications irrespective of location, shall be required to be accompanied by a detailed Landscape/Visual Impact Assessment including a series of photomontages at locations to be agreed with the Planning Authority, including from scenic routes and views identified in Chapter 13.</li> </ul>	<p>In addition, seven CGIs have been provided to show the development in context, including its relationship with the permitted MERR infrastructure. These visuals demonstrate how the scheme will appear once constructed. Please refer to the Visuals pack provided by Modelworks.</p> <p>The proposed development is designed to adopt an appropriate height and character which is in line with the surrounding context and the objectives of the Maynooth and Environs JLP.</p> <p>Please refer to the pack prepared by Modelworks.</p>
<b>Objective LR O4</b> Ensure that local landscape features, including historic features and buildings, hedgerows, shelter belts and stone walls, are retained, protected and enhanced where appropriate, so as to preserve the local landscape and character of an area.	The landscape proposal for the development, as designed by Landmark Landscape Architects includes for retention of trees and hedgerows where viable which are integrated into the open space and boundary landscape proposals.
<b>Policy LR P2</b> Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place.	The proposed development is not located within/adjacent to a High Amenity Area. The location of Carton Demesne and Carton House is noted, and given the design proposed, together with separation distances, the scheme is not considered to give rise to any visual concerns.
<b>Objective LR O17</b> Control development that will adversely affect the visual integrity of Areas of High Amenity by restricting the development of incongruous structures that are out of scale with the landscape within the Areas of High Amenity including advertising signs, hoardings, fencing etc. which create visual clutter and disrupt the open nature of these areas.	
<b>Policy LR P3</b> Protect, sustain and enhance the established appearance and character of all important views and prospects.	The proposal includes c.4,204sqm of usable public open space, or c. 15% of site. This is distributed across three separate areas and provides for attractive areas to play, visit and walk through. All of these areas are overlooked.
<b>Objective LR O81</b> Ensure that new developments are compatible with the availability and size of passive and active open space and recreational facilities, i) within 10 minutes' walk from people's homes; ii) accessible to all, regardless of age, physical mobility, disability or social disadvantage;	

<p>iii) are in line with the Settlement Strategy and the 'Sustainable Development in Urban Areas: Guidelines for Planning Authorities,' (DEHLG, 2009);</p> <p>iv) include disabled parking bays, and</p> <p>v) include accessible play recreational facilities/equipment.</p>	<p>This scheme also includes c. 855.5sqm of communal open space.</p> <p>As indicated above the proposed public open spaces are distributed throughout the development which will all be within short walking distance of residential areas and will provide a variety of recreational options for future residents.</p> <p>The open spaces will be planted with suitable species as detailed in the Landmark Design Landscape Architects plans and particulars.</p>
<p><b>Objective LR O82</b> Require the provision of good quality, well located and functional open space in new residential developments, including landscaping with native species and scale appropriate natural play areas to cater for all age groups.</p>	<p>Public Open Spaces have been located in three strategic areas within the site, to ensure usability and close proximity to open spaces for all residents. Public open spaces will be populated with natural play areas, grass mounding, passive and active recreational areas, gathering spaces with seating element and a series of paths to ensure connectivity.</p> <p>Please see Landscape Architects documentation for further detail.</p>
<p><b>Objective LR O83</b> Ensure development proposals provide for hedgerow and woodland creation and augmentation within developments at the start of the construction phase and encourage the block planting of woodland and the joining up of hedgerows and woodlands between developments in order to support habitat creation, in so far as possible.</p>	<p>There is a number of native hedges proposed throughout the open spaces to compensate for the loss of boundary hedgerows within the site.</p> <p>As outlined within the Landscape Design Rationale, compensatory planting comprising over 201 new trees and 352 linear metres of new mixed species native hedgerow will be put in place to mitigate loss of existing trees and hedgerows and integration of proposed development into the existing environment, comprising native and pollinating species.</p>
<p><b>Objective LR O84</b> Ensure that all development proposals include comprehensive landscaping schemes including trees, suitable to their environment and to require that the planting of same should either be carried out in full as part of Phase 1 for larger phased schemes or prior to the occupation of any units on the overall development site on all other schemes.</p>	<p>All proposed planting species have been selected based on their suitability for their location.</p>
<p><b>Objective LR O86</b> Provide play facilities adjacent to other community and childcare facilities, in so far as is possible, and to ensure their proper management and maintenance.</p>	<p>Natural Play elements are incorporated throughout the various public open spaces.</p>
<p><b>Objective LR O87</b> Implement the Kildare Play Strategy (2018-2028) to address the play and recreational needs of children and young people growing up in County Kildare.</p>	<p>Full play details are provided with the Landscape Architect Pack.</p>

## Chapter 14 Urban Design, Placemaking & Regeneration

Policy/Objective	Assessment
<b>Policy UD P1</b> Apply the principles of people-centred urban design and healthy placemaking as an effective growth management tool to ensure the realisation of more sustainable, inclusive, and well-designed settlements resilient to the effects of climate change and adapted to meet the changing needs of growing populations including aging and disabled persons.	<p>A very safe walking and cycling environment will be provided for residents with a network of paths located around the development.</p> <p>Public open spaces shall be overlooked as far as practicable to achieve maximum passive surveillance and are designed to encourage active movement and accessibility for all.</p> <p>The development encourages the use of sustainable methods of travel promoting cleaner, safer, and more sustainable methods of mobility, critical for combating climate change.</p>
<b>Objective UD O1</b> Require 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.	The proposed development is of high-quality design and layout. The development encourages best use of zoned land, services and infrastructure in the provision of new housing.
<b>Objective UD O4</b> To require all proposals for multi-unit residential developments to demonstrate how the principles of ' <i>Crime Prevention Through Environmental Design</i> ' have been considered and applied in the design and layout of the proposed scheme.	Public open spaces shall be overlooked as far as practicable to achieve maximum passive surveillance. There are no back gardens backing onto public open spaces and other principles in line with Crime Prevention have been incorporated within the development.
<b>Policy UD P2</b> Develop towns and villages of all types and scale as environmental assets and ensure that their regeneration and renewal forms a critical component of efforts to achieve compact growth development and increased climate resilience within settlements across the county.	The proposed development on site provides an excellent opportunity to enhance the overall density of the site within an appropriate location, and to promote consolidation and compact growth in accordance with the aims and objectives as set out within the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy for the Eastern and Midlands Region (RSES).
<b>Table 14. 2 Urban Design Standards Checklist</b> - Places for People Enriching the Existing <ul style="list-style-type: none"> <li>○ Character</li> </ul> -Working with the Landscape. <ul style="list-style-type: none"> <li>○ Continuity and Enclosure</li> <li>○ Attractiveness</li> <li>○ Variety</li> </ul>	Table 14.2 outlines the urban design standards 'checklist' which has been informed by the Urban Design Manual (2009).

<ul style="list-style-type: none"> <li>○ Quality of the Public Realm</li> <li>- Making Connections <ul style="list-style-type: none"> <li>○ Ease of Movement</li> </ul> </li> <li>- Mix of Uses <ul style="list-style-type: none"> <li>○ Legibility</li> <li>○ Diversity</li> </ul> </li> <li>- Designing for Change, Sustainable Design <ul style="list-style-type: none"> <li>○ Adaptability</li> <li>○ Environmental Sustainability</li> <li>○ Climate Adaptation and Mitigation</li> </ul> </li> <li>- Technical Issues</li> </ul>	
<p><b>Objective UD O11</b> Comply with the provisions of the Guidelines for Planning Authorities on Urban Development and Building Heights (2018) by providing for the following.</p> <p>(a) Support increased building height and densities in appropriate locations, as outlined in Table 14.4, subject to the avoidance of undue impacts on the existing residential or visual amenities.</p> <p>(b) Utilising increased building heights to support mixed use development, including downsizing opportunities and residential units that facilitate an adaptable layout to suit long term changes in homeowner requirements.</p> <p>(c) In mixed use schemes, development proposals shall include details of the sequencing of uses to enable the timely activation of supporting infrastructure and services. New development greater than 4 storeys will be required to address the development management criteria set out in section 3.2 of the Urban Development and Building Heights Guidelines (2018).</p>	<p>The proposed development on a greenfield site will provide development up to 5 storeys (over podium) 6 in total in a “<i>Suburban/edge location</i>”, which integrates well with the pattern of development in the surrounding area.</p> <p>The proposed development provides 139 no units which have been designed applying Technical Guidance Documents (i.e. TGD Part M), best-practice guidelines and current housing standards, including design in accordance with principles of universal design, as well as lifetime adaptable homes.</p>

## Chapter 15 Development Management Standards

Policy/Objective	Assessment
<p><b>Section 15.2.1 Site Coverage and Plot Ratio</b></p> <p>Appropriate site coverage and plot ratio will now be considered on a qualitative basis, rather than quantitative, having regard to the quality of design, response to site context (including sensitivity to Architectural Conservation Areas where applicable) and potential impacts on the surrounding environment. Higher levels of development may be permissible in certain limited circumstances such as:</p> <ul style="list-style-type: none"> <li>- Locations adjacent to public transport corridors</li> <li>- Locations identified for regeneration purposes -</li> </ul>	<p>It is noted that there is no fixed quantum of area for site coverage or plot ratio.</p> <p>The proposed development has a plot ratio of c.0.545 and a site coverage of 26%. This is considered appropriate given the mix of units, the provision of large areas of public open space.</p> <p>The proposed development is considered to be a well laid out, thought out development which will enhance the area and give the appropriate</p>

<p>When an appropriate mix of uses are proposed. - Where exceptional design is achieved, meeting the requirements of Chapter 14.6 of this Plan and the Urban Design Manual – A companion document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the Sustainable Urban Housing; Design Standards for New Apartment Guidelines (2020) where applicable.</p>	<p>level of density and coverage across the development.</p>
<p><b>Section 15.2.2 Overlooking/ Separation Distances</b></p> <p>Traditionally a minimum distance of 22m is required between directly opposing first floor windows. However, in cases of innovative design, where overlooking into habitable rooms does not occur, this figure may be reduced, subject to the protection of adjoining residential amenities and privacy, the quality of design and adherence to the Sustainable Urban Housing: Design Standards for New Apartment Guidelines (2020) where applicable.</p> <p>A greater separation distance may be required for taller buildings (e.g., apartment developments and those over three storeys high). A separation distance of 35 metres will normally be required in the case of overlooking living room windows and balconies at upper floors. In some cases, subject to design orientation, and location in built up areas, reduced separation distances may be acceptable.</p> <p>A minimum distance of 2.3 metres shall be provided between the side walls of adjacent dwellings or dwelling blocks with each building being a minimum of 1 metre from the boundary to allow for adequate maintenance and access.</p> <p>In all instances where minimum separation distances are not met, the applicant shall submit a sunlight/daylight/overshadowing analysis for proposed developments. In keeping with the principle of compact development and the desire for town and village renewal, where such instances occur within established urban areas and in particular town centres, a level of flexibility may be applied by the Planning Authority. Any relaxing of standards will be assessed on a case-by-case basis and should not be viewed as a precedent for future development.</p>	<p>Noted. Notwithstanding the 2024 Compact Guidelines which have now reduced the standard to 16 metres, in the current proposal in general terms the street separation distances from building line to building line exceeds 25 metres reducing to 20 metres in the home zone areas.</p> <p>On the rare occasions where there are gaps less than this, the relationship ensures that any private windows or open space are addressing gable ends or have been designed to ensure there is no direct overlooking between properties. These distances between blocks and properties facilitates appropriate daylight and sunlight penetration to internal and communal spaces, and within the living spaces of each future residential unit while also ensuring there is no overlooking or loss of privacy between properties.</p> <p>All public open space, communal open space, roads and footpaths are directly overlooked by properties within the proposed development. This creates passive surveillance of these areas ensuring safety and security of same.</p> <p>All houses apartments achieve dual/triple aspect across the development as a whole.</p>

