

Make a Planning Appeal

Direct URL: <https://forms.gov.ie/en/68e6334b054d8f2739f8ad5b>

Response ID 6a1f12faa543eb70f5451a6d

Date submitted 02/06/2026

Check if you can appeal to An Coimisiún Pleanála

What type of appeal are you making? Third-party appeal (I am appealing the planning authority's decision regarding someone else's application)

Have you made a submission on this development to the relevant planning authority? Yes

Select the statement that applies to you I am the appellant

Throughout the appeal process, we may issue correspondence to the appellant/agent as selected above by email. Please confirm that you are satisfied to receive correspondence by email Yes

AN COIMISIÚN PLEANÁLA
LDG- 088287-26
ACP-
02 JUN 2026
Fee: € 220 Type: ONLINE
Time: By: ONLINE

Appeal type

This section will determine the type of appeal you wish to make and calculate the fee involved. If you qualify for the reduced fee, only that amount will be charged.

Do you wish to request an oral hearing? No

Please confirm the following fee details are correct: Yes

Appellant/company details

This section is for details of the person/company who is making the appeal. If you are an agent submitting an appeal on behalf of a person/company, please include their details on this page. You can submit your agent details on the next page if applicable

Appellant's full name/Company name Deirdre McAndrew

Is the appellant/company's address in the Republic of Ireland? Yes

Address 15 PARKLANDS COURT
MAYNOOTH
CO. KILDARE
KILDARE
W23C9W2
Ireland

Phone number +353876544456

Is there more than one appellant associated with this appeal? Yes

*Please be advised that An Coimisiún Pleanála will only correspond with one appellant throughout the appeal process. If you wish to include further appellants on the appeal you may do so in your grounds to appeal document.
If the appeal is a third party appeal, you must ensure that you have a planning authority submission acknowledgement letter for each appellant listed. This must be uploaded with your appeal documents.*

Details about the proposed development

This section asks for details about the planning authority decision you wish to appeal

Planning authority Kildare County Council

Planning authority register reference number 25/61119

Address of proposed development Lands at Railpark
Maynooth
Co. Kildare
Ireland

Grounds for appeal

****You can also attach further supporting materials on the next page****

Supporting material

If you wish you can include supporting materials with your appeal. Supporting materials include photographs, plans, surveys, drawings, technical guidance documents and so on.

Please note An Coimisiún Pleanála will receive a complete copy of documents/drawings/maps that were submitted at planning authority stage. When submitting supporting material, please only include new documents. (This does not apply to third party appeals where we will always require a copy of your planning authority submission acknowledgement letter.)

If you have added attachments, submitting the form may take a few moments. Thanks for your patience.

AN COIMISIÚN PLEANÁLA	
LDC -	
ACP -	
02 JUL 2026	
Fee €	Type
Time	

15 Parklands Court

Maynooth

Co. Kildare

W23 C9W2

2nd June 2026

The Board

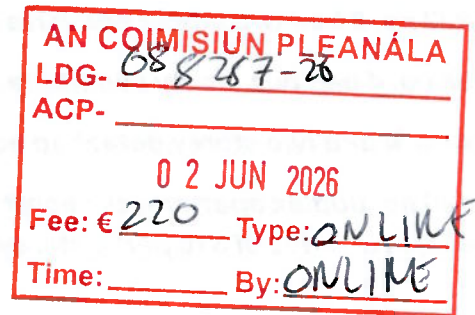
Appeals Section

An Coimisiún Pleanála

64 Marlborough Street

Dublin 1

D01 V902



RE: Third party appeal against decision of Kildare County Council

Planning Authority: Kildare County Council

Planning Register Reference: 25/61119

Development: Railpark Large Scale Residential Development, Maynooth, Co. Kildare

Dear Sir/Madam,

I hereby submit a Third-Party Appeal pursuant to the Planning and Development Act 2000 (as amended) against the decision of Kildare County Council to grant permission under Planning Register Reference 25/61119 in respect of the above development. Planning file reference **25/61119** in the name of **Cozone Ventures Limited 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:

- **59 no. 2 bed two storey mid terraced houses;**
- **52 no. 3 bed two storey mid terrace houses;**
- **223 no. 3 bed two storey end terrace/semi-detached houses;**
- **58 no. 4 bed two storey semi-detached houses;**
- **4 no. 4 bed two storey detached houses;**
- **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 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 cycle parking spaces.

The proposal 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 space areas.

The proposed development provides for two no. 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 and 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. A dedicated website has been set up for the LRD application which can be viewed at www.railparklrd.com

Significant Further Information consists of: Amendments to the house and duplex / apartment types to provide a range of additional three storey house types, own-door Type 4H maisonette units and reconfiguration of the Duplex Type A typology, including adjusted separation distances between duplex apartment / apartment blocks, associated amendments to the elevation fenestration and removal of balcony railings. These amendments result in an increase of 8 no. residential units, providing an overall total of 589 no. residential units comprising 369 no. houses and 220 no. apartments/ duplex apartments units. Block A within the Neighbourhood Centre has been reoriented and reconfigured, and a c. 136 sq.m community space is now proposed. The previously proposed standalone café / restaurant kiosk building has been omitted from the Neighbourhood Centre, and a new site services building is provided within the Local Park incorporating a café kiosk, sports equipment storage, park maintenance facilities, public toilets and bin stores. Amendments to the overall height and articulation of gateway buildings and associated amended external finishes. Public open spaces, including the Local Park (POS 1) and the linear park, have been reconfigured and enhanced, including revised play and sports facilities, landscape design, SuDS features and connectivity arrangements. Access and junction strategy has been amended, including all traffic signals, junction works and associated infrastructure contained within the red line boundary and tie into the approved MERR scheme. Associated revisions to the overall site layout plan, revised car parking, cycle parking and landscaping and all associated site development and landscaping works.

The grounds of appeal are set out in the accompanying document entitled "Grounds of Appeal".

In summary, this appeal concerns:

1. Failure to adequately protect the privacy, residential amenity and quality of the residential environment of adjoining properties and failure to demonstrate compliance with Section 15.4.6 of the Kildare County Development Plan 2023–2029 in respect of the proposed boundary treatment along the Parklands boundary.
2. Failure to Demonstrate Compliance with the Maynooth and Environs Joint Local Area Plan 2025–2031 in Respect of Permeability and Pedestrian Connectivity.
3. Failure to demonstrate compliance with the Maynooth and Environs Local Area Plan 2025 – 2031 in respect of Scale, Height and Urban form. Failure to

adequately protect residential amenity and failure to properly access the cumulative impact of development within the Railpark Key Development area.

The detailed grounds supporting this appeal are set out in the accompanying submission.

Enclosed with this appeal are:

1. Grounds of Appeal.
2. Copy of the Planning Authority Decision.
3. Original submission to Kildare County Council and receipt of original submission.
4. Second submission to Kildare County Council and receipt of second submission.
5. Appropriate appeal fee.

I respectfully request that An Coimisiún Pleanála consider the grounds set out in the accompanying appeal documentation and either set aside the decision of the Planning Authority or amend the permission as appropriate.

Yours sincerely,



Deirdre McAndrew

Chairperson

Parklands Residences Association

Grounds of Appeal

An Coimisiún Pleanála

Planning Authority:

Kildare County Council

Planning Register Reference:

25/61119

Development:

Railpark Large Scale Residential Development, Maynooth, Co. Kildare

Applicant:

Cozone Ventures Limited

Appellant:

Deirdre McAndrew

Date:

2nd June 2026

Contents

Introduction.....	3
Grounds of Appeal No. 1	3
1.1 Relationship With Existing Residential Development	3
1.2 Cumulative Activity Within The Railpark Key Development Area	3
1.3 Inadequacy Of The Proposed Boundary Treatment	4
1.4 Failure to Apply Section 15.4.6 of The Kildare County Development Plan 2023–2029	5
1.5 Improper Deferral of a Fundamental Planning Matter	5
1.6 Conclusion.....	6
Grounds of Appeal No. 2	7
2. Failure to Demonstrate Compliance with the Maynooth and Environs Joint Local Area Plan 2025–2031 in Respect of Permeability and Pedestrian Connectivity.....	7
2.1 Removal of the Parklands Lawns Connection from the Adopted Local Area Plan	7
2.2 This Connection Has Been Rejected Before	8
2.3 The Adopted Local Area Plan Does Not Include This Connection	9
2.4 Concerns About Compliance with The Local Area Plan	10
2.5 Impact on Existing Residents.....	10
2.6 Conclusion	10
Grounds of Appeal No. 3	11
3. Failure to demonstrate compliance with the Maynooth and Environs Local Area Plan 2025 – 2031 in respect of Scale, Height and Urban form. Failure to adequately protect residential amenity and failure to properly assess the cumulative impact of development within the Railpark Key Development area.....	11
3.1 Scale and Height of the Proposed Development	11
3.2 Impact on Existing Residential Areas	11
3.3 Impact on Character and Appearance	11
3.4 Failure to Properly Assess Cumulative Impact	12
3.5 Conclusion.....	12
Overall Conclusion	14

Introduction

The Residents of Parklands wish to appeal the decision of Kildare County Council to grant permission for Planning Application Ref. 25/61119 at Railpark, Maynooth. While we acknowledge the need for additional housing and recognise that a number of issues raised during the planning process were partially addressed through Further Information and planning conditions, we submit that the decision fails to adequately address several significant planning concerns relating to residential amenity, boundary treatment, and the cumulative effects of development within the Railpark Key Development Area.

Grounds of Appeal No. 1

- 1. Failure to adequately protect the privacy, residential amenity and quality of the residential environment of adjoining properties and failure to demonstrate compliance with Section 15.4.6 of the Kildare County Development Plan 2023–2029 in respect of the proposed boundary treatment along the Parklands boundary.**

1.1 Relationship With Existing Residential Development

The Planning Authority failed to demonstrate that the proposed interface between the development and the adjoining residential properties at Parklands Place and Parklands Lawns complies with the residential amenity and boundary treatment standards set out in the *Kildare County Development Plan 2023–2029*. The Parklands Residents Association submission identified that numbers 9, 11, 12 and 13 Parklands Lawns and numbers 22, 23, 24 and 25 Parklands Place directly adjoin the western boundary of the site and will experience the greatest impact from the proposed development due to their proximity to the proposed roads, footpaths and public open spaces. These properties represent the closest relationship between the proposed development and the existing residential community and are therefore the most sensitive to any impacts on privacy, residential amenity and the quality of the residential environment.

1.2 Cumulative Activity Within The Railpark Key Development Area

Particular concern arises in relation to numbers 22–25 Parklands Place, where the approved layout places a new road and footpath directly beside the rear boundaries of these homes. The Residents Association submission identified that the absence of a robust physical boundary treatment would result in increased exposure to pedestrian and vehicular activity and would diminish privacy and residential amenity.

These roads, footpaths and public open spaces are intended to serve not only the Railpark development but also the wider Railpark Key Development Area, including Railpark West (Planning Ref. 25/61468) and Parklands Grove (Planning Ref. 21/1108). As a result, residents can expect a significantly higher level of pedestrian movement and public activity along these routes than would arise from the Railpark development alone.

Together, these developments comprise approximately 804 residential units within a concentrated area, excluding any future phases that may come forward within the Railpark Key Development Area.

In these circumstances, the proposed boundary treatment should be assessed not only in the context of the Railpark development itself, but also having regard to the likely increase in pedestrian activity and use of public spaces arising from the wider development of the Railpark Key Development Area. The Planning Authority has not demonstrated that the proposed boundary treatment will adequately protect the privacy, residential amenity and quality of life of the adjoining residents.

1.3 Inadequacy Of The Proposed Boundary Treatment

The approved scheme relies largely on the retention of the existing hedgerow as the boundary between the proposed development and adjoining residential properties.

The retention of the hedgerow is supported and should be encouraged for biodiversity reasons. However, a hedgerow is not a substitute for a permanent residential boundary. While it provides ecological benefits and supports wildlife movement, it is not designed to provide the level of privacy, separation and protection expected where existing rear gardens adjoin public roads, footpaths and open spaces associated with a large residential development.

The Parklands Residents Association submission highlighted that the homes most affected by the development will be directly adjacent to new roads, footpaths and public open spaces. In these circumstances, residents are entitled to expect a boundary treatment that provides a clear and lasting separation between private residential property and public areas.

The adequacy of the proposed boundary treatment is therefore not simply a matter of design preference. It is central to determining whether the privacy, residential amenity and quality of the existing residential environment will be adequately protected. The Planning Authority was required to demonstrate, before granting permission, that an appropriate boundary treatment would be provided and that the relationship between the proposed development and existing homes would be acceptable.

1.4 Failure to Apply Section 15.4.6 of The Kildare County Development Plan 2023–2029

These concerns are directly relevant to *Section 15.4.6 of the Kildare County Development Plan 2023–2029*.

Section 15.4.6 states that special consideration should be given to boundary treatments where they adjoin existing dwellings. The Development Plan further states that applicants shall apply the most effective and appropriate boundary treatment having regard to the context of the site and that high-quality boundary treatments are generally required to enclose private open space.

The Development Plan specifically identifies a 1.8 metre to 2 metre solid block wall as generally acceptable and further provides that where rear gardens adjoin public open space, two-metre-high screen walls should be provided.

The circumstances contemplated by *Section 15.4.6* are precisely those arising in the current application. Existing residential rear gardens are proposed to adjoin public open space, footpaths and roads associated with a substantial new residential development. Notwithstanding this, the Planning Authority did not secure a boundary treatment consistent with the standards identified within its own Development Plan and did not provide a planning justification for departing from those standards.

The issue is not whether residents have a personal preference for a particular wall design. The issue is whether the Planning Authority has secured a boundary treatment that will adequately protect the privacy, security and residential amenity of existing residents. Given that the Kildare County Development Plan identifies solid boundary walls as the generally acceptable treatment where rear gardens adjoin public open space, it has not been demonstrated why a solid, capped and plastered wall should not be provided in this instance.

1.5 Improper Deferral of a Fundamental Planning Matter

The Planning Authority appears to have accepted that the boundary treatment had not been fully resolved when it granted permission, as Condition 18 requires further details to be submitted and agreed at a later stage.

However, the type and quality of the boundary treatment is not a minor detail. It is a key factor in determining whether the privacy, security and residential amenity of existing residents will be adequately protected.

The Planning Authority should have been satisfied, before granting permission, that an appropriate boundary treatment would be provided and that the relationship between the proposed development and neighbouring homes would be acceptable.

By leaving this issue to be decided after permission has been granted, the Planning Authority has created uncertainty as to whether the development can be carried out without negatively affecting adjoining residents.

1.6 Conclusion

The Parklands Residents Association proposed a practical and balanced solution that would retain and protect the existing hedgerow for biodiversity purposes while also providing a permanent solid boundary wall on the development side of the hedge. This would protect wildlife and habitat connectivity while also providing the privacy, security and residential amenity that existing residents are entitled to expect.

The submission also identified comparable developments within County Kildare where solid boundary walls have been provided between existing and new residential developments. This demonstrates that such an approach is both achievable and consistent with good planning practice. The Residents Association submission identified The Grange (Planning Ref. 25/60231) as a recent example within Maynooth where a solid boundary wall has been provided between a new residential development and an adjoining Rockfield estate. This demonstrates that a robust and permanent boundary treatment is both achievable and considered appropriate in a comparable residential context.

