

Forward Planning Section,
Kildare County Council,
Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare

19th February 2012

Re: Maynooth Draft Local Area Plan 2013-2019

Dear Sir/Madam,

The National Transport Authority (“the Authority”) welcomes the opportunity to comment on the draft Local Area Plan for Maynooth.

Maynooth is defined in the Regional Planning Guidelines for the Greater Dublin Area (2010-2022) as a Large Growth Town II – which are important self-sustaining regional economic drivers, accommodating significant investment in transport, housing, economic and commercial activity with high-quality transport links to Dublin and other large towns. For towns such as Maynooth, the Authority seeks to ensure that investment in transport is maximised in value through complementary land-use planning.

Population and housing

The Authority acknowledges the requirement for consistency between the draft LAP and the Regional Planning Guidelines (RPG) for the Greater Dublin Area and the Kildare County Core Strategy.

In terms of residential development, the draft LAP identifies that existing planning permissions, plus proposals on existing zoned residential land, will account for the majority of the Kildare County Settlement Strategy requirement for new residential units in the town, up to 2019. The remaining

housing will be provided at a small number of additional locations, which are contiguous to existing housing or existing residential zonings, and are a maximum of 1 km distance from the town centre. The Authority endorses the approach to residential zoning in the draft LAP, as it would represent an orderly form of development of Maynooth, and it accords with Measure LU3 of the draft NTA Transport Strategy. Measure LU3 seeks that Local Area Plans promote a sequential approach to development whereby lands which are most accessible by public transport are prioritised for growth.

Economic Development

Provision for new employment lands in Maynooth will be largely fulfilled by the draft LAP zoning 'P' for a Research and Technology campus adjoining the NUI Maynooth lands. It is noted that in the Kildare County Development Plan 2011-2017 (Chapter 5: Economic Development) development of this type was stated as a necessary measure to be included in the Maynooth LAP.

In the draft LAP, Objective EDO-1 (p22) states, *inter alia*, that development of the location will be subject to a detailed masterplan, which shall have regard to Sustainable Transportation and Pedestrian and Cycle linkages. The Authority notes that the Specific Objective (p.90) for the lands does not mention any requirement for a masterplan, nor does it mention the need to provide pedestrian and cycle linkages towards the town centre, rail station, etc. The Authority recommends that the wording of the specific objective is expanded to address these issues.

The Authority supports the draft LAP's Canal Harbour Design Brief, which once implemented, will greatly benefit the vitality of the town centre by improving links to the rail station, and ultimately by expanding the built envelope of the town centre much closer to the rail station. The design brief provides for an increased quality of movement in the vicinity of the station, and enhanced accessibility to the existing town centre.

Movement and Transport

The Authority has recently collaborated with Kildare County Council, under the Sustainable Transport Measures Grants (STMG) funding programme, to create a rolling 5-year Investment Framework for Kildare that serves as a funding mechanism for projects of the type described in the Pedestrian and Cycle Network Objectives in the draft LAP (pages 51-53). The Local Authority might consider referencing the 5-year plan in the LAP, including a statement such as:

“To provide for public transport, walking and cycling infrastructure in collaboration with the National Transport Authority under the National Transport Authority’s funding programmes.”

I trust that the views of the Authority will be taken into consideration in the finalisation of the Maynooth LAP.

Yours Sincerely,

 Hugh Creegan

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Director of Transport Investment and Taxi Regulation