<p>Adequate separation distances will be required for buildings overlooking school playgrounds or other sensitive land uses. These will be determined at planning application stage. Innovative design solutions to avoid undue overlooking will be encouraged</p>	
<p><b>Section 15.2.3 Overshadowing</b> High levels of daylight and sunlight provide for good levels of amenity for residents. The internal layout of residential units should be designed to maximize use of natural daylight and sunlight.</p> <p>All new developments are required to have regard to the recommendations of Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (B.R.209, 2011) and British Standard (B.S.) 8206 Lighting for Buildings, Part 2, 2008: Code of Practice for Day Lighting or other updated relevant documents. Where an applicant cannot fully meet all of the requirements of the daylight provisions, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, which will be considered by the planning authority on a case-by-case basis</p>	<p>Given the nature of this development, all units should achieve good levels of daylight and sunlight.</p> <p>This is noted. All units given, the low density and the layout of this site, will conform with BRE guidance.</p> <p>Due to the distances involved to existing and under construction residential developments there will be no undue overshadowing.</p>
<p><b>Section 15.2.4 Soft Landscaping</b> Planting and landscaping should be used to incorporate new buildings into their surroundings and provide privacy between dwellings. New planting should consist of local native plant types with consideration given to provenance and origin of plants indigenous to the area. The planting should be incorporated into the site to enhance overall appearance, to conserve biodiversity (Refer to Table 15.1) and to contribute to the green infrastructure of the area.</p> <p>The Planning Authority will require the following in relation to site development and landscaping works:</p> <ul style="list-style-type: none"> <li>• The planting of semi-mature trees 2 depending on location and circumstances. Proposals to provide semi-mature trees of appropriate species (as set out in Table 15.1) in suitable prominent locations within a development site will be considered favourably.</li> <li>• Existing trees (particularly mature trees) and hedgerows shall be retained and incorporated into the design of development layouts, e.g., in public / private open space and at boundaries.</li> </ul>	<p>Planting has been provided in accordance with this schedule.</p> <p>Please see the landscape pack including Landmark Design Landscape Architects Landscape Design Statement submitted with this LRD application.</p> <p>This includes the planting of appropriate tree specimens, the retention of trees and hedgerows where possible.</p> <p>The arborist report includes tree protection measures for trees and hedgerows to be retained.</p> <p>The landscape architects pack also includes details of replanting proposals to replace any hedges and trees that are removed.</p>

Measures to protect the trees with secure fencing (prior to any site or engineering works commencing) shall be indicated on a site management plan.

- A detailed replanting proposal shall be submitted should the removal of hedges / trees be required during development, those to be removed shall be identified on drawings. This proposal should provide for the replacement of, at minimum, an equal amount of similar native hedgerows and the planting of a minimum of five mature / established trees per tree felled. The replacement of hedgerows / trees shall have due regard to the ecological function of hedgerows as a wildlife corridor and shall not work in isolation from the remaining hedgerow network.
- Where a large site adjoins a green corridor, public open space or area of high ecological value, any new public open space on the site should be contiguous to same and encourage visual continuity and expansion of the green infrastructure/biodiversity network. The appropriate grading or transition of public open space towards a green biodiversity corridor shall be factored into the consideration.
- Landscaping works shall incorporate nature based drainage systems such as biodiversity areas or wetlands, which can reduce surface water run-off. Green roofs, walls, street trees and permeable surfaces will be encouraged.
- Street trees shall be encouraged into developments where possible and facilitated by way of appropriately designed tree pits.
- All planting must take place in the first planting season following occupation of the building or completion of the development, whichever is sooner. Any trees or plants, which within a period of 5 years from the completion of the development die or become seriously damaged or diseased, shall be replaced in the next planting season.
- Leylandii trees Cupressocyparis 'Leylandii', Cupressocyparis 'Castlewellan Gold' and Laurel Prunus laurocerasus shall no longer be permitted as part of landscaping proposals for any new development. Leylandii because of their nuisance and safety risk they pose when not managed and Laurel due to the invasive nature of this species.
- The planting of species listed as of concern by invasive species Ireland, including species such as Cherry Laurel Prunus Laurocerasus and also

As indicated in KBA Consulting Engineers drawings and also the Landscape architects pack nature-based SuDS solutions are used throughout the development.

Street trees are proposed throughout the development.

The requirement for first planting is noted.

The trees no longer permitted are noted and are not included in the proposal.

<p>species of a potential invasive nature as outlined by invasive species Ireland such as <i>Cornus sericea</i> L. shall neither be permitted in rural nor urban areas</p>	
<p><b>Section 15.2.5 Hard Landscaping</b></p> <p>Hard landscaping design, including paving and street furniture, is an important element in defining the character of streets and public open spaces. It can also help to provide a visual link to the surroundings; define and enclose spaces and delineate public from private space; provide security to private areas; distinguish between pedestrian, cycle, and vehicle movement; and provide suitable play space for children. Hard landscaping shall address the following:</p> <ul style="list-style-type: none"> <li>• Applications for substantial hard-surfaced areas (e.g., streets, squares, open spaces, paved areas, footpaths, and driveways) must use appropriate materials that are durable and of good quality while demonstrating methods of controlling and limiting surface water run-off consistent with sustainable development.</li> <li>• Use of permeable paving/surfaces, ponds, bio-retention areas, tree pits, rain gardens, swales and other nature-based drainage system methods, such that rainfall is not directed immediately to surface water drains. Such methods can serve to reduce the risk of flooding.</li> <li>• The use of artificial grass in all new residential developments shall not be permitted, save in exceptional circumstances including for children's play areas.</li> <li>• Walls, fences, metal railings, and gates used to define spaces should be selected so as to be an integrated part of the overall design. Street furniture should be appropriately designed and sited such that it does not provide an obstacle for people with disabilities.</li> <li>• Where underground or surface works are carried out, the Council will ensure the reinstatement of materials or the replacement with materials of similar style and quality.</li> </ul> <p>Hard-landscaping proposals for public areas shall also be assessed with regard to the principles of the Urban Design Manual Best Practice Guide (DEHLG, 2009), as appropriate.</p> <p>The integration of art into the public domain can contribute positively to the urban form, creating</p>	<p>Please see the Landscape Architects pack and the landscape design statement submitted with this LRD application.</p> <p>The proposed materials are durable and of high quality.</p> <p>Permeable paving, tree pits, soakaways and bio-retention areas are all proposed throughout the development.</p> <p>No artificial grass is proposed.</p> <p>Appropriate boundary treatments are proposed between the public open space and the communal/ private spaces to ensure they are clearly defined.</p> <p>A Boundary Treatment Plan drawing by Landmark Design &amp; Consultancy Ltd. is provided which clearly defines boundary treatments throughout the site including solid boundary treatments between the public open space and any private owned/ managed land.</p> <p>This is noted.</p> <p>Noted</p>

<p>local distinctiveness and enhancing a public space.</p> <p>Where possible and practicable existing stone walls should be retained as part of new developments</p>	<p>Attractive landscaped features and natural features are proposed throughout the development.</p> <p>Existing boundary treatments are retained where possible throughout the development.</p>
<p><b>Section 15.2.6 Access to Land</b></p> <p>Development should be designed in such a fashion that it will not prejudice the provision of vehicular or pedestrian access, or key infrastructural services in adjoining lands. Development should also be designed to ensure 'ransom strips' will not inhibit future development</p>	<p>The site will be accessed via a single shared vehicular and pedestrian entrance to the east, connecting to the proposed MERR, which is scheduled for completion in Q3 2027. The MERR will provide footpaths and cycleways linking the site to the town centre via the Royal Canal walkway, with new junctions incorporating pedestrian crossing facilities to ensure safe movement for pedestrians and cyclists.</p> <p>A dedicated pedestrian and cycle link is also proposed to the north, connecting the development to Parklands Grove. Vehicular access is intentionally limited to create a safe, pedestrian-focused environment. With the exception of Unit 13, all vehicles will use the primary eastern entrance, while a pedestrian and cycle route from Old Rail Park Road provides strong north-south connectivity and encourages active travel.</p> <p>The internal street network is universally accessible, clearly defines public and private realms through building form and landscaping, and contributes to a strong sense of place. Access points and movement corridors along the southern and western site edges are designed to support future development, allowing direct connections to adjacent lands and ensuring permeability is maintained.</p>
<p><b>Section 15.2.7 Universal Access / Design</b></p> <p>The Council will require that proposed developments, in their layout and design, are accessible, understandable, and usable to the greatest extent possible by all people, regardless of their age, size, ability or disability.</p> <p>The design and layout of development schemes, public realm and community infrastructure should incorporate universal design insofar as is feasible, having regard to the provisions of the</p>	<p>The development also incorporates the principles of universal access and lifetime homes within the houses which caters for a range of disabilities. Please see the DQA's Design Statement for reference.</p> <p>Accessible parking spaces are provided throughout the development.</p> <p>All surfaces of a material suitable for buggies and wheelchairs.</p>

<p>National Disability Authority 'Building for Everyone: A Universal Design Approach – Planning and Policy (2012) and Part M of the Building Regulations which sets out standards to ensure buildings are accessible to and usable by everyone. The Technical Guidance Document in relation to Part M provides guidance on the access requirements for public buildings and residential dwellings.</p> <p>Development Proposals should incorporate best practice design including elements set out below (note some areas are regulated by other local authority functions such as Building Control):</p> <ul style="list-style-type: none"> <li>- Promotion of lifetime housing design.</li> <li>- Incorporation of adaptable home offices to facilitate working from home.</li> <li>- Provision of designated accessible parking and set down points for people with disabilities and parents with children.</li> <li>- Level pedestrian routes with sufficient width.</li> <li>- Use of surfaces suitable for wheelchairs and buggies.</li> <li>- Use of tactile and blister paving.</li> <li>- Use of colour contrast, particularly in the public realm.</li> <li>- Provision of wayfinding / signage at appropriate levels, (N.B. in public realm).</li> <li>- Ensuring level access to buildings from the street that is suitable for wheelchairs and buggies.</li> <li>- Provision of automatic doors</li> </ul>	<p>All accesses into buildings are level accesses</p>
<p><b>Section 15.3 Design Statements</b></p> <p>This Plan advocates a collaborative and multi-disciplinary approach to achieving high quality urban design and placemaking outcomes. As such, it is considered that design statements are a vital tool which can assist all parties involved in the development management process in assessing the suitability of proposed design solutions for specific sites.</p> <p>While a design statement can be prepared for all development proposals, the Planning Authority will require one to be submitted alongside applications for the following:</p> <ul style="list-style-type: none"> <li>• Residential development comprising of 10 or more units.</li> <li>• Commercial, retail, or community developments (including a mix / combination) which total 1,000 square metres or more.</li> <li>• Key or sensitive sites in settlements, as may be identified in a Local Area Plan, a relevant</li> </ul>	<p>Noted. DQA Architects have completed an Architectural Design Statement.</p> <p>The Design Statement is in line with the requirements of the 12 criteria set out in the Urban Design Manual – a Best Practice Guide and also the criteria set out below.</p> <p>This includes a clear explanation of the design process for the development.</p> <p>McGill Planning Limited have also carried out a full review of the planning policies and tables set out in the Development Plan including table 14.2.</p> <p>A review of the recently adopted Maynooth and Environs Joint Local Area Plan 2025 – 2031 has been completed by MCG Planning.</p>

placemaking strategy, or at planning application stage.