It is therefore submitted that the Planning Authority has failed to demonstrate compliance with *Section 15.4.6 of the Kildare County Development Plan 2023–2029*, has failed to adequately protect the residential amenity of adjoining properties and has left a key aspect of the development to be decided after permission has been granted.

The Board is respectfully requested to amend the permission by requiring the retention and protection of the existing hedgerow together with the construction of a permanent solid, capped and plastered boundary wall along the Parklands boundary. This would provide a clear and durable separation between existing homes and the proposed development and would better protect the privacy, security and residential amenity of adjoining residents in accordance with the Development Plan.

Grounds of Appeal No. 2

2. Failure to Demonstrate Compliance with the Maynooth and Environs Joint Local Area Plan 2025–2031 in Respect of Permeability and Pedestrian Connectivity

2.1 Removal of the Parklands Lawns Connection from the Adopted Local Area Plan

The Maynooth and Environs Joint Local Area Plan 2025–2031 came into effect on the 1st April 2025. During the preparation of the Plan, a proposed pedestrian and cycle connection at Parklands Lawns, known as PERM 61, was included in the draft plan. However, following submissions from residents and consideration by the elected members, PERM 61 was removed by material alteration before the Plan was adopted. Listed below are some of the criteria evaluated by the elected members prior to their vote.

The existing infrastructure at Parklands Lawns is not designed to accommodate increased pedestrian, cyclist, or e-scooter movements. The proposed area does not meet with the current DMURS guidelines.

- **Visibility Issues:** Corner radii, boundary walls, trees, and parked vehicles significantly restrict visibility between vehicles and pedestrians, cyclists, and e-scooter users.
- Safe segregation of users is not achievable, and DMURS priority principles could not be effectively applied.
- The absence of clear sightlines when exiting the link would create serious safety risks, particularly for children.
- **90° Blind Turn:** Cyclists and e-scooter users would be required to navigate an immediate blind turn, increasing the likelihood of collisions.
- **Existing Heavy Vehicle Activity:** Refuse trucks, delivery vans, and other large vehicles already operate within the estate; additional link-related traffic would increase the risk of serious or potentially fatal interactions.
- Existing area does not meet the DMURS guidelines to retrofitting permeability links: page 46 Ensure links are short, overlooked, have clear sight lines and are well lit to mitigate anti-social behaviour. Longer links should be limited to those which go through areas of open space.

Impact on Residential Amenity and Wellbeing

- Parklands green spaces provide safe and peaceful areas for children and families.
- The introduction of any link would negatively impact residential amenity, safety, privacy, and the overall sense of community.
- Increased noise, dust, and higher levels of pedestrian, cyclist, and e-scooter traffic would discourage outdoor play and everyday use of these spaces.

- Adequate connectivity is already provided through existing routes, including the Greenway, Celbridge Road, to the future MERR, and “The Y”, without compromising the residential amenity of Parklands residents.

Maintenance Burden

- Parklands residents currently maintain the estate to a high standard.
- Retrofitted links are typically not taken in charge or maintained by Kildare County Council (KCC), placing an unfair and ongoing burden on residents.
- Evidence from similar developments indicates that poorly maintained links can lead to litter accumulation, overgrowth, the presence of vermin, and the emergence of unsafe conditions.

Anti-Social Behaviour & Security Risks

- Historical experience: Evidence from Parklands (“The Y”) and other areas in Maynooth (including Carton Court and College Green) demonstrates that similar walkways can attract anti-social behaviour.
- The proposed link (approximately 48 metres in length and enclosed by boundary walls) would lack passive surveillance, creating safety concerns, particularly during evening and night-time hours.
- Previous instances of anti-social activity in the area have required residents to install fencing to prevent unauthorised access.

Footnote 49 to Table 7.1 confirms that PERM 61 was deleted from the adopted LAP “Additionally, measures PERM 4, PERM 7, PERM 10, PERM 11, PERM 17, PERM 18, PERM 24, PERM 44, PERM 46, PERM 52, **PERM 61**, PERM 75 were removed by a **material alteration** approved by the Elected Members during the making of the Plan.” *Page 126 Maynooth Local Area Plan.*

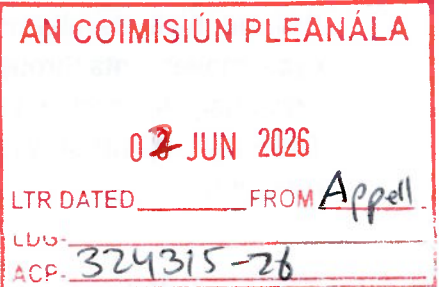
2.2 This Connection Has Been Rejected Before

This is not the first time a connection through Parklands Lawns has been considered. *The Maynooth Local Area Plan 2013–2019* specifically stated that there should be no pedestrian or cycle connection through Parklands Lawns, Parklands Lodge or Rockfield Park. This policy was included to protect the residential amenity of existing residents. The proposed connection has therefore been considered and rejected through more than one Local Area Plan process.

2.3 The Adopted Local Area Plan Does Not Include This Connection

Despite the removal of PERM 61, the planning application continues to refer to a potential future pedestrian connection through Parklands Lawns. The Parklands Residents Association submission notes that *Figure 11.6 of the adopted Local Area Plan* shows the permeability routes intended to serve the Railpark Key Development Area.

No pedestrian, cycle or vehicular connection between Railpark and Parklands Lawns is shown on this map. In simple terms, the adopted Local Area Plan does not provide for a connection at this location.



2.4 Concerns About Compliance with The Local Area Plan

The elected members made a clear decision removing this link by a material alteration approved by Elected Members before adopting the Local Area Plan. However, the planning application continues to show or refer to a future pedestrian connection at Parklands Lawns. This raises serious concerns about whether the development complies with the adopted Local Area Plan would contradict the spatial strategy and permeability framework of the LAP, including the Railpark Key Development Area Urban Design Framework. Allowing this connection to be brought back through a planning application would constitute a material contravention of the Maynooth and Environs Joint Local Area Plan 2025–2031.

2.5 Impact on Existing Residents

The proposed connection forms part of a wider access strategy for the Railpark and Railpark West developments. If delivered, it would direct additional pedestrian and cycle movements through the existing Parklands Estate. The elected members previously decided that this was not an appropriate form of connectivity for the area. The Planning Authority has not explained why a different conclusion should now be reached.

2.6 Conclusion

It is submitted that the proposed pedestrian connection at Parklands Lawns does not comply with the adopted *Maynooth and Environs Joint Local Area Plan 2025–2031* and would in fact constitute a material contravention of the plan.

The connection was specifically removed from the Local Area Plan by the elected members and is not shown as part of the adopted Railpark Urban Design Framework. Despite this, the planning application continues to refer to a future pedestrian connection at this location.

This raises serious concerns about whether the development complies with the adopted Local Area Plan and whether it conflicts with the planning policies approved by the elected members.

The Board is respectfully requested to amend the permission by removing all references to any existing or future pedestrian or cycle connection through Parklands Lawns and to ensure that the development fully complies with the adopted Local Area Plan.

Grounds of Appeal No. 3

3. Failure to demonstrate compliance with the Maynooth and Environs Local Area Plan 2025 – 2031 in respect of Scale, Height and Urban form. Failure to adequately protect residential amenity and failure to properly access the cumulative impact of development within the Railpark Key Development area.

3.1 Scale and Height of the Proposed Development

The Planning Authority has not demonstrated that the size, height and overall design of the proposed development will fit comfortably alongside the existing homes in Parklands and Rockfield.

While residential development on the Railpark lands is supported in principle and is consistent with the objectives of the *Maynooth and Environs Local Area Plan 2025–2031*, parts of the proposed scheme are excessive in scale when compared with the surrounding residential area.

The development includes a number of apartment and duplex buildings ranging from three to six storeys in height. The Planning Authority has not demonstrated that these taller buildings will sit comfortably beside neighbouring two-storey housing estates or that their impact on existing residents has been fully addressed.

3.2 Impact on Existing Residential Areas

The Parklands Residents Association submission raised concerns about the scale, height and location of the proposed apartment buildings in relation to existing homes.

The existing residential neighbourhoods surrounding the site are predominantly two-storey in scale. The introduction of multiple five and six-storey buildings creates a sharp transition between the proposed development and these established communities.

The Planning Authority has not demonstrated why buildings of this height are necessary in locations adjoining existing residential areas or how they can be accommodated without negatively affecting the character and amenity of neighbouring homes.

3.3 Impact on Character and Appearance

The proposed apartment buildings will be among the tallest residential buildings in this part of Maynooth and represent a significant change from the established suburban character of the area.

The Parklands Residents Association submission notes that the prevailing character of Maynooth is generally development of up to four storeys and that buildings exceeding five storeys are considered tall buildings within the context of the Kildare County Development Plan.

The Planning Authority has not adequately demonstrated how the proposed five and six-storey buildings will integrate with the surrounding townscape or why this scale of development is appropriate in this location.

3.4 Failure to Properly Assess Cumulative Impact

The Planning Authority has assessed the application largely in isolation despite its location within a wider Key Development Area that is subject to significant existing, permitted and proposed development.

The Maynooth & Environs Local Area Plan 2025–2031 envisages approximately 954 residential units across the Railpark Key Development Area. However, Railpark (589 units), Railpark West (139 units) and Parklands Grove (76 units) already account for approximately 804 units. This leaves limited remaining capacity within the indicative yield identified for the KDA. Given the scale of development already permitted and proposed, together with the likelihood of further applications coming forward on remaining lands within the KDA, there is a realistic prospect that the overall residential yield for the wider Railpark KDA could exceed the level envisaged in the Local Area Plan. This further highlights the importance of ensuring that the cumulative impact of development is fully assessed and that the scale, height and intensity of individual developments are carefully considered.

3.5 Conclusion

The Railpark lands represent one of the most significant growth areas identified within the Maynooth and Environs Local Area Plan 2025–2031. While residential development on these lands is supported in principle, it must be delivered in a manner that respects the character of the area, protects existing residential amenity and integrates successfully with established communities.

It is submitted that the Planning Authority has failed to demonstrate that the proposed scale, height and massing of the development, particularly the five and six-storey buildings located close to existing residential areas, are appropriate in this location. Furthermore, the Planning Authority has failed to adequately assess the cumulative impact of existing, permitted and proposed development within the wider Railpark Key Development Area.

Accordingly, it is submitted that the proposed development does not adequately demonstrate compliance with the objectives of the *Maynooth and Environs Local Area Plan 2025–2031* or the principles of proper planning and sustainable development.

The Board is respectfully requested to overturn the decision or, alternatively, amend the permission by reducing the height and scale of the buildings located beside existing homes. This would help protect the privacy and quality of life of neighbouring residents and ensure that the development integrates more appropriately with the surrounding residential area.

Overall Conclusion

The residents of Parklands support the development of housing on the Railpark lands and recognise the need for new homes in Maynooth. However, this development must be carried out in a way that protects existing residents and complies with the adopted planning policies for the area.

This appeal raises three main concerns:

1. The proposed boundary treatment does not provide enough certainty that the privacy, security and residential amenity of existing residents will be protected.
2. The proposed pedestrian connection at Parklands Lawns was removed from the adopted Local Area Plan, yet the planning application continues to refer to a future connection at this location.
3. The scale and height of parts of the development, particularly the five and six-storey buildings, have not been shown to fit appropriately beside existing two-storey residential areas.

For these reasons, it is submitted that the Planning Authority has not fully addressed the concerns of existing residents and has not demonstrated that the development represents the best planning outcome for this location.

The residents of Parklands respectfully request that An Coimisiún Pleanála either overturn the decision or amend the permission by:

1. Requiring a permanent solid, capped and plastered boundary wall along the Parklands boundary while retaining the existing hedgerow;
2. Removing all references to any future pedestrian or cycle connection through Parklands Lawns; and
3. Reviewing the height and scale of buildings located closest to existing homes.

These changes would help ensure that the development better protects existing residents and complies with the adopted planning framework for Maynooth.

Yours sincerely,



Deirdre McAndrew

Chairperson

Parklands Residences Association

Comhairle Contae Chill Dara
Kildare County Council



Date: 07/05/2026
Pl. Ref.: 25/61119

Cozone Ventures Limited
c/o John Spain
John Spain Associates,
39 Fitzwilliam Place,
Dublin 2
D02 ND61

Notification of a decision under Section 34 of the Planning & Development Act 2000 (as amended)

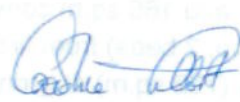
Planning Register Number: 25/61119
Application Received Date: 02/10/2025
Further Information Received Date: 13/03/2026

In pursuance of the powers conferred upon them by the above-mentioned Acts, Kildare County Council have by Order dated 07/05/2026 decided to **GRANT PERMISSION** to the above named for the development of land in accordance with the documents submitted namely:- 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: • 59 no. 2 bed two storey mid terraced houses; • 52 no. 3 bed two storey mid terrace houses; • 223 no. 3 bed two storey end terrace/semi-detached houses; • 58 no. 4 bed two storey semi-detached houses; • 4 no. 4 bed two storey detached houses; • 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 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. Revised by Significant Further Information which consists of: Amendments to the house and duplex / apartment types to provide a range of additional three storey house types, own-door Type 4H maisonette units and reconfiguration of the Duplex Type A typology, including adjusted separation distances between duplex apartment / apartment blocks, associated amendments to the elevation fenestration and removal of balcony railings. These amendments result in an increase of 8 no. residential units, providing an overall total of 589 no. residential units comprising 369 no. houses and 220 no. apartments/ duplex apartments units. Block A within the Neighbourhood Centre has been reoriented and reconfigured, and a c. 136 sq.m community space is now proposed. The previously proposed standalone café / restaurant kiosk building has been omitted from the Neighbourhood Centre, and a new site services building is provided within the Local Park incorporating a café kiosk, sports equipment storage, park maintenance facilities, public toilets and bin stores. Amendments to the overall height and articulation of gateway buildings and associated amended external finishes. Public open spaces, including the Local Park (POS 1) and the linear park, have been reconfigured and enhanced, including revised play and sports facilities, landscape design, SuDS features and connectivity arrangements. Access and junction strategy has been amended, including all traffic signals, junction works and associated infrastructure contained within the red line boundary and tie into the approved MERR scheme. Associated revisions to the overall site layout plan, revised car parking, cycle parking and landscaping and all associated site development and landscaping works at **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 subject to 70 conditions set out in the schedule attached.**

The reason for the imposition of the said conditions are also included. The Planning Authority have had regard to any submissions or representations made on this file. If there is no appeal against the said decision a **grant of permission** in accordance with the decision will be issued after the expiration of the period within which an appeal may be made to An Coimisiún Pleanála (see footnote). It should be noted that until a grant of permission has been issued the development in question is NOT AUTHORISED and work should not commence.

Date: 07/05/2026



A/Senior Executive Officer, Planning
Kildare County Council

PLEASE ARRANGE TO REMOVE SITE NOTICE

Any appeal against the decision of a Planning Authority under Section 37 of the Planning & Development Act 2000 as amended) may be made to An Coimisiún Pleanála, 64 Marlborough Street, Dublin 1. First and third party objections must be received by An Coimisiún Pleanála within 4 weeks beginning on the day of making the decision by the Planning Authority. The appeal must be fully complete from the start - you are not permitted to submit any part of it later, even within the time limit.