- Sites within or adjacent to designated Architectural Conservation Areas.
- Development proposal affecting Protected Structures.
- Sites with a steep and / or varying topography.
- 'Gateway' sites to towns and villages throughout the county

Furthermore, the Planning Authority has the discretion to require a design statement to be prepared for any proposed development which it considers may have a significant impact on the receiving environment including:

- the visual sensitivities of an area
- the landscape character,
- environmental sensitivities of an area.

While the level of detail to be included in a design statement shall be proportionate to the scale and complexity of the development proposed, it should generally be a focused and concise document and should not duplicate information that is already included in the planning application. The following details should be included in a design statement:

- A clear explanation of the design process including options considered.
- A demonstration of how the development adheres to the relevant provisions of the County Development Plan, including explicit reference to the Urban Design Standards Checklist, as outlined in Table 14.2.
- Any relevant Local Area Plan, Masterplan, or other placemaking strategy affecting the site.
- Where relevant, the design statement should demonstrate how the development adheres to the guidance and principles set out in the 'Urban Design Manual' (DoEHLG, 2009), particularly to show where and how the 12 Criteria (as per the 'Urban Design Manual – A Best Practice Guide') have each been considered.
- A site and area appraisal including photographs of the site and its surroundings accompanied by illustrations such as photomontages, perspectives, and sketches, along with summaries of relevant studies and details of any recent consultations.
- In urban areas, a demonstration of how the development responds to the established urban structure, movement and accessibility, land uses,

Contiguous elevations and elevations and sections have been included with this LRD application demonstrating the impact and relationship of the proposed development with the existing environment and surrounding area.

The proposed development, given its predominantly low-rise nature and lower density of c.50 uph reflects the grain and character of the surrounding area, including Old Railpark. The proposal also incorporates linkages and connections into the surrounding area where possible. The impact of the development is clearly shown on the site layout plan submitted with this LRD application.

The existing hedgerows and trees have been retained and enhanced where possible. Where this has not been possible additional planting has been provided.

Landmark Design Landscape Architects Landscape Design Statement provides the design of the open space.

<p>density, urban grain, visual context and built form.</p> <ul style="list-style-type: none"> <li>• A demonstration of how existing and new green infrastructure features will be integrated into the scheme.</li> <li>• Detailed proposals for open space illustrating how the provision of such areas have been designed in from the beginning.</li> <li>• A comprehensive high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals.</li> <li>• A statement setting out how energy efficiency and other climate mitigation measures have been incorporated into the proposed development</li> </ul>	
<p><b>15.4 Residential Development</b></p> <p>Well-designed and integrated housing developments can make a significant contribution to the quality of life and wellbeing of residents and therefore improve the overall long- term sustainability of a settlement as a whole.</p> <p>Accordingly, the Council will require that all new residential development should integrate with its surroundings, incorporate green infrastructure features, maximise the potential for present and future connectivity, maximise opportunities for social interaction, and be of high-quality design constructed with attractive and durable materials that positively contribute to the creation of a sense of place and identity for the area.</p> <p>The Council, in providing advice and in undertaking any assessment of proposed residential development will have regard to the content, policies and objectives of Chapter 3 and Chapter 14, along with relevant Section 28 Ministerial Guidelines, including the Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) Guidelines for Planning Authorities (DEHLG, 2009) and the accompanying Urban Design Manual</p>	<p>The proposal has been designed to respect, integrate into, and enhance the surrounding environment and context.</p> <p>The design and layout of the scheme creates a liveable and visually pleasing residential environment. The design is appropriate and mindful of the urban edge context, the site constraints, and architectural character of the area.</p> <p>The proposed development prioritises high-quality landscaping and well-integrated open spaces, connecting seamlessly/ barrier free with future adjoining neighbours to the north, south and west both environmental sustainability and cohesive development to deliver a strong community.</p> <p>This proposed development includes significant green infrastructure throughout the development, increases the connectivity both now and in the future and provides for large public open spaces allowing for social interactions.</p> <p>This is noted.</p>
<p><b>Section 15.4.1 Development Capacity</b></p> <p>Applications for residential development in urban areas will be required to comply with the principles of compact growth and demonstrate that they will contribute to the overall consolidation of the settlement. The need for new residential development to achieve sustainable densities at appropriate locations, should also be balanced with the following considerations:</p>	<p>This proposal is considered to be a well-designed development which will stitch easily into the existing context of the site. It will contribute to the vitality and viability of Maynooth in terms of existing services and facilities in the area.</p> <p>This proposed development includes significant green infrastructure throughout the development, increases the connectivity both now and in the future and provides for large</p>

<ul style="list-style-type: none"> <li>• The existing and future (planned) capacity of the physical and social infrastructure to appropriately cater for the envisaged population.</li> <li>• Achieving adequate privacy and residential amenities for individual residential units within the proposed development.</li> <li>• Retaining adequate privacy and residential amenities for existing/adjoining residential areas.</li> <li>• Retaining and integrating the existing green infrastructure features &amp; enhanced biodiversity features (for example bird boxes, hedgehog streets etc.) into the layout and design of the open space.</li> <li>• An assessment of the sites ability to appropriately accommodate development having regard to its environmental sensitivities and physical topography.</li> <li>• The safety and appropriateness of the proposed layout and access arrangements to the development.</li> </ul> <p>In accordance with the provisions of Section 15.5.1 applications for residential development over 20 units or, 2,000m<sup>2</sup> in the case of commercial developments, (including office/industrial developments), will be required to be accompanied by a Social Infrastructure Audit (SIA) in order to demonstrate that the proposed development, in conjunction with other extant permissions for residential development, will not place an unacceptable burden on the existing capacity of social infrastructure in the area. The Council will place particular emphasis on the need to ensure that any required social infrastructure will be developed either in tandem with, or prior to any new residential development.</p>	<p>public open spaces allowing for social interactions.</p> <p>This is noted.</p> <p>The proposal as set out above achieves appropriate levels of privacy for both the existing and proposed development.</p> <p>Retention of trees and hedgerows have been a feature in the design and layout of this development. These have also been enhanced through the provision of additional planting to support these existing features. Where they are removed replacement planting is proposed.</p> <p>An EclA, AA Screening Report and NIS are submitted with this LRD application which have environmental control measures. These have found that the predicted impact following the implementation of environmental control measures ensures minimal impact on the environment.</p> <p>The proposed development is laid out to ensure appropriate access and layout of the development. All of the units will overlook the street, parking and areas of public open space</p> <p>This planning report includes a Social Infrastructure overview that assesses a range of services and facilities that would be expected in a community, conducive to enabling a high-quality standard of living for the existing and future residents.</p> <p>A full Social Infrastructure Audit (SIA) carried out by McGill Planning accompanies this LRD Application.</p>
<p><b>Section 15.4.2 Development Phasing</b></p> <p>With regard to section 15.4.1 above, the phasing of a development may be required where constraints are identified relating to the physical or social attributes of the site or the wider area. In such instances the Council will require planning applications for multi-unit residential developments to be accompanied by a phasing schedule detailing the number of dwellings, quantum of public open space and infrastructure</p>	<p>It is intended to complete the Railpark West works under a single phase. Notwithstanding, the phasing of the proposed development will be agreed with Kildare County Council.</p>

<p>which will be developed as part of each phase. It will be necessary for each phase to fully deliver the quantum of public open space along with any proposed landscaping measures, commensurate to the number of dwellings in that particular phase</p>	
<p><b>Section 15.4.3 Residential Density</b> Indicative density levels for residential development are set out in Table 3.1 of Chapter 3. As per the Section 28 Guidelines on Urban Development and Building Heights (2018) this Plan supports a drive for increased building heights in appropriate locations in order to maximise the efficient use of development land in urban areas.</p> <p>In this regard, Section 14.8 identifies specific locations within the county which have the capacity to suitably accommodate taller buildings, including for residential development. Local Area Plans will also identify density targets for particular sites and specify locations for taller buildings as appropriate</p>	<p>At a density of 50 units per hectare this delivers a density in line with this policy. It also delivers significant infrastructure throughout the development.</p>
<p><b>Section 15.4.4 Housing Mix</b> In accordance with Objective HO O15 a 'Statement of Housing Mix' will be required to accompany applications for 10 or more units in order to ensure an appropriate mix of house types and sizes within individual residential development schemes and that they are adaptable, designed to meet the needs of an aging population and cater for people with disabilities.</p> <p>Accordingly, this statement shall set out how the proposed housing mix, including type, size and tenure has been determined, having regard to local supply and demand. A cumulative approach to the assessment of housing mix will be applied.</p> <p>A Housing Mix Statement may be required for sub-threshold application where, when taken in conjunction with another application/development, the above threshold is reached. In determining an appropriate mix, a Housing Mix Statement will be required to consider other applications/previous developments in the same location in its assessment</p>	<p>Please see the rationale above which includes a Statement of Housing mix in line with this policy. This confirms that the housing mix proposed, with a range of one, two, three and four bed units in the form of apartments and houses will deliver a range of housing types for the community.</p>
<p><b>15.4.5 Design, Layout and Boundary Treatments</b> The design and layout of new residential</p>	<p>This proposed development as set out in the DQA Design Statement achieves a very high</p>

development offers the opportunity to establish exceptional standards in terms of placemaking and urban design through the integration of high-quality connectivity, open space and sustainable mobility features from the outset.

While the Kildare Rural House Design Guide (Appendix 4) outlines the requirements for layout and boundary treatment for rural dwellings, proposals for residential development in towns and villages will be required to fully address the 12 Criteria for sustainable residential development as outlined in the Urban Design Manual – A Best Practice Guide (DoEHLG, 2009), as well as the guidance set out in Section 14.6 of this Plan. Furthermore, the design and layout of all residential developments must fully comply with the Design Manual for Urban Roads and Streets (2019). This includes the implementation of a fully connected street hierarchy which prioritises sustainable modes of transport over the car, as well as ensuring the optimal size of urban blocks to provide for a high level of permeability.

New developments should take full account of the characteristics of the natural and built environment of the site, including the views and vistas into and out of the site.

The layout of the open space should be designed in such a way as to be a focal point within the development and shall where present, incorporate existing natural features such as streams, mature trees and established vegetation.

Car parking arrangements should be fully integrated into the landscaping scheme so that they do not overly dominate the streetscape or detract from the aesthetics and useability of public open space. Street trees should be designed into new developments, and developments should incorporate a high level of active frontages and passive supervision of all public open space.

Built form on corner sites should be dual aspect and have a responsive design appropriately addressing their more prominent location. Boundaries between public open space, semi-

quality of urban design throughout the development. The 12 Urban Design Manual Criteria have been met.

The provision of large open spaces, high connectivity and high quality spaces have been achieved throughout the development.