Any appeal made within the statutory appeal period to An Coimisiún Pleanála will be invalid unless accompanied by

- 1 Confirmation of submission to Planning Authority
- 2 The correct statutory fee, (Fees payable to An Coimisiún Pleanála on or after 5th September, 2011)
 - i. Appeal by 1st party relating to commercial development where the application included the retention of development - €4,500 or €9,000 if an EIAR or NIS involved.
 - ii. Appeal by 1st party relating to commercial development (no retention element in application) - €1,500 or €3,000 if an EIAR or NIS involved.
 - iii. Appeal by 1st party non-commercial development where the application included the retention of development - €660
 - iv. Appeal by 1st Party solely against contribution condition(s) – (2000 Act and amendments Section 48 or 49) - €220
 - v. Appeal following grant of leave to appeal
 - vi. An Appeal other than referred to in (i) to (v) above - €220

This guide does not purport to be a legal interpretation of the fees payable to An Coimisiún Pleanála.

Please contact An Coimisiún Pleanála for further information.

Planning Permission is sought 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: • 59 no. 2 bed two storey mid terraced houses; • 52 no. 3 bed two storey mid terrace houses; • 223 no. 3 bed two storey end terrace/semi-detached houses; • 58 no. 4 bed two storey semi-detached houses; • 4 no. 4 bed two storey detached houses; • 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 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. Revised by Significant Further Information which consists of: Amendments to the house and duplex / apartment types to provide a range of additional three storey house types, own-door Type 4H maisonette units and reconfiguration of the Duplex Type A typology, including adjusted separation distances between duplex apartment / apartment blocks, associated amendments to the elevation fenestration and removal of balcony railings. These amendments result in an increase of 8 no. residential units, providing an overall total of 589 no. residential units comprising 369 no. houses and 220 no. apartments/ duplex apartments units. Block A within the Neighbourhood Centre has been reoriented and reconfigured, and a c. 136 sq.m community space is now proposed. The previously proposed standalone café / restaurant kiosk building has been omitted from the Neighbourhood Centre, and a new site services building is provided within the Local Park incorporating a café kiosk, sports equipment storage, park maintenance facilities, public toilets and bin stores. Amendments to the overall height and articulation of gateway buildings and associated amended external finishes. Public open spaces, including the Local Park (POS 1) and the linear park, have been reconfigured and enhanced, including revised play and sports facilities, landscape design, SuDS features and connectivity arrangements. Access and junction strategy has been amended, including all traffic signals, junction works and associated infrastructure a contained within the red line boundary and tie into the

approved MERR scheme. Associated revisions to the overall site layout plan, revised car parking, cycle parking and landscaping and all associated site development and landscaping works at 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 – Cozone Ventures Limited - 26/61119

Schedule 1 – Considerations and reasons on which this decision is based as required by Article 31 of the Planning and Development Regulations 2001, (as amended).

Having regard to the nature of the proposed development, the zoning on site set out within the Maynooth and Environs Joint Local Area Plan 2025-2031 and the policies and objectives in the Kildare County Development Plan 2023-2029 and our reasoned conclusion of the EIAR and the NIS, it is considered that the proposed development would not seriously injure the amenities of the area or property in the vicinity and would be in accordance with the proper planning and sustainable development of the area.

Schedule 2 – Conditions to apply.

1. The development shall be carried out and completed in its entirety in accordance with the plans, particulars and specifications received by the Planning Authority on 02/10/2025 and by Further Information received by the Planning Authority on the 06/03/2026 except as amended by the conditions of this permission.

Reason: To ensure that the development shall be in accordance with the permission and that effective control be maintained.

2. The Applicant/Developer to pay to Kildare County Council the sum of **€3,810,154.20** being the appropriate contribution to be applied to this development in accordance with the Development Contribution Scheme adopted by Kildare County Council on 19th December 2022 in accordance with Section 48 of the Planning and Development Act 2000 as amended. Payments of contributions are strictly in accordance with Section 13 of the Development Contribution Scheme adopted by Kildare County Council on 19th December 2022.

Development Contributions are due for payment once a commencement notice is lodged. In the case of retention permission, development contributions are due on the issuing of a Final Grant of planning permission.

Note: Please note water and wastewater development contribution charges now form part of the water connection agreement, if applicable, with Uisce Éireann.

Reason: It is considered reasonable that the Developer should make a contribution in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority.

3. No development shall be commenced until security has been given for the provision of and satisfactory completion of open space and of services, and in accordance with the conditions herein contained and including maintenance until Taken In Charge (TIC) by the Council of roads, footpaths, public lighting and similar type public facilities. This security is required by Kildare County Council for application at its absolute discretion if the foregoing open space and services are not duly provided as aforesaid and to Kildare County Council's satisfaction.

Where the proposed development is carried out on staged or phased basis the security required shall be proportionate to each part of the development which is carried out in the foregoing manner.

The security shall be given by: **(a)** lodgement with Kildare County Council of an approved Insurance Company Bond in the amount of **€1,178,000.00** or **(b)** lodgement with Kildare County

Council of a sum of €1,178,000.00, provided always and if the development has not commenced within one calendar year from the date of the grant of this permission or is carried out on a phased or staged basis, Kildare County Council may at its absolute discretion require an increase in the amount of the foregoing Bond or lodgement corresponding with the increase or estimated increase in the cost of the provision and completion of the services above described, and in the manner provided for, and which may have occurred since the aforesaid date. Any approved Insurance Company Bond shall be index linked.

Reason: To ensure the satisfactory completion of public open spaces and services, and to ensure that a ready sanction may be available to the Council towards the provision of same, and to prevent disamenity.

4. (a) **Prior to commencement of development**, the Developer shall lodge with the Planning Authority a cash deposit, a bond of an insurance company, or such other security as may be acceptable to the Planning Authority, for the amount of (€200,000) to secure the satisfactory implementation landscape plan required by condition no. 16 (b) coupled with an agreement empowering the Planning Authority to apply such security or part thereof to satisfactory implementation of said landscaping.
- (b) This security shall remain in place until the requirements of part (a) above are completed to the satisfaction of the Planning Authority and for a further period of 1 year following completion of said landscaping works, or as otherwise agreed by the Planning Authority.
- (c) In default of agreement on (a) and/or (b), the matter(s) shall be referred to An for An Coimisiún Pleanála determination.

Reason: To ensure the landscape works are carried out in a satisfactory manner and in the interest of proper planning and sustainable development of the area.

5. The development hereby permitted shall be carried out within 10 years from the date of the grant of permission.

Reason: Having regard to the scale of the proposed development, the planning authority considers that it is reasonable and necessary to specify a period of validity of this permission.

6. (a) This permission authorises 589 no. residential units, neighbourhood centre with a retail unit, pharmacy, health centre, community unit and a childcare facility, and a service building in the park, and all associated open spaces, landscaping, drainage, and associated internal roads.
- (b) Each residential unit shall be used as an individual residential unit and shall not be subdivided into separate living units or for commercial or trade purposes.
- (c) The Childcare facility shall be used as a Childcare Facility only, the retail unit shall be used as a retail unit only, the pharmacy shall be used as a pharmacy only, the health centre shall be used as a health centre only, the community unit shall be used for community use only. Any subdivision, amalgamation or change of use of these units, whether or not such change, subdivision or amalgamation would otherwise constitute exempted development, under the Planning and Development Regulations 2001 (as amended) shall not be undertaken without the prior grant of planning permission.
- (d) **Prior to the commencement of development**, the Developer shall submit for the written agreement of the Planning Authority the proposed opening hours of the Childcare Facility.
- (e) The maximum number of children at any one time in the childcare facility shall be 192, or as otherwise agreed in writing by the Planning Authority.

Reason: In the interest of clarity and the proper planning and sustainable development of the area.

7. (a) The Phasing Plan received by the Planning Authority on the 06/03/2026 shall be carried out in full unless otherwise agreed in writing with the Planning Authority.
- (b) The creche facility shall be constructed as part of Phase 1 of the development and shall be

occupied and operational **prior to the commencement of Phase 2**, unless where otherwise agreed in writing with the Planning Authority.

(c) The community unit shall be constructed and completed as part of Phase 1 of the development unless where otherwise agreed in writing with the Planning Authority.

(d) The service building within the park shall be completed as part of Phase 2 of the development unless where otherwise agreed in writing with the Planning Authority.

(e) The residential units permitted shall not be occupied until the Maynooth Eastern Relief Road (MERR) and associated infrastructure works have been completed and are operational to the satisfaction of the Planning Authority.

Reason: (a) To ensure the timely delivery of the development, (b & d) In the interest of the provision of social infrastructure in tandem with housing and as per SC O79 and SC O87 of the Kildare County Development Plan 2023-2029, (e) and that the strategic road infrastructure necessary to support the development is delivered in advance of occupation, in the interest of proper planning and sustainable development.

8. The Developer shall fully implement all mitigation and avoidance measures as set out in the Natura Impact Statement (NIS) and Environmental Impact Assessment Report (EIAR) received by the Planning Authority on the 02/10/2025 and by revised details received by the Planning Authority on the 06/03/2026. All ecological protection measures required during the construction phase, and all operational-phase measures (including the Biodiversity Management Plan, habitat management and monitoring measures) set out in the submitted ecological documentation, shall be implemented and maintained for the lifetime of the development.

Reason: To ensure the development avoids, reduces and mitigates ecological impacts and secures long-term biodiversity protection, habitat functionality and ecological resilience, consistent with Kildare County Development Plan 2023-2029 Objective BI O16.

9. (a) **Prior to the commencement of development**, the Developer shall submit for the written agreement of the Planning Authority details of the mechanism for transfer/ceding of the Community Unit in the neighbourhood centre to the Planning Authority.
- (b) On completion of Phase One, as per condition 4(a) above, the Developer shall transfer to the Planning Authority, or to such person or body as may be nominated by the Planning Authority, the freehold interest in the Community Unit together with all necessary rights of access, services and easements, and at no cost.
- (c) The said building shall be completed and certified as completed in accordance with the approved plans and particulars, finished to a standard agreed in writing with the Planning Authority, and shall be fit for its intended purpose at the date of transfer.

Reason: (a, b & c) In the interest of clarity and ensure the delivery of social infrastructure.

10. (a) The Developer shall retain the services of the qualified Ecological Clerk of Works throughout the life of the construction works. The Developer shall inform the Planning Authority of that appointment in writing **prior to commencement of development**. An Ecological Clerk of Works shall supervise and verify the implementation of all ecological protection measures outlined within the EIAR and the NIS, received by the Planning Authority 02/10/2025 and by Further Information received by the Planning Authority on the 06/03/2026, during enabling and construction works, including toolbox talks assessment of stockpiled soil for burrowing mammals and site inspections, as required. The ECoW shall continue to oversee the implementation of the Biodiversity Management Plan throughout the project.
- (b) A Practical Completion Certificate or Report shall be signed off by the Ecological Clerk of Works when all construction works are fully completed to the satisfaction of the Planning Authority and in

accordance with the permitted development proposals. The Ecological Clerk of Works shall monitor the site through the construction phases and supervise works as required during clearance, trimming or excavation.

(c) The Developer shall facilitate phased construction works when the project begins to allow wildlife to move away from the site, this shall be monitored by the Ecologist.

Reason: To protect species and habitats and to ensure best-practice delivery of avoidance and mitigation measures through on-site ecological supervision and compliance, in line with the Kildare County Development Plan 2023-2029 Objective BI O16.

11. Any external lighting installed on the site shall comply with a wildlife-friendly lighting strategy. This strategy shall minimise light spill, avoid illuminating retained or newly created habitats, and protect bat flight lines and commuting routes. Details of the lighting design shall be submitted to the Planning Authority and agreed in writing **prior to the installation**.

Reason: This condition aims to prevent disturbance and habitat fragmentation for nocturnal species, including bats, and ensures that avoidance and mitigation are integrated into the design as per the Kildare County Development Plan 2023-2029 Objective BI O16.

12. **Prior to the commencement of development**, the Developer shall submit for the written approval of the Planning Authority an invasive species management plan detailing the removal and disposal of Cherry Laurel (*Prunus laurocerasus*) and any other invasive non-native species identified on site. Additionally, no invasive non-native species (such as laurel of any kind) shall be introduced/planted through landscaping, and all planting shall be free of invasive contaminants.

Reason: The purpose of this requirement is to prevent the spread and establishment of invasive non-native species, thereby safeguarding the ecological integrity of the site and its surroundings, in accordance with Kildare County Development Plan 2023-2029 Objective BI O16.

13. **Prior to the commencement of development**, the Developer shall submit for the written agreement of the Planning Authority a revised Biodiversity Management Plan (BMP) that includes the following:
- (a) A revised meadow planting plan that shall prioritise natural regeneration and management using the local seed bank, rather than wholesale reseeding.
 - (b) Provision of small mammal gaps linking back gardens to improve site permeability for species such as hedgehogs.
 - (c) The creation of wildlife corridors around the boundary of the site, inline with the tree protective fencing.

Reason: To ensure the best alignment of the BMP with the All-Ireland Pollinator Plan and to support mammals protected under the Wildlife Act.

14. **Prior to the commencement of development**, the Developer shall submit for the written agreement of the Planning Authority:
- (a) An acceptable bilingual naming and numbering scheme which shall be compliant with the Kildare County Councils 'Naming of New Residential Developments' Policy Document, February 2018.
 - (b) All associated signage for the proposed development.

Reason: In the interest of the residential amenities of the area.

- 15. (a) Prior to the commencement of development**, the Developer shall submit for the written agreement of the Planning Authority, signage details for the neighbourhood centre units. Apart from the agreed signage and notwithstanding the exempted development provisions of the Local Government Planning and Development Regulations 2001 (as amended), no additional signs, including any signs, neon or otherwise, exhibited as part of a window display affixed to the inside of the glazing, illuminations, advertising structures, banners, canopies, flags, additional lighting fixtures or other projecting elements shall be erected or fixed to the property without a prior grant of planning permission.
- (b)** No free-standing advertising structures associated with the proposed development shall be erected on the property or the adjoining public pavement.
- (c)** All windows and glazing shall be maintained at all times, and shall be kept free of all stickers, posters and advertisements.
- (d)** No external roller shutters or their housings, awnings, canopies or grilles, shall be erected without a prior planning permission.

Reason: In the interest of clarity and visual amenity.

- 16. Prior to the commencement of development**, the Developer shall submit for the written agreement of the Planning Authority details of all external materials for all buildings and structures. This shall include but not limited to, roof materials, rainwater goods, eills, external walls, balcony's, windows and doors.

Reason: in the interest of visual amenity.

- 17. (a)** The Developer shall retain the services of the qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant throughout the life of the construction works. The Developer shall inform the Planning Authority of that appointment in writing **prior to commencement of development**. A Practical Completion Certificate shall be signed off by the Landscape Architect when all landscape works.
- (b)** All landscaping works shall be fully completed, within the first planting season following commencement of development, in accordance with landscape drawing no.24KE04 DR-0201 from AIT Landscape received by the Planning Authority on 06/03/2026. Any trees and hedging which die, are removed or become seriously damaged or diseased, within a period of 4 years from the completion of the development, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the Planning Authority.
- (c)** This security shall remain in place until the requirements of part (a & b) above are completed to the satisfaction of the planning authority and/or for a further period of 5 year(s) following completion of said landscaping works, or as otherwise agreed by the Planning Authority.