Sections and verified views demonstrate the impact of the development on the surrounding area and this is considered appropriate and acceptable for land zoned for residential development.

The site layout is designed in accordance with and is fully compliant with DMURS.

The areas of public open space are focal points within each section of the site (southwest, northeast and through the centre of the site) and have the benefit of significant natural features including trees and hedgerows which have been retained and enhanced where feasible.

For the apartments the parking spaces are provided on- street near the blocks. For the dwellings car parking spaces generally consist of on curtilage parking. All parking bays are overlooked and appropriately landscaped.

All public open spaces, roads and car parking areas are overlooked.

In addition, the apartments and the end terrace dwellings are used to create dual aspect and dual overlooking in these areas.

Appropriate boundary treatments are proposed between the public open space and the communal/ private spaces to ensure they are clearly defined.

A Boundary Treatment Plan drawing by Landmark Design & Consultancy Ltd. is provided which clearly defines boundary treatments throughout the site including solid boundary treatments between the public open space and any private owned/ managed land.

There are no gated communities proposed.

<p>private open space and private open space should be clearly delineated.</p> <p>The layout of residential housing should avoid backing onto historic field boundaries which contain mature trees and/or established hedgerow.</p> <p>Furthermore, any development adjacent to a high amenity area (such as the Curragh) will require a soft boundary and/or approval by the Heritage Officer for boundary treatments. Further requirements in relation to soft landscaping features are outlined in Section 15.2.4. The need for boundary treatments such as railings or walls around residential developments should be limited to an absolute minimum.</p> <p>In situations where a design solution cannot mitigate against the presence of such physical boundaries, high railings and walls should be avoided and boundaries should take the form of a low wall (rendered, natural stone or brick), railing, or a planted native hedgerow, to incorporate hedgehog streets, depending on the characteristics and location of the site. Monumental or overbearing entrances to housing developments will not be permitted.</p> <p>Gated developments will not be permitted as they reduce social inclusion and integration within the existing community as they reduce social inclusion and integration within the existing community and generally fail to address the existing streetscape</p>	
<p><b>15.4.6 House Design</b></p> <p>In addition to an appropriate layout, a high standard of building design, detailing and specification of materials and a high standard of craftsmanship will be required. While the planning authority welcomes contemporary architecture. New developments should not be incongruous or have an overbearing effect on the established environment. Context remains very important, particularly in the case of the smaller towns and villages in the county.</p>	<p>This is considered to be an exemplar development showcasing contemporary architecture.</p> <p>A varied, high quality palette is proposed for the development which creates a distinctive attractive development within the area.</p> <p>The houses all meet the design standards set out below.</p>

House design open space provision shall have regard to the following requirements:

Unit Type (House)	Floor Area	Storage Area	Minimum Private Open Space
One bedroom	55m <sup>2</sup>	3m <sup>2</sup>	48m <sup>2</sup>
Two bedroom	85m <sup>2</sup>	6m <sup>2</sup>	55m <sup>2</sup>
Three bedroom	100m <sup>2</sup>	9m <sup>2</sup>	60m <sup>2</sup>
Four bedroom	110m <sup>2</sup>	10m <sup>2</sup>	75m <sup>2</sup>

\* Minimum private open space requirement for dwellings with four or more units.

Table 15.2 - Minimum Floor space and Open Space Requirements for Houses

Apartment schemes shall deliver a minimum of 33% or 50% of units (depending on circumstances) as dual aspect, in accordance with the criteria as set out in 'Sustainable Urban Housing, Design Standards for New Apartments'

- A minimum distance of 2.5m between semi-detached and detached housing shall generally be provided.

- Site Layout Plans for all applications for multi-unit residential development should detail the bin storage, bicycle parking and e-car charging provisions.

- Adequate provision shall be made for the storage and collection of waste materials. Each house shall have adequately screened storage for at least 3 number 'wheelie' bins.

- Terraced / townhouse schemes shall include appropriate design measures for refuse bins, details of which should be clearly shown at planning application stage. Bins should not be situated immediately adjacent to the front door or ground floor window unless adequately screened alcoves or other such mitigation measures are provided. Innovative and attractive design solutions shall be required in this regard.

- Terraced / townhouse schemes shall include appropriate design measures for bicycle storage, details of which should be clearly shown at planning application stage.

Storage should be provided through one of the following:

(a) Incorporation of a utility/storeroom accessed from close to the front of the house. (b) Provision of access to the rear of houses.

(c) Provision of sheltered parking at a public, well-lit and secure space.

100% of the houses are dual aspect with some units even triple aspect. 100% of all apartments are dual aspect.

This has been achieved.

Bike and bin stores are provided with the apartment units and mid-terrace houses.

This is noted. Traynor Environmental Ltd have also advised on waste provision and the siting of the storage spaces.

For mid terrace houses Bin stores and bicycle parking is provided to the front of the house. Please refer to DQA architectural drawing for full design details.

Storerooms are provided in all houses. There are front and rear access provided to all houses.

Appropriate cycle parking for visitors is provided throughout the development as shown on the landscape and site layout plans.

The existing boundaries are retained throughout the development where possible.

- Special consideration should be given to boundary treatments particularly where these adjoin existing dwellings. Situations which lead to the creation of two walls or fences with a gap in between should be avoided. In such instances, applicants shall be required to apply the most effective and appropriate boundary treatment taking into consideration the context and environmental sensitivities of the site.

- While every effort should be made to avoid rear gardens fronting on to public open space, in situations where this proves impossible, two-metre-high screen walls, suitably finished (rendered, natural stone or brick) and capped, should be provided between all areas of public space and rear gardens. Proposals for planting along the public side of the wall shall be included on a landscaping plan. An additional inner grass verge shall be provided along any footpath to facilitate this, if necessary.

- In the interest of passive surveillance, where side boundary walls adjoin the public footpath, the walls shall be a maximum of 1 metre in height as far as the rear building line of the dwelling (beyond which a 2-metre wall may be provided).

- Private open space should be designed so that it is usable for the proposed residents.

- Utility boxes should be screened from public view particularly for terraced units.

- Windows in the gable / side walls of dwellings will not be permitted where the window would closely overlook the private open space of the adjoining dwelling or where the window would not provide adequate light or aspect to a habitable room. However, windows featuring opaque glazing may be acceptable in certain instances.

- In relation to storage spaces the following requirements shall be applied:

- o As a rule, no individual storage room within a dwelling should exceed 3.5 sq. metres.
- o Storage should be provided off a hallway or landing to facilitate access.
- o Attic spaces may satisfy part of the general storage requirements but only if such spaces

Proposed new boundaries are in line with the Parks Department guidelines.

There are no rear gardens backing onto public open space within the development.

This is noted and achieved.

All private open space is accessible and useable for residents.

This is noted.

This is noted and avoided or where one is proposed it is obscured.

These are noted and achieved.

<p>feature a stud floor and are accessible by a stairs or integrated attic ladder.</p> <ul style="list-style-type: none"> <li>o Hot presses, boiler or heat pump spaces do not count as storage areas.</li> <li>o Utility rooms may in certain circumstances contribute to overall storage requirements.</li> <li>o Storage should be additional to kitchen presses and bedroom furniture.</li> <li>o Dwellings may provide storage for bulky items outside individual units and this may satisfy part of the general storage requirement, where considered appropriate.</li> </ul> <p>- High quality boundary treatments are generally required to enclose private open space. A 1.8m – 2m high wall of solid block, capped and plastered on both sides, is generally acceptable. The Council will consider alternative boundary treatments on their merits. All boundaries in such case shall be of high-quality solid construction with no gaps. Post and wire or timber post and panel fencing is not permitted</p>	<p>This is noted and achieved.</p>
<p><b>Section 15.4.7 Apartment Developments</b></p> <p>An apartment can be defined as a residential unit in a multi-unit building with grouped or common access. Planning applications for apartments shall be assessed against the Sustainable Urban Housing: Design Standards for New Apartments (2020) or any subsequent guidelines and the Urban Development and Building Height Guidelines (2018).</p> <p>The Apartment Guidelines set out detailed parameters in the form of Specific Planning Policy Requirements (SPPRs) with respect to:</p> <ul style="list-style-type: none"> <li>• General locational considerations.</li> <li>• Appropriate mix within apartment schemes (SPPR 1 and SPPR 2).</li> <li>• Internal space standards for different apartments - all apartment floor area measurements should be internal wall-to-wall dimensions (SPPR 3).</li> <li>• Dual aspect ratios (SPPR 4).</li> <li>• Floor to ceiling heights (SPPR 5).</li> <li>• Lift / stair core access (SPPR 6) Private and communal amenity space.</li> <li>• Security considerations.</li> <li>• Storage spaces.</li> </ul>	<p>The proposed apartments meet and exceed the minimum apartment size requirement as stated in the Apartment Guidelines, as demonstrated below in the Statement of Consistency with Relevant Section 28 Guidelines.</p> <p>They are located in order to provide legibility and provide good surveillance of streets and public open spaces while also providing a greater choice of units.</p> <p>Again, all of these standards set in the Apartment guidelines are met.</p>

<ul style="list-style-type: none"> <li>• Communal facilities</li> <li>• Car and bicycle parking/storage; and</li> <li>• Adaptability</li> </ul>	
<p><b>Section 15.4.10 Management Companies for Apartments</b></p> <p>Apartment developments are not taken in charge by the local authority and therefore a management company is required. The Multi-Unit Developments Act 2011 came into effect on 1 April 2011 and regulates the ownership and management of the common areas of appropriate multi-unit developments and provides for the setting up of owners' management companies to manage such areas. Where required, a properly constituted management company shall be established for the purposes of maintaining public lighting, roads, parking areas, services, open spaces and public areas in apartment schemes and a condition will be attached to any grant of planning permission in this regard</p>	<p>This is noted and a management company will be set up for all the apartment blocks.</p> <p>The management company will be established to maintain and manage the areas of communal open space, parking and bin storage associated with the apartments.</p>
<p><b>Section 15.4.16 Taking in Charge of Residential Developments</b></p> <p>The term "Taking in Charge" means that the council assumes liability and responsibility for the roads, footpaths and public areas associated with a particular estate. When a residential development is completed in accordance with all the conditions and particulars of the planning permission, the developer or the majority of homeowners may make a written request in accordance with the provisions of Section 180 of the Planning and Development Act 2000 (as amended) to have the estate taken in charge (roads and services).</p> <p>The Council's policy on the taking in charge of residential developments is set out in the Taking in Charge Policy Statement (June 2008) which is currently under review and should be considered from the outset (either in its current form or as subsequently amended), from the initial pre-application stage through to the post construction phase of a development</p>	<p>Please see the Taking in Charge Drawing by DQA.</p> <p>Where areas are not proposed to be taken in charge than a Management Company will be in place to ensure the maintenance of these areas.</p> <p>This can be dealt with by way of an appropriately worded condition.</p>
<p><b>Section 15.5 Social and Community Developments</b></p> <p>Any application for community facilities such as childcare, schools, health, community, and leisure facilities, including open space, sports grounds, playing pitches, and other community orientated developments, shall have regard to the following:</p>	<p>Noted</p> <p>A full Social Infrastructure Audit (SIA) will be prepared as part of the planning application for LRD Stage 3 Planning Application.</p>

- Overall need in terms of necessity, deficiency, and opportunity to enhance or develop local or county facilities.
- Practicalities of sites in terms of site location relative to uses, impact on local amenities, desirability, and accessibility.
- Conformity with the requirements of appropriate legislative guidelines.
- The potential multifunctional use of community facilities, including daytime and night-time usage.