Reason: To ensure full and verifiable implementation of the approved landscape design.

- 18. (a) Prior to the commencement of development**, the Developer shall submit to the Planning Authority for the written agreement detailed proposals for the boundary treatment along the western boundary of the site adjoining the housing development known as "Rockfield". The submission shall include:
- Detailed recommendations from a suitably qualified Arborist in relation to the retention, protection, long-term management, and maintenance of the existing hedgerow along this boundary;
 - Details of all tree and hedgerow protection measures required to facilitate the installation of a new boundary fence, including temporary and permanent protection works;
 - A topographic survey clearly identifying and accurately delineating the land ownership

- boundaries;
 - iv. Full details and specifications for the installation of a weld-mesh or Hercules-type fence to secure the boundary; and
 - v. Confirmation that all boundary treatments are aligned precisely with, and run tight to, the legal boundary as shown on the submitted mapping.
- (b) All fencing/railings within the permitted development shall be black powder coated galvanised fencing/railings.

Reason: (a) To ensure boundaries are clearly identified and avoid areas of no mans land between property boundaries and (b) in the interest of visual amenity.

- 19. (a) Prior to the commencement of development,** the Developer shall submit for the written agreement of the Planning Authority details of the mechanism for transfer/ceding of the Service Building in the park to the Planning Authority.
- (b) On completion of Phase One, as per condition 4(a) above, the Developer shall transfer to the Planning Authority, or to such person or body as may be nominated by the Planning Authority, the freehold interest in the Service Building in the Park together with all necessary rights of access, services and easements, and at no cost.
- (c) The said building shall be completed and certified as completed in accordance with the approved plans and particulars, finished to a standard agreed in writing with the Planning Authority, and shall be fit for its intended purpose at the date of transfer.

Reason: (a, b & c) In the interest of clarity and ensure the delivery of social infrastructure.

- 20. Prior to the occupation of any dwelling within the development,** the Developer shall complete the ceding of the public park to the Planning Authority, to its satisfaction.
- The lands to be ceded shall be:
- (a) Fully laid out and constructed in accordance with the approved drawings and specifications; Properly finished, landscaped, and drained, with all ancillary features, boundary treatments, and SuDS elements fully operational.
 - (b) Free from encumbrances, third-party rights, and financial charges.
 - (c) Clearly defined by way of a folio-ready map and legal transfer documentation.
 - (d) The Developer shall submit, for the written agreement of the Planning Authority, all legal, mapping, and technical documentation necessary to facilitate the transfer, including confirmation that the lands are fit for adoption and long-term public management.
 - (e) A structured landscape maintenance transfer system shall be implemented to ensure a comprehensive and seamless transition of responsibility from the Developer to the Planning Authority with a 4-year defects liability period on all aspects, equipment, and landscaping within the public park.

Reason: To ensure the satisfactory provision, delivery, and long-term management of high-quality public open space in the interests of orderly development and proper planning and sustainable development of the area.

- 21. Prior to the commencement of development,** the Developer shall submit for the written agreement of the Planning Authority a Phasing and Delivery Plan for the Public park, which shall include:
- (a) The timing and extent of each phase of park construction relative to the occupation of residential units;

- (b) Details of landscape works, surface treatments, boundary treatments, SuDS features, and park amenities to be provided at each phase;
- (c) Measures to ensure that each completed phase is safe, accessible, usable, and visually coherent as standalone public open space; and
- (d) Arrangements for interim and long-term maintenance of each phase pending final completion and ceding.
- (e) No more than 20% of the residential units shall be occupied until Phase 1 of the public park has been completed and made available for public use. Subsequent phases shall be completed in accordance with the approved Phasing and Delivery Plan.

Reason: To ensure the timely, high-quality delivery of public open space commensurate with residential occupation levels, and to safeguard the proper planning, amenity, and sustainable development of the area.

22. (a) The Developer shall retain the services of an independent qualified Arborist as an Arboricultural consultant, for the entire period of construction activity. The Developer shall inform the planning authority of that appointment in writing **prior to commencement of development**.

(b) The Arborist shall carry out a post-construction tree survey and assessment of the condition of the retained trees and hedgerows. A Completion Certificate shall be signed off by the Arborist when all permitted development works are completed and in line with the recommendations of the tree reports and plans. The certificate shall be submitted to the Parks Section for written agreement upon completion of construction works on site.

(c) The tree protection measures outlined in the submitted Tree Protection Plan prepared by Charles McCorkell Drawing No. 240616-P-12-01 to 04 received by the Planning Authority on the 02/10/2025 shall be implemented in full and maintained for the duration of the construction works. All protective fencing and associated measures shall remain in place until the completion of the development and shall not be removed without the prior written approval of the retained Arborist, who shall confirm in writing that the development has concluded and that removal is appropriate.

(d) **Prior to the commencement of the development**, submission of a report from the Landscape Architect/Arborist containing photographic evidence of fixed (non-movable) tree protection fencing in place in locations as per the Tree Protection Plan and confirmation from the Landscape Architect/Arborist that all existing trees and hedgerows identified to be retained are retained and protected **prior to development commencement**.

(e) **Prior to the commencement of any permitted development or any related construction activity or tree felling on the site**, the Applicant shall lodge a Tree and Hedgerow Bond to the value of €100,000 with the Planning Authority. This is to ensure the protection of trees on and immediately adjacent to the site to make good any damage caused during the construction period. The bond lodgement shall be coupled with an Arboricultural Agreement, with the Developer, empowering the Planning Authority to apply such security, or part thereof, to the satisfactory protection of any tree/hedgerow or trees/hedgerows on or immediately adjoining the site, or the appropriate and reasonable replacement of such trees/hedgerows which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development or to a point where a taken in charge process may have been undertaken. Any replacement planting shall use large semi-mature tree size(s) and species or similar as may be stipulated by the Planning Authority. A system recognised by the Arboricultural industry for the valuation of trees which have been lost such as CAVAT or Helliwell may be used on trees where deemed necessary by the Planning Authority. An Arboricultural Assessment report and certificate is to be signed off by a qualified Arborist after the period of the completion of construction or to a period of up to 3 years as deemed necessary by the Planning Authority. Any remedial tree

surgery, tree felling works recommended in that report shall be undertaken by a qualified Tree Surgeon at a cost to the Developer/Landowner, under the supervision of the project Arborist. The bond will only be refunded upon receipt by Kildare County Council Planning Department and the Parks Section of a satisfactory post-construction Arboricultural Assessment, carried out by a qualified arborist and provided that the hedges/trees proposed for retention on the original site plans and protection drawings are alive, in good condition physically and structurally with a useful life expectancy.

Reason: To ensure the appropriate retention of existing trees and hedgerows.

- 23.** The areas of public open space shown on the submitted plans shall be reserved for such use. These areas shall be levelled, soiled, seeded, and landscaped in accordance with the landscaping scheme submitted to the Planning Authority on the 06/03/2026. The areas of public open space shall be maintained as public open space by the Developer until taken in charge by the Local Authority.

Reason: In order to ensure the satisfactory development of the public open space areas, and their continued use for this purpose, in the interest of residential amenity.

- 24. Prior to the commencement of development,** the Developer shall provide access points onto the Maynooth Eastern Ring Road (MERR), including the proposed signalised junction, as per ROD drawing 24.111-ROD-GEN-SW_AE-DR-CH 300001 received by the Planning Authority on the 06/03/2026. These proposals shall comply with the requirements of Kildare County Council's Traffic Management Section, the MERR Project Team and Kildare County Council Transport Mobility and Open Spaces Section and completed to the satisfaction of the Planning Authority. The layout shall be such that all signalisation works are within the red line boundary of the planning application. No works are permitted outside the red line boundary. The proposed works shall tie into the MERR without necessitating any modifications to the approved MERR scheme. No alterations to the approved MERR layout shall be required to facilitate the proposed development.

Reason: In the interest of traffic safety and the orderly development of the area.

- 25.** All residential units delivered under this permission incorporate a cost reduction of €18,000 from the prevailing open market price, in accordance with the Local Infrastructure Housing Activation Fund (LIHAF) affordability commitment. Evidence of compliance, including a schedule of selling prices, shall be submitted to and agreed in writing with the Planning Authority **prior to the sale of any unit.**

Reason: To comply with the LIHAF affordability requirement and ensure delivery of housing at reduced cost in the interest of housing affordability and proper planning.

- 26.** Internal access roads shall have a minimum width of 5.5 metres, and the main spine road shall have a carriageway width of 6.0 metres, notwithstanding any greater width indicated on the submitted drawings. Footpaths shall be a minimum of 2.0 metres wide with applicable kerb upstands, shared surfaces shall be a minimum of 3m in width, parking bays shall be a minimum of 2.5 * 5.0m and circulation aisles shall be a minimum of 6m in width.

Reason: In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

27. All permeability links, including vehicular, cycle, and pedestrian connections to the adjoining zoned lands as indicated within the Maynooth and Environs Joint Local Area Plan 2025-2031, shall be provided. **Prior to the commencement of development**, the final details shall be submitted to the Planning Authority for the written agreement.

Reason: To ensure permeability and connectivity between developments, promote sustainable transport modes, and facilitate the orderly development of the area to comply with the Maynooth and Environs Joint Local Area Plan 2025-2031.

28. Full and unhindered vehicular, cycle, and pedestrian access to the adjoining proposed post-primary school site to the south shall be incorporated into the site layout to ensure seamless connectivity. A dedicated set-down area to facilitate school bus drop-off shall also be provided within the development as per ROD drawing 24.111-RODGEN-SW_AE-DR-CH-300002 received by the Planning Authority 06/03/2026. Final design details shall be submitted for the written approval of the Planning Authority and agreed with Kildare County Council Transport Mobility and Open Spaces Section.

Reason: To ensure safe and efficient access to the proposed school site, facilitate sustainable transport options, and promote the orderly development of the area.

29. All internal roads shall comply with DMURS (2019), including corner radii, sightlines, and longitudinal gradients, as demonstrated in the revised site layout drawings.

Reason: In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

30. All internal shared surfaces shall be a minimum of 3m in width and shall have public lighting. Final details shall be submitted for the written approval of the Planning Authority.

Reason: In the interest of pedestrian and cyclist safety, proper planning and sustainable development.

31. The Developer shall ensure that stop signage and road markings will be in accordance with the Department of Transport, Tourism and Sport's Traffic Signs Manual. 30 km/h Slow Zones shall be implemented with signage and road markings in accordance with TSAN-201602 and the Department of Transport Traffic Signs Manual, as detailed in the submitted layout plan.

Reason: In the interest of pedestrian, cyclist and vehicular safety, proper Planning and sustainable development.

32. **Prior to commencement of development**, the Developer shall submit final detailed drawings showing the integration of all SuDS measures with the internal road network and connections to the MERR drainage system. These shall confirm compliance with Kildare County Council SuDS Guidance Document (2024).

Reason: In the interest of proper drainage arrangements and sustainable development.

33. CBR tests shall be undertaken in accordance with Section 2.16 of the Department of Environment and Local Government "Recommendations for Site Development Works for Housing Areas" (R.S.D.W.H.A.) and as required to determine the subgrade strength under the proposed distributor roads. The results together with a suitable pavement design in accordance with LR 1132 and HD

14/87 shall be submitted to the Planning Authority for written consent, **prior to commencement of development.**

Reason: In the interests of traffic safety and proper planning.

34. The site access roads and on road parking areas within the development shall be finished with a surface course to be Stone Mastic Asphalt, SMA 14 surf PMB 65/105-60 des 45mm thick, in compliance with clause 942 of National Roads Authority/Transport Infrastructure Ireland specification or similar approved by the Planning Authority. All surface water drainage gullies shall be fitted with suitable locking type covers or gratings.

Reason: In the interest of traffic safety and improved skid resistance.

35. The Developer shall ensure that the Permeable Paving for the driveway parking is made durable. Specifically, the Developer shall ensure the use of interlocking/ keyed paving or otherwise, to withstand shear loads arising from vehicles movements. In addition, the Developer shall demonstrate how the permeable surface will have adequate slip/skid resistance into the future.

Reason: To promote Sustainable Drainage Systems and avoid trip hazards.

36. All footpaths shall be dished at junctions and road crossings to facilitate the disabled.

Reason: In the interest of traffic and pedestrian safety.

37. Vehicular parking shall comply with Table 15.8 of Chapter 15 of the Kildare County Development Plan 2023–2029 and shall be provided in accordance with Drawing No. MRP-SP-ZZ-DR-JFA-AR-P1000 received by the Planning Authority on 06/03/2026. Disabled parking shall meet Irish Wheelchair Association Best Practice Guidelines, as indicated in the submitted parking layout drawings. Perpendicular car parking spaces to be 5.0 X 2.5 metres in dimension, marked in 100mm white lines in a durable material.

Reason: In the interests of a properly planned and serviced development and reducing traffic congestion.

38. Electric Vehicle (EV) charging infrastructure shall be provided in accordance with Chapter 5 of the Kildare County Development Plan 2023–2029 and national guidance:
- (a) All houses with in-curtilage parking shall be provided with a fully operational EV dual electrical charge points to allow for the night-time charging of Electric Vehicles (EVs), linked to the individual domestic electricity meter.
 - (b) Communal parking areas shall include active EV charging points at a rate of one per ten spaces, with ducting provided for all remaining spaces.
 - (c) Non-residential parking areas shall include at least two active EV charging point and ducting for 20% of spaces. The EV Chargers are to be compatible with the Sustainable Energy Authority of Ireland's Triple E Register. Final designs to be submitted to the Planning Authority for written approval, **prior to commencement of development.**

Reason: To support the use of renewable energy and improve urban air quality

39. The Developer shall ensure that all electrical charge points are provided to allow for the night-time charging of Electric Vehicles (EVs). The EV Charger shall be compatible with the Sustainable

Energy Authority of Ireland's Triple E Register. Adequate power supply shall be provided, appropriate for the EV charging unit as advised by SEAI. The Developer shall ensure the design of all electrical installations, including EV Charging Infrastructure, is approved by a Chartered Electrical Engineer.

Reason: To promote the use of night-time renewable energy.

- 40.** All permitted on-street and grouped car parking spaces within the development shall be maintained by the Developer until such time as they are Taken in Charge by the Planning Authority.

Reason: In the interests of clarity, orderly development and in order to ensure continued access for maintenance of service and public areas.

- 41.** Bicycle parking shall be provided in accordance with Section 15.7.2 (Cycle Parking) of the Kildare County Development Plan 2023–2029. All bicycle parking facilities shall comply with DMURS and best-practice design guidance (e.g., Sheffield stands or equivalent), ensuring safety, accessibility, and appropriate spacing.

Reason: To promote sustainable transport and ensure adequate, secure, and accessible bicycle parking.

- 42. Prior to commencement of development,** the Developer shall submit a comprehensive site – specific Final Construction Management Plan and Traffic Management Plan for the written approval of the Planning Authority. These plans shall demonstrate full integration and coordination with the delivery and operation of the Maynooth Eastern Ring Road (MERR), including access arrangements, phasing, and traffic safety measures. No works shall commence until written confirmation of compliance is received. These plans shall:

- (a) Demonstrate full integration and coordination with the delivery and operation of the Maynooth Eastern Ring Road (MERR), including:
- Permanent and temporary access arrangements
 - Phasing of works aligned with the MERR programme
 - Traffic safety measures and protocols for coordination with the MERR contractor.
- (b) Include detailed provisions for:
- Haul routes for construction traffic
 - Noise control measures in accordance with BS 5228 and best practice
 - Measures to prevent debris and mud impacting the existing road network, including wheel-wash facilities and road sweeping
- (c) Measures to protect public safety, including compliance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual for all construction site warning signage.
- (d) The Planning Authority reserves the right to alter the Construction Management Plan in the event of traffic congestion or safety issues arising.