#### **Section 15.5.1 Social Infrastructure Audit**

As outlined in Chapter 10, any new residential development over 20 units or commercial developments (including office/industrial developments) over 2,000 square metres, will be required to undertake a social infrastructure audit to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents.

Social Infrastructure Audits (SIAs) shall include current provisions in relation to childcare, education, health, community, sporting, open space, and recreational facilities in the vicinity (e.g., within a 10-15 minute walk) of the proposed development. The audit must outline available capacity within each facility and identify deficits that exist in such infrastructure, taking into consideration any extant permission for residential development in the area. Where deficits exist, the applicant shall propose measures within the development proposal to address same and / or may be required by the Planning Authority to contribute towards developing such infrastructure in the area by means of conditions to the permission through the development contribution scheme. In cases where social infrastructure deficits are not addressed, permission may be refused.

It should be noted that the Planning Authority has undertaken a number of SIAs to date as part of the preparation of the Leixlip, Naas and Athy Local Area Plans and will continue to do so as part of the rollout of the Local Area Plan programme. The content of any SIAs submitted as part of planning applications can therefore be considered in the context of SIAs already undertaken, where relevant, in order to develop a comprehensive database of available social infrastructure to plan

The themes will be analysed with regard to their context within the defined study area, with several varying buffer radii from the subject site. All of the facilities are identified as being either within 1 km or c. 2km from the site. This area is generated by a 1km/2km “as the crow flies” buffer zone. Due to the existing urban layout, the walking/cycling distances to some facilities is slightly further than 1km/2km. The tables below list the facilities within 1km and 2km as the crow flies and also provide an approximate walking/cycle route distance.

The applicant contacted Kildare County Childcare Committee (KCCC) via email correspondence on 13th October 2025 to confirm the findings of the childcare audit. Please refer to Appendix C of the Social & Community Infrastructure Audit Including Creche Audit for the details of the response letter received from Kildare County Childcare Committee (KCCC).

<p>for the sustainable development of communities over the Plan period and beyond</p>	
<p><b>Section 15.5.2 Childcare Facilities</b></p> <p>The Council will seek to facilitate the provision of high-quality childcare facilities in appropriate locations throughout the county and may require their provision in large residential, public community, commercial, and retail developments in accordance with the provisions of the DoEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001). The guidelines require 20 childcare spaces for every 75 dwelling units.</p> <p>As part of the undertaking of a Social Infrastructure Audit (as above), for developments proposed (residential and / or commercial), the onus shall be on the developer to demonstrate that there are adequate childcare facilities to cater for the proposed development. In doing so the developer must; (i) clearly outline, on a map, the location of each childcare facility relative to the proposed development, (ii) the total number of childcare spaces on offer at the subject childcare facility with a clear breakdown of the various types of childcare that are available in each identified facility and (iii) details of any remaining capacity in each facility. This information must be supported, in writing, by each of the childcare facilities identified in (i) above and must be confirmed by the Kildare County Childcare Committee.</p> <p>Where it is demonstrated that there are inadequate childcare facilities to cater for the proposed development, developers must incorporate a childcare facility as part of the overall development proposal, in line with the Childcare Guidelines (or any subsequent revisions to same). Any application for childcare facilities shall have regard to the following:</p> <ul style="list-style-type: none"> <li>• The need for the proposed development (consult with Kildare County Childcare Committee).</li> <li>• The nature of the facility e.g., full day care, sessional care, after school care.</li> <li>• Number and ages of children to be catered for.</li> <li>• Number of staff.</li> <li>• Intended hours of operation,</li> <li>• Suitability of the site for the type and size proposed Adequate sleeping / rest facilities.</li> </ul>	<p>The proposed development comprises 139 residential units, including one- to four-bedroom houses, apartments, and duplexes. Based on the standard requirement of 20 childcare spaces per 75 dwellings, the development would generate a need for approximately 37 childcare spaces (<math>139/75 \times 20</math>). When excluding one-bedroom units, the development includes 82 two-bedroom units. Based on the standard requirement of 20 childcare spaces per 75 dwellings, this generates a need for approximately 22 childcare spaces.</p> <p>To meet this demand, the proposal includes a creche of approximately 351 m<sup>2</sup> with an associated play area of 175 m<sup>2</sup> (totalling c. 526 m<sup>2</sup>), providing around 88 childcare places. This provision will accommodate the needs of residents while also offering additional capacity for the wider community.</p> <p>The creche is now centrally located within the development at ground floor level of Block 03, providing easy access for residents and encouraging multimodal transport. A set-down area for four cars is situated directly in front of the creche, with additional staff parking for four vehicles located to the south adjacent to the main public open space. The facility includes an enclosed, secure play area at the rear, adjoining the communal courtyard, accommodating all age groups along with staff and support areas. On this basis the sizing of the creche is considered appropriate for the development. This will have a positive effect on population and human health as the proposed creche will accommodate and exceed for 88 no. childcare spaces required which is more than the need generated by the development.</p> <p>The applicant contacted Kildare County Childcare Committee (KCCC) via email correspondence on 13th October 2025 to confirm the findings of the childcare audit. Please refer to Appendix C of the Social &amp; Community Infrastructure Audit Including Creche Audit for the details of the response letter received from Kildare County Childcare Committee (KCCC).</p>

<ul style="list-style-type: none"> <li>• Adequate availability of indoor and outdoor play space.</li> <li>• The internal layout and design, should allow, where possible, for the dual usage of the proposed facility e.g., night-time community uses.</li> <li>• Proximity to public transport / areas of employment.</li> <li>• Local traffic conditions</li> <li>• Safe access and convenient off-street parking and / or suitable drop-off and collection points for customers and staff.</li> <li>• Signage should be minimized and designed into the scheme.</li> </ul> <p>Facilities shall be sited at or near the entrance / exit to the proposed development for ease of access, drop-off / pick-up points and must be provided in full as part of the first phase of development and occupied prior to the occupation of any residential unit within the overall development scheme</p> <p>Childcare facilities will also be required to be provided in large-scale employment centres with an excess of 100 employees.</p> <p>For new residential / commercial developments, the most suitable facility for the provision of full day care should be a purpose built, ground floor, stand-alone property with capacity for dual usage e.g., night-time community uses.</p> <p>Applications in existing residential areas should have regard to the likely effect on the amenities of adjoining properties, and compliance with the above criteria.</p> <p>Applicants are recommended to seek the advice of the Kildare County Childcare Committee, HSE, and other relevant bodies in the design of childcare facilities prior to the submission of a planning application.</p> <p>The omission of a crèche previously permitted within a residential development will not generally be favourably considered</p>	
<p><b>Section 15.6 Open Space</b></p> <p>The role of Open Space is becoming more important to the residents of Kildare and their quality of life with many settlements developing quickly and at higher densities. The provision of</p>	<p>Noted</p>

<p>accessible open space is vital for overall community wellbeing and can be provided in various forms e.g., Neighbourhood Parks, Local Parks, Amenity Green Spaces, playing pitches, play areas for children and teenagers, Green Corridors, and Natural / Semi-Natural Green Spaces. Towns in Kildare will be required to provide a minimum of 2.5 hectares of Open Space per 1,000 of population which should include both formal and informal open spaces as follows;</p> <ul style="list-style-type: none"> <li>- Formal (Active Open Space, Neighbourhood/local park, Play areas)</li> <li>- Informal (Parks and Gardens, Amenity Green Space, Natural and semi-natural)</li> </ul> <p>The breakdown and quantum of formal and informal provision will be considered on a place-by-place basis.</p> <p>As outlined in 15.5.1 above Social Infrastructure Audits are required to be submitted for new residential developments at or over 20 units or for commercial developments (including office/industrial developments) over 2,000 square metres. Existing open space provision within a 10-minute walk of the development shall be outlined and assessed against the standards noted above. Open space deficits shall then be highlighted, and the design proposal will be required to assist in addressing any deficits</p>	<p>Both forms of open space are provided throughout the development.</p> <p>Noted</p> <p>The scheme is submitted with a Social and Community Infrastructure Audit.</p>
<p><b>Section 15.6.3 Amenity Green Spaces</b></p> <p>Amenity Green Spaces are generally small areas of open space associated with individual housing estates. Requirements are outlined in 15.6.6 below. These spaces shall comprise areas for biodiversity and link (by way of native hedgerows and trees) with any adjacent green infrastructure networks</p>	<p>This is delivered within this application. Please see the Landmark Design Landscape Architects site landscape masterplan drawing.</p> <p>To mitigate the loss of approximately 120 metres of hedgerow and some mature trees, the scheme includes over 201 new trees and 352 metres of mixed native hedgerow, alongside additional planting such as woodland, wildflower meadows, detention basins, and raingardens. All planting is native or pollinator-friendly, enhancing biodiversity, supporting ecological connectivity, and integrating the development into the surrounding landscape.</p>
<p><b>Section 15.6.5 Formal / Informal Play Spaces</b></p> <p>Formal play spaces are generally designed to facilitate children and teenagers play. They are usually located within an existing public park or amenity that is easily accessible from residential areas (e.g. 5-minute walk/400 metres). Developments shall provide 'scale appropriate'</p>	<p>The proposed development provides a hierarchy of well-considered play spaces that directly respond to the guidance in Section 15.6.5. Primary open spaces include natural and equipped play opportunities suitable for children and teenagers, such as kickabout areas, boulders, repurposed tree stumps, logs, and</p>

<p>children's play in semi-private or public open spaces through provision of a scale appropriate Natural Play Area. It is the Planning Authority's preference that an imaginative approach is adopted by developers to delivering play spaces. All play areas shall be natural play spaces with landscaping and natural features e.g. logs, mounding, boulders, and sensory planting, equipment with no moving parts. Play features should be centrally located so that they are accessible and supervised</p>	<p>sensory planting. All play areas are designed as natural play spaces with no moving parts, in line with the Planning Authority's preference for imaginative and landscape-led approaches.</p> <p>Play areas are centrally located within the development to ensure accessibility, visibility, and passive supervision from surrounding homes and the crèche. The distribution of play spaces within primary and secondary open spaces ensures that they are within easy walking distance of all residents, encouraging active play while integrating seamlessly with the wider pedestrian and open-space network. This approach delivers scale-appropriate, safe, and engaging play opportunities for all age groups.</p>
<p><b>15.6.6 Public Open Space for Residential Development</b></p> <p>The provision of accessible open space is a key part of the provision of high-quality green infrastructure for communities. Public open space must be carefully designed as an integral part of the layout of all residential schemes / mixed schemes from the outset, being addressed at the initial design stages. All applications for residential developments shall include a landscape plan, which shall have regard to the Parks Section 'Open Space &amp; Landscaping Pre-Planning Guidance for Applicants' document. It is vital that landscape architects are involved in the early stages of the design process and attend any pre-planning discussions with the Planning Authority.</p> <p>Open space shall be provided within the development site as follows:</p> <ul style="list-style-type: none"> <li>• On greenfield sites, the minimum area of open space that is acceptable within the site is 15% of the total site area. This may include Natural / Semi-Natural Green Spaces incorporating the planting of native species and pollinator friendly areas which enhance biodiversity up to a maximum of 8%.</li> <li>• In cases where standards have been relaxed or where there is a shortfall in the provision of open space due to the practicalities of the site (e.g., unsuitable due to topography, flooding, gradient, SuDS, overhead powerlines etc.) the council will require an equivalent monetary contribution in</li> </ul>	<p>The proposal includes c.4,204sqm of usable public open space, or c. 15% of site. This is distributed across three separate areas and provides for attractive areas to play, visit and walk through. All of these areas are overlooked.</p> <p>All landscaped spaces incorporate native species and pollinator friendly areas, this includes the areas counted towards the public open space calculation and the incidental areas.</p> <p>The site achieves 15% usable and well-designed public open space within the residential lands alone along with an additional communal open space.</p> <p>The public open space includes for the provision of SuDS measures, as part of the comprehensive surface water management proposals provided.</p> <p>These areas have been carefully sited and designed with inputs from Landmark Design Landscape Architects to ensure usability and design quality as part of the public open space.</p> <p>Children's play features have been incorporated into these spaces. Please see the Landmark Design Landscape Architects pack for details.</p> <p>The public open spaces are also specifically located in order to retain existing trees and hedgerows where possible and therefore allow</p>

lieu of remaining open space provision via the Kildare County Council Development Contribution Scheme.