Reason: To manage construction activities, minimise disruption to the surrounding area, and safeguard public safety and residential amenity during the construction phase.

- 43.** All works involving the opening of public roads or footpaths shall be carried out under a Road Opening Licence submitted to the Municipal District Area Office through the MRL system.

Reason: In the interest of traffic and pedestrian safety and to ensure proper works are carried out.

- 44. Prior to commencement of development,** the Developer shall submit revised detailed design drawings addressing the recommendations of the Stage 1 Quality Audit, including pedestrian/cyclist permeability, tactile paving, safe zones in shared spaces, and cycle facility details. These shall be agreed in writing with the Planning Authority.

Reason: In the interest of pedestrian, cyclist and vehicular safety.

- 45. Prior to commencement of development,** the Developer shall submit a Road Safety Audit (RSA), Stage 2 carried out by an independent approved and certified auditor, for the proposed development and surrounding area. The RSA recommendations shall be incorporated into the detailed design.

Reason: In the interest of pedestrian, cyclist and vehicular safety.

- 46. Upon completion of the development and prior to taking in charge of the road's infrastructure,** the Developer shall complete a Stage 3 Road Safety Audit (RSA), to be carried out by an independent approved and certified auditor. The recommendations contained in the RSA and agreed actions shall be signed off by the audit team and submitted to the Planning Authority, for written approval.

Reason: In the interest of pedestrian, cyclist and vehicular safety.

- 47. Prior to commencement of development,** the Developer shall submit a final lighting design and lux plot for the written approval of the Planning Authority. Lamp standards shall be positioned at the back of the new footways, away from trees.

Reason: In the interest of Road Safety.

- 48. The outdoor lighting scheme shall be carried out in accordance with the Kildare County Council Lighting Policy Street Lighting Technical Specification (04/06/2019). The Developer shall comply with all future site lighting requirements of the Planning Authority in relation to adjusting the lights by re-aiming, the addition of louvres & shields and/or dimming. This is to deal with any glare issues that may arise for road users, residents and adjacent lands/properties and for biodiversity which may only become apparent when the installation has been commissioned.**

Reason: In the interest of pedestrian, cyclist and vehicular safety, proper planning and sustainable development.

- 49. The approved lighting system shall be fully implemented prior to the first occupation of the development, or if the Planning Permission relates to a phased development, prior to the first occupation of each phase.**

Reason: In the interests of a properly planned and serviced development, and in the interest of public safety.

- 50. The development shall comply with the Acoustic Design Statement received by the Planning Authority on the 02/10/2025, ensuring that internal and external noise levels meet the requirements of BS 8233:2014 and the thresholds set out in the Kildare County Noise Action Plan.**

Reason: To ensure that internal and external noise levels are maintained within acceptable limits in accordance with BS 8233:2014 and the Kildare County Noise Action Plan, to protect public health and ensure the enjoyment of residential amenity.

51. Prior to the lodgement of a Commencement Notice/SDN [and (per Section 96(8) PDA 2000, as amended) in any event before the expiration of 8 weeks from the date of the grant of permission], the Developer or other person with an interest in the land to which the application relates shall enter into an agreement in writing with the planning authority in relation to [the transfer of 20 % of the land in accordance with the requirements of section 94(4) and section 96(2) and 96(3)(a), (Part V) of the Planning and Development Act 2000, as amended, and/or the provision of housing on the land in accordance with the requirements of section 94(4) and section 96(2) and 96(3) (b), (Part V) of the Planning and Development Act 2000, as amended], unless an exemption certificate has been granted under section 97 of the Act, as amended.

The agreement shall be based on the Part V Agreement in Principle submitted with the planning application, unless otherwise agreed in writing between the parties, and shall provide for the equivalent of not less than 20 per cent of the land the subject of the application to be made available for the provision of social and/or affordable housing in accordance with:

Section 96 of the Planning and Development Act 2000 (as amended); The Housing Strategy contained in the Development Plan for the area; and any relevant guidelines issued by the Minister under Section 28 of the Act.

The agreement in accordance with the requirements of section 94(4) and section 96(2) and 96(3) (b), (Part V) of the Planning and Development Act 2000, as amended shall provide for the transfer of residential units directly to the ownership of the Planning Authority or to an Approved Housing Body (AHB) nominated by the Authority.

Where such an agreement cannot be reached between the parties, the matter in dispute (other than a matter to which section 96(7) applies) shall be referred by the Planning Authority or any other prospective party to the agreement, to An Coimisiún Pleanála for determination.

For the avoidance of doubt, the residential units identified for social/affordable housing shall not [save for the requirement, for the necessary and efficient management of apartment blocks, to be managed by a PRSA registered 'Management Company'] be transferred to, vested in, or burdened by covenants of any Owners' Management Company (OMC) established for the purpose of the Multi-Unit Developments Act 2011. Such 'OMC's interest shall be limited to the 'common areas' and 'reversionary interests' as defined by the MUD Act, and the social housing units shall be transferred as unencumbered fee-simple (or equivalent) titles to the Housing Authority/AHB.

Reason: To comply with the requirements of Part V of the Planning and Development Act 2000 (as amended) to ensure compliance with the housing strategy, policies and objectives of Kildare Housing Strategy as contained in the Kildare County Development Plan 2023-2029 to ensure the proper management and permanent availability of social and affordable housing to ensure compliance with the proper planning and sustainable development of the area.

52. (a) Prior to the commencement of the development as permitted, the Developer or any person with an interest in the land, shall enter into an agreement with the Planning Authority (such agreement must specify the number and location of each housing unit), pursuant to Section 47 of the Planning and Development Act 2000, that restricts all residential units permitted to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(b) An agreement pursuant to Section 47 shall be applicable for the period of duration of the planning permission, except where after not less than two years from the date of completion of each housing unit, it is demonstrated to the satisfaction of the Planning Authority that it has not been possible to transact each of the residential units for use by individual purchasers and/or to those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(c) The determination of the Planning Authority as required in (b) shall be subject to receipt by the Planning and Housing Authority of satisfactory documentary evidence from the Developer or any person with an interest in the land regarding the sales and marketing of the specified residential units, in which case the Planning Authority shall confirm in writing to the Developer, or any person with an interest in the land, that the Section 47 agreement has been terminated and that the requirement of this planning condition has been discharged in respect of each specified housing unit.

Reason: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.

53. Prior to commencement, the Applicant shall submit a Taking In Charge (TIC) map for the written agreement of the Planning Authority. The map shall clearly identify three areas; areas to be TIC, Areas Not to be TIC and areas to be TIC by a management company. The TIC proposals shall consider future access and maintenance arrangements for all areas and services including roads, footpaths, open spaces, drainage (SuDS) features, public lighting, EV charging, and boundary treatments.

Reason: In the interest of clarity and proper planning and sustainable development.

- 54. (a)** The areas around all archaeological deposits uncovered during archaeological testing including the human remains shall be extended and cleaned back by hand to reveal the full extent of all archaeological features on the site.
- (b)** All archaeological features shall be fully archaeologically recorded, planned, photographed and excavated **prior to the commencement of works** in this area of the site, and in keeping with Best Archaeological Practice.
- (c)** All areas of the development shall be subject to Archaeological Monitoring during the course of groundworks at the site.
- (d)** Should archaeological material be found during the course of monitoring, the archaeologist may have work on the site stopped, pending a decision as to how best to deal with the archaeology, i.e. preservation in situ, and/or excavation. The National Monuments Service of this Department will advise on these matters.
- (e)** All archaeological works shall be informed and supplemented by licensed metal detection survey.
- (f)** The National Monuments Service of this Department shall be furnished with a full excavation report on the completion of the excavation and a subsequent report describing the results of the monitoring.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.

55. Prior to the commencement of development, the Developer shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) in accordance with Appendix C of the "Environmental Protection Agency Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)" including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness, these details shall be placed on the file and retained

as part of the public record. The RWMP shall be submitted to the Planning Authority for written agreement **prior to the commencement of development.**

Reason: In the interest of proper planning and sustainable development.

- 56. (a)** All foul sewage and soiled water shall discharge to the public foul sewer system.
(b) Only clean, uncontaminated surface water shall discharge to the surface water system.
(c) All surface water from the carpark areas shall pass through adequately sized and sited petrol/oil interceptor(s) before being discharged to the surface water system.
(d) Existing land and roadside drainage shall not be impaired. The proposed surface water drainage system shall be designed to integrate effectively with the existing network to ensure that no ponding or uncontrolled runoff occurs during periods of heavy rainfall.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

- 57.** Adequately sized and sited fats, oils, greases interceptors shall be installed on all commercial kitchen waste drainage lines in a manner which is satisfactory to the Planning Authority, and these shall be cleaned on a regular basis. All grease traps installed shall conform to the Irish Standard EN 1825 Grease Separators – Part 1 (Principals of Design, Performance, Testing, Marketing and Quality Control) and Part II (Selection of Nominal Size, Installation, Operation and Maintenance) published by the National Standards Authority of Ireland. Grease traps that use an additive (e.g. chemicals or enzymes etc.) to dissolve the collected grease are not acceptable. The use of food macerators on the kitchen waste drainage line (s) is not permitted.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

- 58.** The Developer shall use “Best Practicable Means” to prevent/minimise noise and dust emissions during the construction phase of the development, through the provision and proper maintenance, use and operation of all machinery, all to the satisfaction of the Planning Authority.

Reason: In the interest of public health, and the use of best practice guidelines in order to avoid nuisance.

- 59.** The Developer to note that the importation of waste Soil & Stone for the purposes of land-raising or landscaping requires prior authorisation under Section 39 of the Waste Management 1996, (as amended) once the development has been authorised under this planning application. **Prior to commencement**, the Developer shall outline in detail their proposals in this regard, and no development shall commence until such time as when their waste importation plan has been approved in writing by the Planning Authority.

Reason: In the interest of public health and the use of best practice guidelines in order to avoid pollution.

- 60. Prior to Commencement Notice Stage**, the Developer shall submit a Construction Phase Surface Water Management Plan in accordance with Inland Fisheries Ireland Publication 2016 “Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters” for the written approval of the Planning Authority. The Plan shall address the collection, control and management of any surface water run-off from the site to prevent any polluting matter, suspended solids and silt, being discharged to any receiving water. The Plan shall, inter alia, include: (a) Site Layout Plan at sufficient scale identifying any potential surface water and/or groundwater receptors; (b) The location and design of any proposed mitigation measures; and (c) Proposals for a surface water and/or groundwater monitoring programme, as appropriate.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

- 61.** An operational waste management plan (OWMP) in accordance with the Kildare County Council Waste Presentation Byelaws is to be prepared by a competent person and issued for the written approval of the Planning Authority **prior to occupation of the development**. The OWMP shall consider the domestic waste management needs of the proposed occupants, the storage needs for receptacles including in shared locations, in accordance with the byelaws, and the servicing needs with regards to domestic waste for the long-term.

Reason: In the interest of public health and the use of best practice guidelines in order to avoid pollution.

- 62. (a)** All surface water generated on site shall be disposed of on site and not allowed onto the public road or any adjoining properties.
- (b)** The Developer shall be responsible for the proper design, construction and maintenance of all surface water drains installed as part of the proposed development including soakways.
- (c)** The Developer shall ensure that all damage to the public road network associated with the construction phase of this development shall be repaired to the satisfaction of the Maynooth Municipal District Office staff and the Planning Authority.
- (d)** No spoil, dirt, debris or other materials shall be deposited on the public road network, its footpaths and verges by machinery or vehicles travelling to or from the development site during the construction phase. The Developer shall arrange for vehicles leaving the site to be kept clean, and for road sweeping by mechanical sweeper to take place as required.
- (e)** During the construction and operation, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precaution necessary to prevent dust nuisances.
- (f)** During the construction phase the Developer shall provide adequate off carriageway parking facilities for all traffic associated with the proposed development. This shall 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.

Reason: In the interest of traffic safety.

- 63. (a)** The permitted hours of operation during the construction phase and for construction related deliveries and collections shall be between 07:00 hours to 18:00 hours Monday to Friday and 08:00 hours to 14:00 hours on Saturdays. Work is not permitted on Sundays and on public holidays. Any deviation from these times shall only be allowed in exceptional circumstances where prior written approval has been received from the Planning Authority. There shall be no queuing of construction vehicles of any kind or deliveries outside of these hours.
- (b)** Noise from the construction stages of the development shall not give rise to sound pressure levels (Leq 15 minutes) measured at noise sensitive locations which exceed 70 dB(A) (LAeq 1 hour) between 07:00 hours and 18:00 hours Monday to Friday inclusive (excluding bank holidays) and between 08:00 hours and 14:00 hours on Saturdays when measured at any noise sensitive location in the vicinity of the site. If changes are agreed in writing with the Planning Authority to the construction hours as per (a) above, the noise levels shall align with same. Sound levels from site development works shall not exceed 45 dB(A) (LAeq 1 hour) at any other time.

Reason: (a) In order to safeguard the residential amenity of properties in the area. (b) In the interest of public health, to avoid noise pollution, and to ensure proper development.

- 64.** Noise from the operational stages of the planned development shall not give rise to sound pressure

levels (Leq 15 minutes) measured at noise sensitive locations which exceed the following limits: (a) 55 dB(A) between the hours of 07:00 and 18:00 Monday to Friday inclusive (excluding bank holidays) and 45 dB(A) at any other time, and (b) There shall be no clearly audible tonal component or impulsive component in the noise emission from the development at any noise sensitive location. A detailed Noise Study, with recommendations, shall be carried out by a competent noise/environmental consultant within three months of the development being in full operation and at any other time as may be specified by Kildare County Council. The Noise Study shall be submitted for the consent of the Planning Authority.

Reason: In the interest of public health, to avoid pollution, and to ensure proper development.

- 65.** The Developer shall enter into a Connection Agreement(s) with Uisce Éireann to provide for a service connection(s) to the public water supply and/or wastewater collection network and adhere to the standards and conditions set out in that agreement. All development shall be carried out in compliance with Uisce Éireann's Standard Details and Codes of Practice. Uisce Éireann does not permit Build Over of its assets. Where the Developer proposes to build over or divert existing water or wastewater services the Developer shall have received written Confirmation of Feasibility (COF) of Diversion(s) from Uisce Éireann **prior to any works commencing**.

Reason: To provide adequate water and wastewater facilities.

- 66.** The Sustainable Drainage Systems (SuDS) Strategy and Sustainable Drainage Systems (SuDS) Scheme Design detailed within the Engineering Report and associated planning stage design drawings/reports carried out by ROD Consulting Engineers contained within the Planning Drawings Pack received on 02/10/2025 and subsequent revisions in response to further information request received on 06/03/2026 shall be implemented in full unless otherwise agreed with the Planning Authority.

Reason: To ensure proper servicing of the development and to eliminate the potential impact of pluvial flood risk.