- SuDS are not generally acceptable as a form of public open space provision, except where they contribute in a significant and positive way to the design and quality of open space. Where the Council considers that this is the case, in general a maximum of 10% of the open space provision shall be taken up by SuDS.
- Each application shall also have regard to the qualitative standards outlined in Section 4.18 of the Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, DEHLG, (2009).

The following should also be taken into consideration in relation to public open space:

- Areas of public open space should be generally flat. While some undulation may be incorporated as a design feature, areas with high gradients, containing swales or attenuation ponds, or otherwise impractical to function effectively as amenity / play areas, will not be acceptable as open space.
- Narrow tracts of land (less than 10m) or pieces of land 'left over after planning' are not acceptable.
- Areas of open space less than 500 square metres will not be taken in charge by the council for maintenance purposes.
- Underground tanks and storage systems will not be accepted under public open space, as part of a SuDS solution.
- Public and semi-private open space in all residential developments will be required to incorporate natural features that promote children's play. Opportunities for children's play should be addressed as part of the landscape plan.
- Public open space should be innovative in its design approach and functionally accessible to the maximum number of dwellings within the residential area.
- Public open space should be overlooked by as many dwellings as possible.
- Houses shall not generally be permitted to back onto public open spaces.
- Natural features, e.g., trees, hedgerows, and wetland sites, should be retained, protected, and incorporated into public open space areas.

integration with the wider green infrastructure network in the area.

The open spaces are surrounded by residential units and the creche which overlook and supervise the spaces and all dwellings units have direct access to open space nearby.

The open spaces are also interconnected and link up with the extensive footpath network provided throughout the scheme.

While the attenuation basin exceeds the 10% threshold set out in the Kildare CDP, this is an unavoidable outcome of delivering a compact urban development at the density required under national policy.

The 2024 Sustainable Residential Development Guidelines explicitly support the integration of SuDS within public open spaces, recognising their multifunctional role in urban environments.

Appendix A of the Guidelines state: *"For the purposes of calculating open space provision, it can include areas used for Nature-based Urban Drainage and other attenuation areas where they form part of an integrated open space network."*

Detention basins provide the storage and hydraulic performance required for higher-density schemes, and their integration as landscape features ensures attractive, biodiverse, and functional open spaces. The proposed SuDS strategy therefore represents a balanced response that meets national guidance, site-specific engineering requirements, and the LAP's compact growth objectives.

Overall, it is considered that the quantity, quality and functionality of the proposed open spaces has been optimised providing attractive spaces, accommodating a variety of recreational uses, whilst also retaining green infrastructure and facilitating significant sustainable urban drainage measures.

<ul style="list-style-type: none"> <li>• On large sites, areas should be identified for a hierarchy of uses, e.g., more casual 'pocket parks' for smaller children to play, informal kick about areas, areas for passive amenity, etc.</li> <li>• Appropriate pedestrian and cycle linkages between open spaces should be clearly indicated on the site layout plan.</li> <li>• Care should be taken during the design process to connect existing and proposed areas of open space, thus providing green linkages for wildlife habitats</li> </ul> <p>Care should be taken during the design process to connect proposed open space with existing open spaces and / or proposed open space in other developments to form local parks (e.g., when combined may be greater than 2 hectares) and / or neighbourhood parks (e.g., when combined may be greater than 16 hectares).</p> <ul style="list-style-type: none"> <li>• Incorporate pieces of public art into the design of open spaces</li> </ul>	
<p><b>Section 15.6.7 Private Open Spaces – Gardens, Terraces, Balconies</b></p> <p>All houses should have an appropriate and useable area of private open space to the rear of the dwelling. The minimum area of private open space to be provided is set out in Table 15.2.</p> <p>Exceptions may be permissible in relation to the development of inner urban infill where there is a need to protect the established pattern of streets and spaces and the redevelopment of brownfield / regeneration sites. Flexibility will be considered for well-designed development proposals.</p> <ul style="list-style-type: none"> <li>• It is expected that private open space provided will exceed these standards whenever possible and such minimum standards will only be acceptable for up to 50% of the units in any development and will be discouraged throughout.</li> <li>• The front garden should be a minimum length of 6 metres. Where dwellings have little or no front gardens a defensible space must be created behind the public footpath, such as a planting strip.</li> <li>• Rear gardens should be a minimum of 11 metres in depth (22 meters back-to-back as a general rule) to protect privacy, sunlight, and avoid undue overlooking. Reductions will be considered for single storey developments and / or innovative schemes where it can be demonstrated that adequate levels of privacy, natural lighting, and sunlight can be achieved.</li> </ul>	<p>All dwellings and apartments have areas of private open space as required and to/in excess of standard in terms of area, length/depth etc.</p> <p>Please refer to the DQA Housing Quality Audit for further details.</p> <p>Adequate privacy, natural light and sunlight is achieved in these units.</p> <p>This has noted and they have not been included.</p>

- Narrow strips of incidental open space to the side of houses should not be included in private open space calculations.
- In certain development circumstances, the requirements set out above may not be appropriate (e.g., housing requirements for special needs, housing for older persons/ sheltered housing) particularly where the development is within a 10- minute walking distance of a public park or other amenity.
- A reduced minimum standard may be accepted for 1 and 2-bedroom houses for older people, where it is demonstrated that the design of the dwelling is specifically designed and safeguarded for older persons.

Balconies and terraced areas are the primary form of private open space for apartment and duplex type schemes. Such spaces shall be accessible from the main living area and comprise balconies / terraces.

Unit Type	Private Open Space
Studio	4 m <sup>2</sup>
One Bedroom	5 m <sup>2</sup>
Two Bedrooms	6 m <sup>2</sup>
Three Bedrooms	7 m <sup>2</sup>
Four Bedrooms or more	9 m <sup>2</sup>

Table 15.3 - Minimum Private Open Space Requirements for Ap

It is expected that all private balconies, patios, terraces, or roof gardens comply with or exceed the minimum standards set out in Table 15.3.

- All private balconies, patios, terraces, or roof gardens shall be located to optimise solar orientation and designed to minimise overshadowing and overlooking.
- All private balconies, patios, terraces, or roof gardens shall be suitably screened in a manner complementing the design of the building to provide an adequate level of privacy and shelter for residents

## Section 15.7 Transport

### 15.7.1 Walking and Cycling

- New pedestrian and cycle paths shall be designed in accordance with the Government's Design Manual for Urban Roads and Streets - 2019 (DMURS), the national Cycle Manual (2011 and any subsequent updates), Draft GDA Cycle Network Plan (NTA, 2021) and Section 5.4.1 of this Plan.
- Ensure new development areas are fully permeable for walking and cycling as outlined in Section 5.4.1 of this Plan

All apartments have balconies or terraces.

All of these units have private space in excess of the minimum requirements.

The units are all orientated to optimise solar gain.

This has been achieved.

This is noted.

All routes are designed in accordance with DMURS.

The layout is conducive to wayfinding and provides pedestrian and cycle links through the site.

Pedestrian and cycle access to the site is provided via Parklands Grove and the proposed MERR.

	<p>The layout is logical and uncomplicated.</p> <p>The series of public cycle and pedestrian routes are created to connect the site and create a strong permeable neighbourhood network of walkways and cycleways.</p> <p>There is also future potential to form a direct connection into neighbouring lands directly south and west.</p>								
<p><b>Section 15.7.2 Cycle Parking</b></p> <ul style="list-style-type: none"> <li>The Planning Authority requires the provision of a minimum level of secure cycle parking facilities in association with new development and changes of use. This is consistent with the objectives and policies of the National Sustainable Mobility Policy (2022) and the Draft GDA Cycle Network Plan (NTA, 2021).</li> <li>New cycle parking shall be designed in accordance with the National Cycle Manual (2011 and any subsequent updates).</li> <li>Where the provision of cycle parking facilities is intended for use by the staff of a particular development, stands should be covered, well-lit and located within the curtilage of developments to ensure security and supervision.</li> <li>Cycle stands for use by visitors should be located to maximise convenience to the entrance of buildings, and positioned so as to ensure safety, security and supervision.</li> <li>The cycle parking standards set out in Table 15.4 shall be taken as minimum standards</li> </ul> <table border="1"> <tr> <th colspan="2">Accommodation</th></tr> <tr> <td>Apartments</td><td>1 space per bedroom + 1 visitor space per 2 apartments</td></tr> <tr> <th colspan="2">Education / Childcare</th></tr> <tr> <td>Crèche</td><td>1 space per 5 staff + 1 space per 10 children</td></tr> </table> <p>Changing/drying areas, toilets and lockers should be provided in association with shower facilities.</p> <ul style="list-style-type: none"> <li>The Planning Authority will allow a degree of flexibility in town and village centre locations, where sites may be constrained. Where cycle parking would be better provided at communal, strategic locations around the town centre, a financial contribution in lieu of cycle parking will be considered, in accordance with the Development Contributions Scheme.</li> <li>The Council may also request the provision of public cycle parking facilities, where possible at existing transport nodes, public buildings, retail</li> </ul>	Accommodation		Apartments	1 space per bedroom + 1 visitor space per 2 apartments	Education / Childcare		Crèche	1 space per 5 staff + 1 space per 10 children	<p>All houses have parking within the curtilage of their own house.</p> <p>There is a total of 269 no. of cycle parking across this site.</p> <p>This includes parking for the apartments and the mid terrace houses. This is in line with the cycle parking standards.</p> <p>All of the spaces are overlooked, secure spaces.</p> <p>They are all located close to entrances.</p>
Accommodation									
Apartments	1 space per bedroom + 1 visitor space per 2 apartments								
Education / Childcare									
Crèche	1 space per 5 staff + 1 space per 10 children								

centres and other locations not specified in Table 15.4	
<p><b>Section 15.7.3 Public Transport</b></p> <ul style="list-style-type: none"> <li>• All new development should be designed to maximise permeability and connectivity to public transport networks in accordance with the provisions of the 'Design Manual for Urban Roads and Streets' (DMURS, 2019).</li> <li>• Roads should generally be designed to include infrastructure for bus services unless otherwise advised by the Road Authority;</li> <li>• New / improved bus stops shall be of a suitable 'raised' design in order to assist mobility-impaired passengers in boarding/leaving the vehicle</li> </ul> <p>Bus shelters should be sited and designed taking account of the needs of the bus users and the visual sensitivity of the location of the proposed shelter. All bus shelters shall be designed with the security of the user in mind, including adequate lighting.</p> <ul style="list-style-type: none"> <li>• In considering applications for bus shelters with associated advertising, the planning authority will have regard to the particular circumstances of each case, such as location, scale and type of advertising proposed and the effect on the amenities of the area and streetscape</li> </ul>	<p>This is noted, this site is well located which as stated above, has good access to quality public transport provisions.</p>
<p><b>15.7.4 Road and Street Network</b></p> <ul style="list-style-type: none"> <li>• The principles, approaches and standards set out in the Design Manual for Urban Roads and Streets (2019) apply to the design of all urban roads and streets (with a speed limit of 60 km/h or less), except national roads and in exceptional circumstances, certain urban roads and streets with the written consent of the relevant Authority.</li> <li>• The standards set out in the TII publication DN-GEO-03031 Rural Road Link Design (2017) applies to Single and Dual Carriageway roads (including Motorways) in rural areas. It also applies to single carriageway Urban Relief Roads and Urban Dual Carriageways and Motorways.</li> <li>• The Council requires the submission of a Traffic and Transport Assessment (TTA) as part of planning applications for larger developments, as outlined in Table 15.6 below, in accordance with the TII publication PE-PDV-02045 Traffic and Transport Assessment Guidelines (2014). These guidelines advise that applicants should consult with the Transportation Department of the Council prior to submission of an application.</li> </ul>	<p>This is noted. All roads, streets and junctions are designed in accordance with DMURS.</p> <p>A TIA by TPS M Moran &amp; Associates has been submitted with this LRD application.</p> <p>A Road Safety Audit and Quality Audit has also been undertaken on the layout to inform the later detailed design.</p>

Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive.*
Residential development in excess of 200 dwellings.
Retail and leisure development in excess of 1,000m <sup>2</sup> .
Office, education and hospital development in excess of 2,500m <sup>2</sup> .
Industrial development in excess of 5,000m <sup>2</sup> .
Distribution and warehousing in excess of 10,000m <sup>2</sup> .

**Table 15.6 - Traffic Management Guidelines Thresholds for Transport**

- The design of development proposals must address the functionality and safety of the road. Two processes specifically address these design concerns: Road Safety Impact Assessment (RSIA) and Road Safety Audit (RSA).

A) Road Safety Impact Assessment (RSIA) is described in the EU Directive on Road Infrastructure Safety Management (EU RISM) 2008/96/EC as a strategic comparative analysis of the impact of a new road, or in instances of substantial modifications to an existing road, on the safety and performance of the road network. (Refer to TII standards: PE-PMG-02001 Road Safety Impact Assessment, 2017)

B) Road Safety Audit (RSA) involves the evaluation of road schemes during design, construction and early operation to identify potential hazards to all road users. RSA is to be carried out on all new national road infrastructure projects and on any schemes/proposal which results in a permanent change to the layout of a national road. (Refer to TII standard: GE-STY-01024 Road Safety Audit, 2017 and GE-STY-01027 Road Safety Audit Guidelines, 2017).

Noted. Furey Consulting have designed the roads in accordance with these directives.

#### 15.7.6 Access Requirements

Generally, where the capacity, width, alignment, or surface condition of the road are inadequate, development will not be favoured.

- Where new development would adversely impact on road drainage, development will not be permitted unless applicants agree proposals with the Council to improve the road.

Generally, it is the policy of the Council to discourage the proliferation of access points onto public roads, particularly in areas where the maximum speed limit applies or where road safety is of concern in accordance with the objectives in Section 5.6. The Council also encourages and promotes shared access points in all circumstances.

- Where the removal of hedgerow is required in order to achieve sight lines, the minimum amount of hedgerow shall be removed (see Section 15.2.4

Noted.

The access to the site has been assessed by TPS M Moran & Associates and Furey Consulting. A Road Safety Audit accompanies this LRD application.

The scheme provides vehicular/pedestrian access to the development from the proposed MERR.

Additional pedestrian access will also be provided via the Parklands Grove local road to the north.

<p>above). Any new boundary should be planted with suitable indigenous species as outlined in section 15.2.4.</p> <ul style="list-style-type: none"> <li>• The provision of sheep / cattle grids in new developments adjacent to the Curragh will be mandatory.</li> <li>• In accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, DECLG (2012), the creation of additional access points from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 50kph apply shall be avoided</li> </ul>	<p>This will provide excellent permeability through both sites.</p>
<p><b>15.7.7 Building Lines</b> Where developments are permitted in rural areas along National, Regional and County Roads it is the policy of the Council to require compliance with the minimum setbacks as set out in Table 15.7.</p>	<p>Appropriate setback has been incorporated into the design of the site.</p> <p>The design of the proposed development is in compliance with Urban Design Guidelines.</p> <p>Please refer to the Environmental Noise Survey prepared by Traynor Environmental Limited for further detail on Noise Impact.</p>
<p><b>15.7.8 Car Parking</b> Car parking standards are set out in Table 15.8 Parking standards are maximum standards.</p>	<p>There are 189 no. car parking spaces proposed.</p> <p>Within the Kildare County Development Plan 2023-2027 Chapter 15: Section 15.7.8, KCC reserves the right to alter car parking provision on a case-by-case basis with regard to the circumstances of the development.</p> <p>Therefore, this proposal of 72 no. spaces, or two spaces for each house, 103 spaces for the apartments and 6 no. visitor spaces, and 8no. Associated with the creche.</p> <p>Please refer to TIA by TPS Moran for full parking details</p>
<p><b>15.7.9 Street Lighting and Public Utilities</b> Street lighting should, at a minimum, comply with the standards set out in the most recent revision of the Kildare County Council document 'Street Lighting Technical Specification' and Section 5.12 of this Plan.</p>	<p>Refer to Public Lighting Report prepared by Fallon Design consultant engineers, which includes the proposed public lighting layout.</p>
<p><b>15.8 Surface Water</b> All planning applications for developments shall include proposals for the following:</p> <ul style="list-style-type: none"> <li>- Detailed proposals for the management of surface water</li> <li>- A Surface Water Management Plan</li> </ul>	<p>The entire scheme incorporates Sustainable Drainage Systems (SuDS). A comprehensive SuDs plan for the proposed development has been prepared by Kavanagh Burke Consulting Engineers in collaboration with Landmark Design &amp; Consultancy.</p>

<ul style="list-style-type: none"> <li>- Proposals for surface water management in compliance with the Greater Dublin Drainage Strategy (GSDSDS)</li> <li>- Where Nature Based Surface Water Management solution is not feasible, detailed information must be submitted to explain why it was not considered to be a practical solution.</li> <li>- Sustainable Drainage Systems should not form part of the public open space provision, except where they contribute in a significant and positive way to the design and quality of open space. In instances where the Council determines that SuDS make a significant and positive contribution to open space, a maximum 10% of the open space provision shall be taken up by SuDS.</li> <li>- In the event that underground attenuation storage structures are required, they will not be accepted under areas of public open space, save in exceptional demonstrable situations.</li> </ul>	<p>The following SUDS measures are proposed to meet the objectives of Amenity, Quantity, Quality and Biodiversity:</p> <ul style="list-style-type: none"> <li>• Green and blue Roofs to apartment blocks and the creche.</li> <li>• Permeable paving to car parking spaces and vehicular access to home zones.</li> <li>• The hardstanding areas such as roads and footpaths will be directed towards to adjacent soft landscaping via dropped kerbs etc.</li> <li>• Soakaways in the public open spaces and to back gardens of the houses wherever possible.</li> <li>• Proposed tree pits and bio-retention areas to facilitate the flow from the road gulleys.</li> <li>• Detention basin to cater for storm events above a 1 in 30 years.</li> </ul> <p>Details of the proposed SuDS features are shown on drawings D1824-KB-XX-XX-DR-0001 and D1824-KB-XX-XX-DR-C-0002.</p> <p>Please refer to Engineering Pack prepared by Kavanagh Burke Consulting Engineers in relation to Surface Water, and Nature Based Surface Water solutions.</p> <p>Please refer to the Landscape pack prepared by Landmark Design for details of SuDS incorporated into Open Space and which are designed to optimise usability for ongoing recreation.</p>
<p><b>15.17.4 Natural Heritage, Green Infrastructure and Biodiversity</b></p> <p>Overall policies and objectives relating to natural heritage are set out in Chapter 12 of this Plan and all planning applications will be assessed having regard to same.</p> <p>To comply with European and National legislation on nature conservation, and to ensure that areas of biodiversity value are adequately protected, an Ecological Impact Assessment will be required.</p> <p>An Appropriate Assessment should accompany development proposals relating to any plan or project not directly connected with or necessary to the management of a Natura 2000 site.</p>	<p>A Screening for Appropriate Assessment was prepared the residential development. The screening assessment concluded as follows:</p> <p><i>“In conclusion,.. the effects to the qualifying species and habitats of the aforementioned European Site have the potential for significant indirect impacts due to the potential source pathways through groundwater (and potential SW) to the receptor qualifying species and habitats. As a result, the development must be ‘Screened In’ and a Stage 2 Appropriate Assessment (AA) is required for Rye Water Valley/Carton SAC”.</i></p> <p>Accordingly, a Natura Impact Statement accompanies this planning pack. This NIS has</p>

	<p>been prepared in accordance with the relevant provisions of the Habitats Directive, the Habitats Regulations and the Planning and Development Act (2000), as well as the relevant case law and current guidance.</p> <p>The NIS report demonstrated that, <i>“the proposed housing development will not adversely affect the integrity of any European site. It can be concluded that this development can be excluded from cumulative effects, on the basis of objective scientific information, that the project, individually or in combination with other plans or projects will not affect the integrity of any European Site”</i>.</p>
<p><b>Appendix 3 Open Space and Outdoor Recreation Strategy</b></p> <p>The strategy highlights the critical importance of open space and outdoor recreation to the collective wellbeing of society.</p> <p>The strategy assesses the public open spaces throughout the county and provides a hierarchy of open spaces to be provided including green corridors, natural spaces, regional parks, local parks, small parks, and pocket parks. It notes that all homes should be within 500m of a pocket park and that small parks should be within 400m walking/cycling distance of homes and centrally located within new developments.</p> <p>The strategy provides quantitative standards for public open space provision. It recommends that the county standards of 2ha of public open space per 1,000 people be increased to 2.5ha of public open space per 1,000 people. It also notes that a minimum of 15% public open space should be provided on new residential lands.</p> <p>In addition, it also provides qualitative recommendations and notes that it is important to consider the function of a space and not just leave it grassy and undeveloped.</p> <p>It notes that SuDS areas should not be considered to form part of the public open space provision, except where they contribute in a significant way to the design and quality of open space as defined by the Planning Authority. In such cases, a</p>	<p>The proposal includes c.4,204sqm of usable public open space, or c. 15% of site. This is distributed across three separate areas and provides for attractive areas to play, visit and walk through. All of these areas are overlooked.</p> <p>All landscaped spaces incorporate native species and pollinator friendly areas, this includes the areas counted towards the public open space calculation and the incidental areas.</p> <p>The site achieves 15% usable and well-designed public open space within the residential lands alone along with an additional communal open space</p> <p>Some SUDs measures are included within the open space. These are designed into the landscaping and make a positive contribution to the overall landscaping plan.</p> <p>While the attenuation basin exceeds the 10% threshold set out in the Kildare CDP, this is an unavoidable outcome of delivering a compact urban development at the density required under national policy.</p> <p>The 2024 Sustainable Residential Development Guidelines explicitly support the integration of SuDS within public open spaces, recognising their multifunctional role in urban environments.</p>