- 67. Prior to commencement of development**, the Developer shall submit the final detailed design for the Sustainable Drainage Systems (SuDS) and cross section views for the development inclusive of the proposed detention basins and swales. It is also requested, that where feasible the Applicant utilises sustainable drainage conveyance techniques to reduce the amount of underground surface water pipework. A final Scheme Implementation Report shall also be submitted, all for the written approval of the Planning Authority. The design shall include but not be limited to:

- Limiting discharge rates from the site to as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event for the 1-in-1 year and 1-in-100-year rainfall events.
- Provide sufficient surface water management so that the runoff volume is discharged at a rate that does not adversely affect flood risk and that unless designated to flood that no part of the site floods for a 1-in-30 year event, and 1-in-100 year event in any part of a building, utility plant susceptible to water within the development.
- Provide sufficient water management to ensure no off-site flooding as a result of the development during all storm events up to and including the 1-in-100 year plus climate change event.
- Final modelling and calculations for all areas of the sustainable drainage systems.

- The appropriate level of treatment for all runoff leaving the site.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, Finished Floor Levels (FFL) and ground plane levels (GPL), and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any changes to the approved strategy.

The design shall subsequently be implemented **prior to occupation**.

Reason: To ensure proper and sustainable servicing of the proposed development

68. Prior to commencement of development, the Developer 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 Developer 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 & 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.

Reason: To ensure proper and sustainable servicing of the proposed development and to prevent pollution and flooding.

69. 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.

Reason: To ensure that all areas proposed for Taking in Charge are to the required standard.

70. No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local Planning Authority. The scheme shall subsequently be implemented as approved.

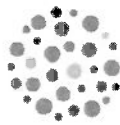
Reason: To prevent flooding and in the interests of sustainable drainage.

ADVICE NOTE TO APPLICANTS

All applicants are advised to make themselves aware of their responsibilities under the requirements of the Building Control Regulations 1997 to 2021, the EU Construction Products Regulations, and the EU Energy Performance of Buildings Regulations.

Further information and FAQ's can be found online at <https://localgov.ie/> or <https://kildare.ie/countycouncil/AllServices/BuildingandDevelopmentControl/>

NB: Failure to submit a Commencement Notice (where required) is an offence and will have serious consequences which cannot be regularised at a later date. You may have difficulties in selling your property if you cannot prove that the statutory requirements relevant to the property have been met.



Rialtas Áitiúil Éireann
Local Government Ireland

Submission No.: 150000036699

Date of Issue
06/11/2025 11:58am

THIS IS AN IMPORTANT DOCUMENT

KEEP THIS DOCUMENT SAFELY. YOU WILL BE REQUIRED TO PRODUCE THIS ACKNOWLEDGEMENT TO AN COIMISIÚN PLEANÁLA IF YOU WISH TO APPEAL THE DECISION OF THE PLANNING AUTHORITY. IT IS THE ONLY FORM OF EVIDENCE WHICH WILL BE ACCEPTED BY AN COIMISIÚN PLEANÁLA THAT A SUBMISSION OR OBSERVATION HAS BEEN MADE TO THE PLANNING AUTHORITY ON THE PLANNING APPLICATION.

Kildare County Council

PLANNING APPLICATION REFERENCE No: 2561119

A submission/observation in writing, has been received from Parklands Residence Association on 05/11/2025 in relation to the above planning application.

The appropriate fee of €20 has been paid. (Fee not applicable to prescribed bodies)

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations 2001 and will be taken into account by the planning authority in its determination of the planning application.

Yours faithfully,
Kildare County Council

IS DOICIMÉAD TÁBHACHTACH É SEO

COINNIGH AN DOICIMÉAD SEO SLÁN. BEIDH ORT AN ADMHÁIL SEO A CHUR AR FÁIL DON BHORD PLEANÁLA MÁ S MIAN LEAT ACHOMARC A DHÉANAMH IN AGHAIDH CHINNEADH AN ÚDARAIS PHLEANÁLA. IS É SEO AN tAON FHIANÁISE AMHÁIN ATÁ ANN A NGLACFAIDH AN COIMISIÚN PLEANÁLA LEIS GUR CUIREADH AIGHNEACHT FAOI BHRAID AN ÚDARAIS PHLEANÁLA MAIDIR LEIS AN IARRATAS.

Kildare County Council

UIMHIR THAGARTHA AN IARRATAIS PHLEANÁLA: 2561119

Maidir leis an iarratas pleanála thuasluaite fuarthas aighneacht/tuairim i scríbhinn ó Parklands Residence Association ar 05/11/2025.

Íocadh an táille chuí de €20. (Ní chaithfidh comhlachtaí forordaithe aon táille a íoc)

Tá an aighneacht/tuairim ag teacht leis na forálacha cuí atá i Rialacháin Phleanála agus Forbartha 2001 agus cuirfidh an tÚdarás Pleanála sin san áireamh agus é ag déanamh cinneadh ar an iarratas pleanála.

Is mise le meas,
Kildare County Council

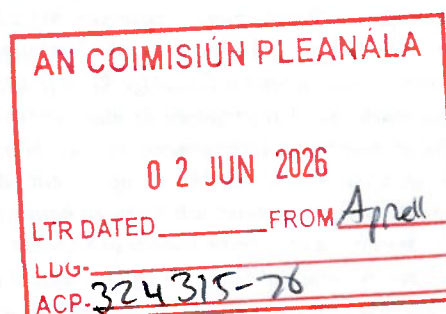
Submission Details

Submitter

Name	Parklands Residence Association
Address	15 Parklands Court Maynooth W23C9W2
Note	

In relation to application

File Number	2561119
Name	Limited Cozone Ventures
Address	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



15 Parklands Court
Maynooth,
Co. Kildare
05 11 2025
25 61119

Planning Department,
Kildare County Council,
Aras Chill Dara,
Devoy Park,
Naas,
Co. Kildare.

Dear Sir Madam,

We the residents of Parkland's Maynooth wish to make the following submission in relation to planning file reference 25/61119 in the name of *Cozone Ventures Limited at 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 to include the following works 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: • 59 no. 2 bed two storey mid terraced houses; • 52 no. 3 bed two storey mid terrace houses; • 223 no. 3 bed two storey end terrace/semi-detached houses; • 58 no. 4 bed two storey semi-detached houses; • 4 no. 4 bed two storey detached houses; • 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 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.

Planning permission File Number 2561119 - Large Scale Residential Development on Lands at Railpark, Maynooth, Co Kildare

I wish to object to the inclusion of a "potential future pedestrian link" which identifies an ingress route into the Parklands estate between the proposed development at Railpark and the Parklands Estate. This proposed pedestrian route would be located at Parklands Lawns. I also wish to object to any sign indication on the plan that such a link could exist including but not limited to the arrow included at the top LH corner of the development plans.

A proposed link in this area has already been proposed and objected to on two earlier occasions in two separate Local Area Plans on the basis that it is unsuitable and will impact negatively on the existing residents of Parklands and specifically on the residents of Parklands Lawns. These 2 earlier occasions are as follows:

1. **Maynooth and Environs Joint Local Area Plan 2025 - 2031 (the 2025-2031 LAP):** The draft Maynooth and Environs Joint Local Area Plan 2025-2031 had a proposed pedestrian and cycle link (Perm 61) linking Parklands and the new Railpark Key Development Area via Parklands Lawns. Following a large volume of objections to the proposed link and in consultation with the local area counsellors, the majority of them voted to remove this link from the LAP 2025-2031. This included the counsellors who are in favour of permeability. On inspection of the area, they agreed that the reasons outlined below in relation to this link were valid and fair and that the area was unsuitable for such a link. This proposed link was removed at a Special Meeting of Clane Maynooth Municipal District held on Monday 21st October 2024.
2. **Local Area Plan 2013 - 2019:** Similarly, following a large volume of objections to a permeability link identical to PERM 61 (Amendment No. 1 to the Maynooth LAP 2013 - 2019 (draft)), a large majority of the Council (6 out of 7 counsellors, with one abstention) voted in favour of the following amendment to the LAP:

Connectivity & Movement The development of the MERR will unlock the potential for the residential development of the lands. There shall be no vehicular routes into the estates of Parklands or Rockfield to the West of Key Development Area Railpark. In addition to encourage pedestrian and cycle use within the new area, connectivity shall be provided to the canal greenway. To ensure that residential amenity is not reduced there shall be no pedestrian or cycle connectivity at either Rockfield Park, Parklands Lodge or Parklands Lawns to the west of Key Development Area Railpark. (Amendment No. 1 to the Maynooth LAP 2013 - 2019 (draft) emphasis added)

As you will be aware, the current 2025-2031 LAP was adopted by the Elected Members of the Clane-Maynooth Municipal District on 17th February 2025 and by the Elected Members of Meath County Council on 19th February 2025. The LAP is effective from 1st April 2025. The 2025-2031 LAP is therefore also complete and accurate as at that date (available [here](#)).

Figure 11.6 of the 2025-2031 LAP identifies the totality of the permeability routes in the Railpark development. You will see that a route (pedestrian or otherwise) from any proposed development in Railpark into the Parklands estate does not feature on this map. There is also no indication from the 2025-2031 LAP that any such route may be considered by the Council in the future.

I consider that not only is it a manifest error to identify this "potential future pedestrian link" in the manner presented in the planning permission application, but it is also misleading and I wish to object on that basis. As detailed above, the link was explicitly excluded from the final 2025-2031 LAP. As such, it appears that its inclusion as a "potential future pedestrian link" in the above planning permission application clearly runs contrary to the 2025-2031 LAP as agreed and adopted under statute.

On the foregoing basis any reference to "a potential future pedestrian link" between the proposed development and the Parklands estate including any relevant arrows or other text/icons in the relevant plans should be deleted on that basis.

The inclusion of a link from the proposed development at Railpark to Parklands estate is unsuitable including for the following reasons:

Safety:

- The infrastructure in Parklands Lawns is not sufficient to accommodate a large increase in pedestrian, cycle and electric scooter ("e-scooter") traffic which would result if the potential link was ever put in place. We consider that this would jeopardise the safety of the users of the potential link as well as the residents of Parklands Lawns.
- **Lack of Visibility:** The corner radii of the potential link and wall house positions significantly impair and decrease inter-visibility between users, especially vehicles and pedestrians/cyclists/e-scooters. The forward (and reversing) visibility of vehicle drivers is extremely limited on this acute corner. While it is stipulated at vehicle crossovers that pedestrians and cyclists have priority over vehicles (Design Manual for Urban Roads and Streets, 4.4.4 at p.107), this cannot be achieved due to the blind spot with extremely limited visibility given the position of the residents' houses, trees and parked vehicles. As there is no method to segregate pedestrian/cycle/e-scooter traffic, the potential link will inevitably carry motorised and cycle traffic moving at speed. This creates an immediate danger as the cycle and e-scooter traffic is not visible to reversing cars, vans and lorries. The intention that pedestrian, cycle and e-scooter traffic should have priority over car traffic where these intersect (Design Manual for Urban Roads and Streets 4.3.1 at p.87) is not achievable as there is limited line of sight for cars reversing in the area and the cycle/e-scooter traffic emerging onto the road. Exiting the potential link without a clear line of sight for pedestrians, cyclists and e-scooters moving at speed into traffic is unsafe both for users of the potential link as well as for road users and pedestrians including children at play. There is no way to retrofit increased visibility in this area.
- **Creation of 90 degree blind turn:** Cyclists and e-scooters would be required to make an immediate blind 90° degree turn to continue on the footpath at the potential link at Parklands Lawns. This is unsafe and will cause accidents. Exiting this walkway without a clear line of sight for pedestrians, cyclists and e-scooters moving at speed into traffic is unsafe. Pedestrian users, including children accessing the green areas for play, will be endangered by this 90 blind turn.
- **Existing heavy-duty traffic:** Several refuse companies reverse daily in the Parklands Lawns cul-de-sac. There has also been a significant increase in the number of large delivery vans in the area (due to e.g. grocery deliveries and online shopping), which has led to traumatic incidents. If a potential link was opened, the interaction of users of the link and the existing heavy-duty traffic could result in a fatality.
- **Inevitable Increase in Traffic Volumes:** Due to the increased traffic outlined above, the Parklands Lawns cul-de-sac is at capacity and could not reasonably withstand a large increase of additional pedestrians, cyclists, e-scooters, e-bikes and vehicles which would inevitably use our estate as a drop-off point for the Railpark Key Development Area as well as for the Maynooth Educate Together School, Gaelscoil Ui Fhiach and the **proposed post-primary school**.

- **Danger from E-scooters and E-bikes:** E-scooters and e-bikes have risen in popularity in recent years and would pose a serious risk to the users of the proposed link as well as to residents (pedestrians, children at play etc.) and traffic where the link meets the footpath/road in Parklands. Sadly there is a rising of e-scooter fatalities and catastrophic injuries as a result of e-scooter accidents. Proposing to have these users meet pedestrian traffic on the Lawns at a 90° blind turn cannot be considered safe.
- **The DMURS Compliance Statement** completed by Roughan & O'Donovan [ROD] states that Green Infrastructure lies at the heart of the new development that will allow for safe circulation for people of all ages and abilities through the wider community. This safe circulation will in my opinion be removed for the residents of Parklands Lawns if the proposed link is instated, especially the more vulnerable residents, the younger ones and or the elderly or infirm.

Anti-social Behaviour and Personal Security:

- The lived experience of a similar walkway in Parklands (the Y) and, more broadly, in Maynooth (e.g. Carton Court link to Circle K, which has since been removed) is that the proposed link would become a focal point for anti-social behaviour.
- **Variety of Anti-Social Behaviour:** Parklands, Rockfield and Railpark are already intrinsically linked by the "the Y" at Parklands Square. This area has a long history of problems. Full canisters of nitrous oxide have been removed by the Gardai in organised clean-ups. It appeared that these canisters were being stored at the Y for drug dealing. In addition, it is a litter black spot. Clean-up by the residents of Rockfield/ Parklands/Railpark routinely sees hundreds of bags of dog faeces, used condoms, evidence of drug taking, empty cans, broken bottles, bags of domestic rubbish and other litter removed. Residents also constantly cut back the shrubbery at the Y to discourage drinking, drug use, sexual activity and littering. On this basis we believe that the proposed link at PERM 61 (of the draft 2025- would attract similar behaviour.
- **Similar Walkways Closed due to Anti-Social Behaviour:** Similar walkways in the area which have had to be closed due to anti-social behaviour include the steps at Castlebridge as well as walkways at Maynooth Park and Castletown Estate in Celbridge.
- **No Passive Surveillance:** KCC's Permeability Guidelines provides that retrofitted permeability measures will be subject to initial screening which includes considering whether the Link has overlooking or passive supervision. The length of the proposed Link on the Parklands Lawns side , approx. 48 metres to the hedgerow , surrounded by 6ft walls with no clear sight lines to it (including from the directly adjacent houses) means that the proposed Link will, in fact, have no passive surveillance. According to the plans submitted for the Railpark development, the link will continue on that side through a green park area for approx 20 metres until it reaches the road in the new development. This will pose a safety and security risk generally and particularly after dark for all users including, in particular, female and younger users.
- **Previous Anti-Social Activity:** This area was previously subject to anti-social activity before the residents of Parklands Lawns erected a fence blocking access in from the fields that were agricultural at the time but are now part of Railpark Key Development Area.

Maintenance:

- The financial burden associated with the maintenance and upkeep of "the Y link" has exclusively rested on the shoulders of Parklands and Rockfields Residents' Associations. Permeability links in Maynooth are not maintained by KCC.
- I refer to the document KCC's Permeability Guidelines "Reimagining Permeability in Kildare-Reconnecting Our Communities Permeability Guidelines April 2024". In Appendix 1 of the document, the case study relating to the permeability link between Carton Court and Straffan road is reported. The case study shows an ariel photograph of a desire line worn into the grass between Carton Court and Circle K on the Straffan Road which was the basis for the provision of a permeability link at this location. This permeability link which was open less than 2 years was completely overgrown with brambles extending out into the footpath, with extensive amounts of dog faeces in the grass and evidence of hedge trimmings

being dumped in the area Fig 2. Residents from Carton Court and Greenfield Drive stated that the area was unsafe at night and rarely used after dark by the residents. Instead it is inhabited by as one lady put it 'undesirables'. This link has since been closed.

Negative impact on Residential Amenity and Wellbeing

- The green area where the potential link is proposed to exit in Parklands Lawns and, indeed all of the green areas in Parklands Lawns, currently provide a unique setting for the families in this part of the estate, given its distance from the main Parklands Avenue, its nature as a cul-de-sac and the associated safety benefits. In particular, it is a safe and peaceful space for children to play. This provides a vibrant sense of community to residents. This valuable residential amenity will be significantly degraded if the safety and serenity of this green space is compromised by the potential Link. The proposed link will undoubtedly increase noise pollution in the surrounding area and disrupt this very unique space discouraging children to play. Indeed the use of the link by e-scooters and cyclists could fatally injure a child.

Environmental Concerns

- **Hedgerow:** I am delighted to see that the plan is to retain the hedgerow along the boundary wall with Rockfield and Parklands. A part of this established mature hedgerow would need to be removed to construct the potential link. We are concerned that part of this valuable source of indigenous plants and wildlife would be destroyed if the potential link is constructed.
- **Endangering Protected Species:** Residents of the houses directly adjoining the land proposed for the potential link regularly see bats flying in their gardens, which appear to come from the hedgerow. We also believe there are foxes, hedgehogs, hares and other protected species living in the hedgerow. We are concerned that construction of a potential link would disturb these animals potentially contravening the Wildlife Act 1976 and the EU Habitats Directive.

Unsupported by the Permeability Guidelines or the MEABTA: KCC's Permeability Guidelines, along with the Maynooth Environs Area Based Transport Assessment (MEABTA), emphasise that there should be measurable benefits when retrofitting new permeability links to pre-existing estates. The Guidelines subject such links to an initial screening of "usefulness". We strongly dispute that there are material benefits to the link considering that pedestrian and cyclist connections are foreseen via the Greenway, to the north, via the Celbridge road, to the south, as well as via the existing walkway in place between Parklands Square and Rockfield (the Y). These modes are purpose-built and avoid the disadvantages and risks of retrofitted links, such as the proposed Link. We consider that this is supported by the relevant MEABTAs i.e. the link will not materially enhance the connectivity of future residents to key amenities (such as medical services and public transport). On that basis, we consider the risks and disadvantages associated with the proposed Link, as outlined above, far outweigh any minor benefits that may accrue in terms of connectivity. While we fully support the 10 Minute settlement principle, we do not see how this principle is furthered by the creation of the proposed Link as it will not materially enhance the connectivity of current or future residents to key community facilities and services.

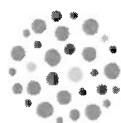
Disadvantages Outweight Advantages for "Retrofitted" link: I strongly dispute that there are material benefits to the link considering that pedestrian and cyclist connections are foreseen via the Greenway, to the north, via the Celbridge road, to the south, and via the MERR as well as via the existing walkway in place between Parklands Square and Rockfield (the Y). These modes are will be purpose-built and avoid the disadvantages and risks of retrofitted links, such as the potential link.

Finally I note, in particular, my environmental concerns around the hedgerow and the endangerment of protected species apply equally to the planned development. I am delighted to see the preservation of the hedgerow in the plans and, as a resident of Parklands, I will continue to monitor and support the preservation of such a unique and protected habitat.

Your Sincerely

Deirdre McAndrew

Deirdre McAndrew
Chairperson
Parkland Residents Association



Rialtas Áitiúil Éireann
Local Government Ireland

Submission No.: 150000044301

Date of Issue
16/04/2026 12:38pm

THIS IS AN IMPORTANT DOCUMENT

KEEP THIS DOCUMENT SAFELY. YOU WILL BE REQUIRED TO PRODUCE THIS ACKNOWLEDGEMENT TO AN COIMISIÚN PLEANÁLA IF YOU WISH TO APPEAL THE DECISION OF THE PLANNING AUTHORITY. IT IS THE ONLY FORM OF EVIDENCE WHICH WILL BE ACCEPTED BY AN COIMISIÚN PLEANÁLA THAT A SUBMISSION OR OBSERVATION HAS BEEN MADE TO THE PLANNING AUTHORITY ON THE PLANNING APPLICATION.

Kildare County Council

PLANNING APPLICATION REFERENCE No: 2561119

A submission/observation in writing, has been received from Parklands Residence Association on 16/04/2026 in relation to the above planning application.

The appropriate fee of €20 has been paid. (Fee not applicable to prescribed bodies)

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations 2001 and will be taken into account by the planning authority in its determination of the planning application.

Yours faithfully,
Kildare County Council

IS DOICIMÉAD TABHACHTACH É SEO

COINNIGH AN DOICIMÉAD SEO SLÁN. BEIDH ORT AN ADMHÁIL SEO A CHUR AR FAIL DON BHORD PLEANÁLA MÁS MIAN LEAT ACHOMARC A DHÉANAMH IN AGHAIDH CHINNEADH AN ÚDARÁIS PHLEANÁLA. IS É SEO AN TAON FHIANÁISE AMHÁIN ATA ANN A NGLACFAIDH AN COIMISIÚN PLEANÁLA LEIS GUR CUIREADH AIGHNEACHT FAOI BHRÁID AN ÚDARÁIS PHLEANÁLA MAIDIR LEIS AN IARRATAS.

Kildare County Council

UIMHIR THAGARTHA AN IARRATAIS PHLEANÁLA: 2561119

Maidir leis an iarratas pleanála thuasluaite fuarthas aighneacht/tuairim i scríbhinn ó Parklands Residence Association ar 16/04/2026.

Íocadh an táille chuí de €20. (Ní chaithfidh comhlachtaí forordaithe aon táille a íoc)

Tá an aighneacht/tuairim ag teacht leis na forálacha cuí atá i Rialacháin Phleanála agus Forbartha 2001 agus cuirfidh an tÚdarás Pleanála sin san áireamh agus é ag déanamh cinneadh ar an iarratas pleanála.

Is mise le meas,
Kildare County Council

Submission Details

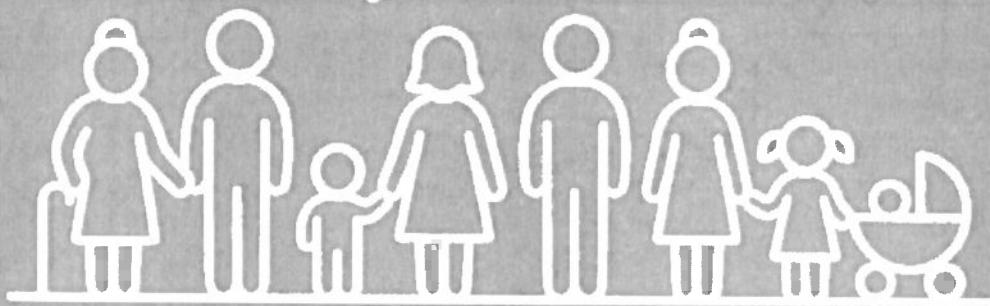
Submitter

Name	Parklands Residence Association
Address	15 Parklands Court Maynooth W23C9W2
Note	

In relation to application

File Number	2561119
Name	Limited Cozone Ventures
Address	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

RECEIVED: 16/04/2026



Parklands

— MAYNOOTH —

TOGETHER FOR OUR COMMUNITY

RAILPARK SUBMISSION

Parklands Estate,

Maynooth,

Co. Kildare.

15/04/26

25/61119

Planning Department,
Kildare County Council,
Aras Chill Dara,
Devoy Park,
Naas,
Co. Kildare.

Dear Sir/Madam,

We wish to make the following submission as concerned residents of Parklands, Maynooth, Co. Kildare in relation to planning file reference **25/61119** in the name of **Cozone Ventures Limited** 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:**

- **59 no. 2 bed two storey mid terraced houses;**
- **52 no. 3 bed two storey mid terrace houses;**
- **223 no. 3 bed two storey end terrace/semi-detached houses;**
- **58 no. 4 bed two storey semi-detached houses;**
- **4 no. 4 bed two storey detached houses;**
- **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 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 cycle parking spaces.

The proposal 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 space areas.

The proposed development provides for two no. 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 and ancillary site works and development.

An Environmental Impact Assessment (EIA) and Natura Impact Statement (NIS) has been prepared for the development and accompanies the planning application. A dedicated website has been set up for the LRD application which can be viewed at www.railparklrd.com

Significant Further Information consists of: Amendments to the house and duplex / apartment types to provide a range of additional three storey house types, own-door Type 4H maisonette units and reconfiguration of the Duplex Type A typology, including adjusted separation distances between duplex apartment / apartment blocks, associated amendments to the elevation fenestration and removal of balcony railings. These amendments result in an increase of 8 no. residential units, providing an overall total of 589 no. residential units comprising 369 no. houses and 220 no. apartments/ duplex apartments units. Block A within the Neighbourhood Centre has been reoriented and reconfigured, and a c. 136 sq.m community space is now proposed. The previously proposed standalone café / restaurant kiosk building has been omitted from the Neighbourhood Centre, and a new site services building is provided within the Local Park incorporating a café kiosk, sports equipment storage, park maintenance facilities, public toilets and bin stores. Amendments to the overall height and articulation of gateway buildings and associated amended external finishes. Public open spaces, including the Local Park (POS 1) and the linear park, have been reconfigured and enhanced, including revised play and sports facilities, landscape design, SuDS features and connectivity arrangements. Access and junction strategy has been amended, including all traffic signals, junction works and associated infrastructure contained within the red line boundary and tie into the approved MERR scheme. Associated revisions to the overall site layout plan, revised car parking, cycle parking and landscaping and all associated site development and landscaping works.

Introduction

The Parklands Residents Association welcomes in principle, the proposed development by Cozone Ventures Limited at Railpark, Maynooth and recognises the importance of delivering new residential development to meet housing demand and national policy objective. Our support for this development is conditional on it being properly planned, appropriately scaled, and delivered in a sustainable way. It must also be supported by the timely provision of essential social, community, and physical infrastructure, in line with the *National Planning Framework*, the *Eastern and Midland Regional Spatial and Economic Strategy*, and the *Kildare County Development Plan 2023–2029*. Any development that does not follow these principles cannot be considered to meet the requirements of proper planning and sustainable development.

This submission relates specifically to the revised Further Information planning application for the Railpark development *Planning File Ref. 25/61119*, submitted by Cozone Ventures Ltd, which proposes 589 residential units within the same Railpark KDA over a ten-year planning permission period. The Parklands Residents Association also notes *Railpark West Planning File Ref. 25/61468*, submitted by Maynooth Montane Limited, which proposes 139 residential units within the Railpark Key Development Area (KDA) over a seven-year planning permission period. In addition, *Planning Permission File Ref. 21/1108* (Parklands Grove), submitted by Heathcote Holdings Limited granted on 3 October 2022, provides for 76 residential units immediately adjoining the subject lands.

“ The Parklands Residents Association welcomes and appreciates the removal of the previously proposed pedestrian and cycle access into Parklands Lawns (PERM 61) from the Cozone Development (Ref. 25/61119), as reflected in the updated plans and maps. As outlined in our original submission, there were several significant concerns underlying our objection to this access, which are summarised below. ”

Acknowledgement of Removal of Previously Proposed Pedestrian and Cycle Link through Parklands Lawns

The Parklands Residents Association welcomes the removal of the proposed pedestrian and cycle access into *Parklands Lawns* from the Cozone Development (Ref. 25/61119), as reflected in the updated plans and maps. As outlined in our original submission, there were a number of significant concerns underlying our objection to this access.

Figure 2.1: Site Layout as Originally Proposed



Figure 2.2: Site Layout as Amended in Response to FI Request, with summary notes of key changes



A summary of these points is provided below:

Any proposal to introduce pedestrian and cycle access at this location would effectively channel movement from the new development through the existing Parklands Estate via Parklands Lawns. The cumulative impact of this approach is considered unacceptable in an established residential area.

Previous Consideration of a proposed access route to Parklands Lawns

The proposed link was previously considered and removed on two separate occasions during the preparation of earlier Local Area Plans, as outlined below:

- Amendment No. 1 to the Maynooth Local Area Plan 2013–2019 (adopted 9th October 2018).
- Maynooth and Environs Joint Local Area Plan 2025–2031 (adopted 1st April 2025).

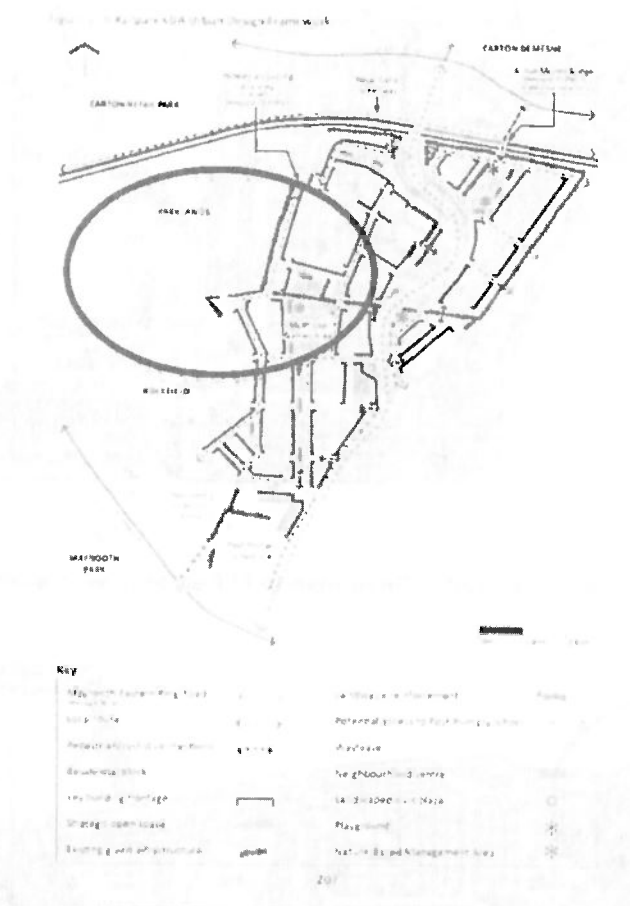


Figure 11.6: Railpark Key Development Area Urban Design Framework (page 207 of the Maynooth and Environs Joint Local Area Plan 2025–2031) identified the full extent of the permeability routes within the Railpark development. No pedestrian, cycle, or vehicular route connecting any proposed development within the Railpark KDA to Parklands Lawns was provided for or illustrated.

The Parklands Residents Association believe that any inclusion of routes through Parklands Lawns in the current planning application or any forthcoming planning application would constitute a material contravention of the Maynooth and Environs Joint Local Area Plan 2025 – 2031.