<p>maximum of 10% of the total public open space provision shall be taken up by SuDS.</p> <p>In addition, it requires the bulk of open space to be usable and acknowledges that while narrow strips of land (&lt;10 metres wide) can function as important green connections and improve levels of passive amenity within a development, they should not be included in the overall public open space calculation of a site.</p>	<p>Appendix A of the Guidelines state: <i>“For the purposes of calculating open space provision, it can include areas used for Nature-based Urban Drainage and other attenuation areas where they form part of an integrated open space network.”</i></p> <p>Detention basins provide the storage and hydraulic performance required for higher-density schemes, and their integration as landscape features ensures attractive, biodiverse, and functional open spaces. The proposed SuDS strategy therefore represents a balanced response that meets national guidance, site-specific engineering requirements, and the LAP’s compact growth objectives.</p>
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## Maynooth and Environs Joint Local Area Plan 2025 - 2031

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

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

The subject site is located within one of four Key Development Area (KDA) identified within the JLAP. These lands are considered to be strategic areas for the development of integrated residential neighbourhoods that will make an important contribution to the future growth and consolidation of the town. A design brief and an urban design framework has been prepared for each KDA based on an appraisal of each area in its respective contextual environment

It is noted that *“While principal access points and connections, key building frontages and public spaces should generally be regarded as fixed requirements; a degree of flexibility can apply.”*

### Railpark Key Development Area

The Railpark Key Development Area represents an important opportunity for Maynooth to grow sustainably delivering a significant quantum of housing as well as the Maynooth Eastern Ring Road (MERR) in addition to providing new social infrastructure to serve the existing and planned resident population of the area.



Figure 16: Proposed Site Layout in the context of the JLAP KDA Urban Design Framework

<b>Site area:</b>	30.47 hectares (C: New Residential lands)
<b>Indicative net density:</b>	40 dwellings per hectare (DPH)
<b>Estimated residential yield:</b>	954 units
<b>Urban character area:</b>	Suburban edge
<b>Housing types:</b>	Apartments, duplexes, maisonettes, terraced townhouses and semi-detached houses
<b>Strategic open space provision:</b>	A 2.5-3-hectare local park with a Multi-Use Games Area and additional public open spaces throughout the KDA.

### Vision

It is a vision of the KDS to “realise the creation of a compact and well-integrated urban extension that consolidates development within the eastern area of Maynooth. The KDA will deliver a local park and a neighbourhood centre, as well as providing a site for a new post-primary school which will be developed over the medium to long term”.

Built Form and Urban Structure	Assessment
<p>The built form should seek to fully integrate with the established housing estates to the west and the approved residential scheme to the southwest. Overall densities should be lower where directly adjacent to existing residential areas and higher along the areas of the KDA fronting onto the approved route of the Maynooth Eastern Ring Road (MERR). This will offer a defined urban edge and enhance passive supervision of the route. The layout of urban form should be both permeable and legible. To enable this, the size of the street blocks should, as far as practicable, be 80-120 metres in dimension (as per DMURS Guidelines). The development of this KDA should take into consideration and respond appropriately to its surrounding context, in particular the location and setting of the low density dwellings in the north. These dwellings, which are currently accessed via a cul-de-sac from the Parklands estate, may be redeveloped as part of the design scheme</p>	<p>The site will be accessed via a single shared vehicular and pedestrian entrance to the east, connecting to the proposed MERR, which is scheduled for completion in Q3 2027. The MERR will provide footpaths and cycleways linking the site to the town centre via the Royal Canal walkway, with new junctions incorporating pedestrian crossing facilities to ensure safe movement for pedestrians and cyclists.</p> <p>A dedicated pedestrian and cycle link is also proposed to the north, connecting the development to Parklands Grove. Vehicular access is intentionally limited to create a safe, pedestrian-focused environment. With the exception of Unit 13, all vehicles will use the primary eastern entrance, while a pedestrian and cycle route from Old Rail Park Road provides strong north-south connectivity and encourages active travel.</p> <p>The internal street network is universally accessible, clearly defines public and private realms through building form and landscaping, and contributes to a strong sense of place. Access points and movement corridors along the southern and western site edges are designed to support future development,</p>

	<p>allowing direct connections to adjacent lands and ensuring permeability is maintained.</p> <p>In terms of density distribution, the higher density apartment blocks are sited adjacent to the MERR, offering a defined urban edge and enhance passive supervision of the route. The layout of urban form is both permeable and legible.</p>
Connectivity and Movement	Assessment
<p>Vehicular access to this KDA shall be provided via the Maynooth Eastern Ring Road (MERR) which shall be constructed prior to or in tandem with the development of the KDA. Internal vehicular links between different landholdings within the KDA shall be subject to the agreement of the planning authority during the planning application stage. The KDA should provide for a pedestrian and cycle friendly environment and integrate permeability and cycling routes to the Royal Canal Greenway to the north, as well as adjacent areas to the west and south. The KDA should also ensure the possibility of realising future links to potential development lands to the east. Particular attention should be given to the interface between the residential portion of the KDA and the site of the post-primary school to the south. A single point of access to the post-primary school site for vehicular traffic will be agreed with the planning authority at planning application stage. This will be either via point A: Celbridge Road or point B: MERR, as identified in Figure 11.6. Vehicular access to residential development within the KDA will be via the MERR only.</p>	<p>To support future development, access points and movement corridors have been planned along the southern and western edges of the site, enabling direct connections once adjacent lands are developed. The proposed road network features a connection point that allows for a potential permeability to the west and south, ensuring that these neighbouring lands remain accessible and are not landlocked.</p> <p>Capacity assessments have been carried out on the critical junction, the proposed Railpark West site access with MERR which indicates that under the forecast future traffic conditions there will be sufficient practical reserve capacity at this junction to accommodate the traffic associated with the proposed residential development and future residential land uses accessing via this junction. As such, we conclude the proposed residential development can be regarded as having no material operational traffic impact on the MERR as the critical adjacent road link.</p>
Green and Blue Infrastructure, Open Spaces and Surface Water Drainage	Assessment
<p>Natural features on the site such as existing hedgerows and treelines should be retained as far as practicable to protect the existing biodiversity and ecological networks on the site and help provide an established sense of place in the neighbourhood from the outset. Green open space should be designed to a high quality finish. Spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. The KDA should provide for a 2.5-3-hectare local park at a central location. This will incorporate an all-weather Multi-Use Games Area (MUGA) and playground. Notwithstanding the multiple ownership of lands</p>	<p>The proposed site is situated within the Railpark KDA Urban Design Framework, and as such, the landscape design has been crafted to align with this overarching vision. A central feature of the site is the southwest open space, which is part of the 3-hectare strategic open space at the heart of the KDA. Plans for the remaining areas within the Railpark KDA are still in development, and at this early design stage, to date we've had meaningful dialogue with the applicants of the adjacent southern lands to ensure a cohesive approach to the landscape elements. Please refer to Site Layout Plan, Landscape Design Statement and internal</p>

<p>within the KDA, the local park shall feature a comprehensive and integrated design scheme with a substantial landscaped parkland area, containing high levels of native planting. The MUGA should not form an overly dominant aspect of the park. Appropriate urban trees should also be planted to help define internal streets as well as along the route of the MERR. Nature-Based Solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Maynooth and Environs Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objective IO 2.2 (Chapter 10).</p>	<p>road layout drawings illustrating integrated approach within adjoining neighbours.</p> <p>A number of the existing hedgerows/treelines will be retained, and these will be enhanced with additional native planting to fill in any gaps. These hedgerow including existing hedging to the western and southern boundaries.</p> <p>As outlined within the Landscape Design Rationale, compensatory planting comprising over 201 new trees and 352 linear metres of new mixed species native hedgerow will be put in place to mitigate loss of existing trees and hedgerows and integration of proposed development into the existing environment, comprising native and pollinating species.</p> <p>A standalone Biodiversity Action Plan (BAP), prepared by RESS Ltd., has been submitted with the application. The BAP addresses the requirement for a dedicated biodiversity plan and sets out measures to optimise nature within the development, supporting both environmental sustainability and residents' quality of life.</p> <p>Planting of standard native trees will compensate for the loss of hedgerows/treelines that will be removed for the development. The SuDS measures will create new habitats The EcIA concludes; <i>"there will be no net biodiversity loss as a result of the proposed development and the biodiversity of the area will be enhanced hence, there will be an overall net gain for biodiversity"</i>.</p>
Boundaries and Entrance Treatments	Assessment
<p>All entrances to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself. All boundaries and interface areas with the MERR should be understated and attractive and avoid presenting a closed-off or walled-in character. Overall, boundary and entrance treatments should be in keeping with Section 15.4.5 of the Kildare County Development Plan 2023-2029.</p>	<p>The proposed development prioritises permeability and accessibility, ensuring a well-connected, pedestrian-friendly urban environment that aligns with KCC's vision illustrated through the Urban Design Framework. The development incorporates a continuous north-south route, seamlessly connecting to surrounding public spaces, including Parklands Grove to the north and the planned public park/Multi-Use Games area to the south (outlined in the Railpark Framework). Key east-west routes are</p>

	<p>integrated, promoting active travel and enhancing connectivity within the wider urban framework and MERR development.</p> <p>Appropriate boundary treatments are proposed between the public open space and the communal/ private spaces and interface areas to ensure they are clearly defined.</p> <p>A Boundary Treatment Plan drawing by Landmark Design &amp; Consultancy Ltd. is provided which clearly defines boundary treatments throughout the site including solid boundary treatments between the public open space and any private owned/ managed land.</p>
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## Conclusion

The proposed development will provide an appropriate form of high-quality residential development on this zoned C - New Residential as set out in Development Plan 2023-2029. The mix of units will meet the changing need of the population of Maynooth by providing a range of housing types ranging from 1 bed to 4 bed.

The proposed development is for 139 units which represents a density of 50 units per hectare. This density, while higher than the indicative density of the JLAP, is within the “target residential density” range of 35-50 uph for Key Town towns in the County, as per table 2.8 of the Core Strategy of the 2023-29 County Development Plan.

The site layout plan has been informed by the JLAP ‘Railpark KDA Urban Design Framework’ and has been designed to provide permeable inter connections between MERR and the surrounding development to the south, to the east and to the old Railpark to the north. These routes follow the desire lines and are easy and logical to navigate around. Overtime, this development proposed will unlock these Railpark lands, contribution to the future growth and consolidation of the town.

The planning policy review included in this planning report demonstrates that the proposed development complies with relevant national, regional and local planning policies and guidelines and that it will provide for an effective and efficient use of this zoned site.

In conclusion, it is respectfully submitted that the proposed development as set out is consistent with the proper planning and sustainable development of the area. We look forward to discussing it further with you in the near future.