The Parklands Residents Association are delighted that the proposed connection to Parklands Lawns does not form part of the new application as any such connection would not form part of the adopted Urban Design Framework for the Railpark KDA and would be inconsistent with the spatial strategy set out in the Joint Local Area Plan.

Potential Material Contravention of the Adopted LAP if such a link was included.

- Any inclusion of a “potential future pedestrian link” would constitute a material contravention of the Maynooth and Environs Joint Local Area Plan 2025–2031 (LAP).
- The link was explicitly excluded from the adopted LAP following statutory adoption; any attempt to include it within a planning application would therefore represent a manifest error.
- Any such inclusion would contradict the spatial strategy and permeability framework of the LAP, including the Railpark Key Development Area Urban Design Framework.
- Its reintroduction through a planning application would effectively circumvent the statutory plan-making process and undermine the integrity of the plan-led system.

Safety Risks in relation to such a link

- The existing infrastructure at Parklands Lawns is not designed to accommodate increased pedestrian, cyclist, or e-scooter movements.
- Visibility issues: Corner radii, boundary walls, trees, and parked vehicles significantly restrict visibility between vehicles and pedestrians, cyclists, and e-scooter users.
- Safe segregation of users is not achievable, and DMURS priority principles could not be effectively applied.
- The absence of clear sightlines when exiting the link would create serious safety risks, particularly for children.
- 90° blind turn: Cyclists and e-scooter users would be required to navigate an immediate blind turn, increasing the likelihood of collisions.
- Existing heavy vehicle activity: Refuse trucks, delivery vans, and other large vehicles already operate within the estate; additional link-related traffic would increase the risk of serious or potentially fatal interactions.
- Potential shortcut misuse: There is a risk that motorcycles could use the link as a shortcut between the Celbridge Road, Straffan Road, and the future MERR.
- E-scooters and e-bikes: Higher speeds associated with these modes would pose additional safety risks to both residents and link users.

Anti-Social Behaviour & Security Risks

- Historical experience: Evidence from Parklands ("The Y") and other areas in Maynooth (including Carton Court and College Green) demonstrates that similar walkways can attract anti-social behaviour.
- The proposed link (approximately 48 metres in length and enclosed by boundary walls) would lack passive surveillance, creating safety concerns, particularly during evening and night-time hours.
- Previous instances of anti-social activity in the area have required residents to install fencing to prevent unauthorised access.

Maintenance Burden

- Parklands residents currently maintain the estate to a high standard.
- Retrofitted links are typically not taken in charge or maintained by Kildare County Council (KCC), placing an unfair and ongoing burden on residents.
- Evidence from similar developments indicates that poorly maintained links can lead to litter accumulation, overgrowth, the presence of vermin, and the emergence of unsafe conditions.

Impact on Residential Amenity and Wellbeing

- Parklands green spaces provide safe and peaceful areas for children and families.
- The introduction of any link would negatively impact residential amenity, safety, privacy, and the overall sense of community.
- Increased noise, dust, and higher levels of pedestrian, cyclist, and e-scooter traffic would discourage outdoor play and everyday use of these spaces.
- Adequate connectivity is already provided through existing routes, including the Greenway, Celbridge Road, the future MERR, and "The Y", without compromising the residential amenity of Parklands residents.

Lack of Support from Permeability Guidelines / MEABTA

- Kildare County Council's Permeability Guidelines and the Maynooth Environs Area-Based Transport Assessment (MEABTA) require that any retrofitted links demonstrate clear and measurable benefits.
- The proposed link does not provide any significant connectivity advantage over existing or planned routes.
- The risks and disadvantages associated with the proposed link would significantly outweigh any limited or perceived benefits.

Detailed Objections to the Revised Planning Proposals

We acknowledge the inclusion of residential units, community facilities, and public open spaces as part of the proposal. However, having carefully reviewed the application and the *Significant Further Information* submitted, we wish to raise a number of concerns and observations which we believe should be fully considered by Kildare County Council in its assessment of the development.

Cumulative Impact of Development

The combined proposals within the Railpark Key Development Area, across the three aforementioned planning applications, already amount to 804 residential units within a highly concentrated area, with further significant planning applications due to come forward. The overall scale, density, and phased delivery of these developments require a co-ordinated, infrastructure-led assessment, as set out in the Development Plan and the Regional Spatial and Economic Strategy (RSES).

“ Assessing Application Ref. 25/61119 in isolation fails to properly account for the cumulative and future impacts on transport networks, local services, public infrastructure, residential amenity, and the wider community. ”

Infrastructure Provision and Phasing

The Parklands Residents Association considers it essential that housing delivery within the Railpark Key Development Area is clearly linked to the timely provision of necessary infrastructure. This includes schools, healthcare services, childcare, sustainable transport, recreational facilities, and high-quality public open space. This approach aligns with national and local planning policy objectives promoting compact growth, sustainable communities, and healthy living environments. We note that amendments have been made to the Maynooth Railpark Phasing Proposal, including changes to the sequencing of phases and a revised commencement timeline. Infrastructure works are now scheduled to begin in July 2026, with Phase 1 proposed to commence in October 2026.



“ It is critical that essential infrastructure and amenities are delivered in advance of, or at a minimum in tandem with, residential development to adequately support population growth. ”

Protection of Existing Communities

While residential development is supported in principle, it is essential that existing communities are afforded the same level of protection as new developments in terms of amenity, privacy, safety, appropriate scale, and access to open space. Existing residents should not be expected to absorb impacts that would be deemed unacceptable in new developments. Failure to apply this standard would result in inequitable treatment, inconsistent planning outcomes, and would undermine the principles of proper planning and sustainable development.



“ We call on Kildare County Council to attach clear, robust, and enforceable conditions to any planning permission granted under Application Ref. 25/61119. These conditions should ensure that residential units are not occupied until the necessary infrastructure and services have been delivered, rather than depending on informal assurances or unenforceable commitments. ”

RECEIVED 16/04/2026

Considering the concerns outlined above we wish to formally Object to the following elements within the Further Information revised plans Ref. 25/61119:

1. Proposed Boundary Treatment.
2. Construction related traffic via Parklands.
3. Object to inappropriate Density, Scale and Design.

1. Proposed Boundary Treatment

The Parklands Residents Association raises a strong objection to the absence of a defined and robust boundary treatment along the interface with existing residential properties. The affected properties include Number 9, 11, 12 & 13 Parklands Lawns, and Number 22, 23, 24, and 25 Parklands Place (refer to accompanying map below).



Boundaries

	Existing Hedgerow Boundary Retained
	2.0m High Rendered & Capped Blockwork Wall
	1.8m High Timber Panel & Concrete Post Fence (Back Gardens)
	Low Brick Wall (700mm High Approx); bricks to match building/apartment facades; precast concrete coping with granite aggregate finish
	1.2m High Bow Top Metal Railing Powder coated black
	1.8m Paladin Fence Powder coated black
	900mm Estate Railing Powder coated black
	MUGA Fence 2.4m x 2.0m mesh fence 1/2 mesh or Palad

The updated plans indicate that the existing hedgerow is to form the boundary division. While the retention of the hedgerow is wholly supported, especially in light of the upcoming National Restoration Plan as part of Ireland's response to the EU Nature Restoration Regulation (2024), this approach is totally inadequate and unacceptable as a standalone boundary treatment from both a

safety and security perspective. A hedgerow does not provide a secure, durable, or effective boundary between an established residential area and a new development incorporating roads and pedestrian infrastructure.

It is essential to emphasise that the existing hedgerow should be retained and protected in accordance with the Biodiversity Management Plan, which identifies hedgerows as important ecological features supporting habitat connectivity, biodiversity, and wildlife movement. However, hedgerows are intended to function as ecological corridors, not as security barriers. Relying on them as the sole boundary treatment fundamentally misinterprets their role within the development.

In particular, the properties at Number 22–25 Parklands Place will be directly exposed to a proposed footpath and roadway immediately adjacent to their rear boundaries. Without a solid boundary treatment, these properties will experience a significant and unacceptable loss of security, privacy, and residential amenity. The absence of a physical barrier increases the risk of unauthorised access, anti-social behaviour, and potential intrusion into private gardens.

A hedgerow alone cannot:

- Ensure the safety of residents, particularly children.
- Provide adequate security or prevent trespass.
- Act as an effective noise or visual buffer.
- Withstand long-term wear, damage, or seasonal deterioration.
- Provide security for family pets.

Furthermore, such a treatment offers no meaningful protection from the impacts associated with increased pedestrian and vehicular movement, including overlooking, noise, and disturbance. It also fails to provide a clear and defensible boundary, which is a fundamental principle of good residential design and community safety.

The Development Management Standards KCC Development Plan 2023-2029 states under Section 15.4.6 Dwelling Design:

“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. - 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. 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.”

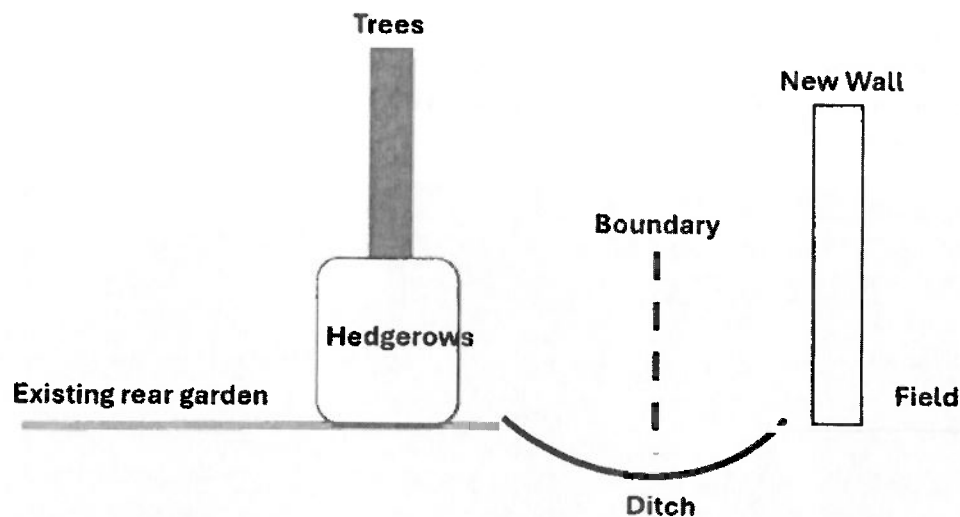


RECEIVED: 16/04/2026

The Parklands Residents Association strongly advocates for a dual approach:

- The existing hedgerow should be fully retained, protected, and enhanced for biodiversity purposes.
- A solid block wall should be constructed externally to the hedgerow (on the development side) along the full extent of the Parklands boundary, finished with a cap and plaster.

Example of proposed Boundary Treatment



This approach would:

- Provide a secure and permanent physical barrier.
- Protect the privacy and amenity of existing residents.
- Reduce the risk of anti-social behaviour and unauthorised access.
- Maintain and enhance biodiversity through hedgerow retention.
- Deliver a clear and appropriate separation between existing and proposed developments.
- Contribute to a safer and more defensible residential environment.

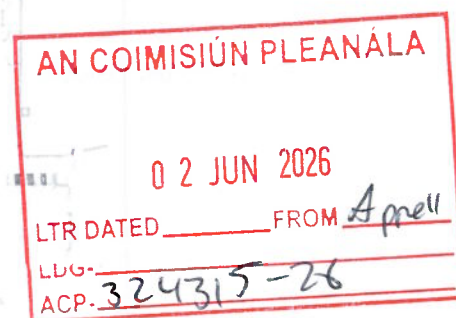
Given the proximity of proposed infrastructure to existing homes, anything less than this combined solution would represent a failure to adequately protect existing residents while also undermining the ecological objectives of the scheme.

We feel it is essential that this standard of boundary treatment is applied consistently to any future phases or developments adjoining Parklands Place and Parklands Way. An inconsistent approach would further compound safety risks and undermine the integrity of the overall development.

The current proposal to rely solely on an existing hedgerow is fundamentally flawed. The hedgerow must be retained for biodiversity reasons, but it cannot function as a boundary. A properly constructed boundary wall, positioned outside of the hedgerow, is a necessary and proportionate requirement to ensure safety, security, and reflect proper planning.

Unacceptable Boundary Treatment already proposed in Rockfield

The proposed boundary treatment for Rockfield consists of a 1.8m high timber panel fence with concrete posts, terminating at the approach to the green space adjacent to Rockfield Grove, Parklands Lawns, and Parklands Place. We wish to highlight that, in our view, a timber panel boundary in a neighbouring residential estate is not an adequate or appropriate solution in terms of durability, appearance, or long-term maintenance. We fully support the residents of the adjoining Rockfield estate in their concerns and share their position that a more suitable and robust boundary treatment should be considered for both locations.



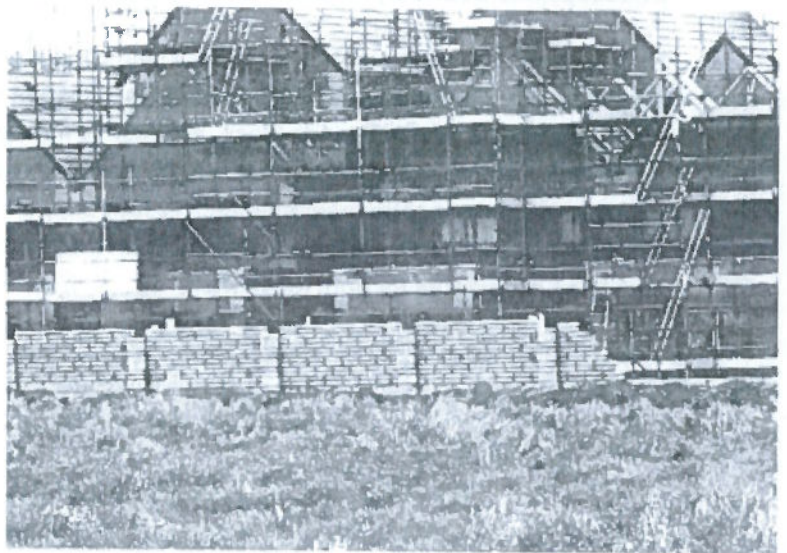
Examples of Solid Boundary Walls in Kildare

The Grange Ref: 25/60231

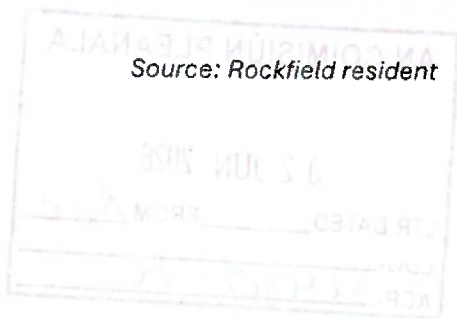
A recent example within County Kildare, The Grange (Ref: 25/60231), developed by Randalswood Construction is currently constructing a solid boundary wall between their development and the adjoining Rockfield estate. This demonstrates that a more durable, visually appropriate, and higher quality boundary treatment is both achievable and already implemented in similar residential contexts. We believe this sets a clear precedent and should be considered as a more suitable approach for the Railpark development.



Source: Rockfield resident



Source: Kildare County Council planning page



Bridge End Development, Maynooth.



Another example is between Ard Rath and Crodaun in Celbridge.



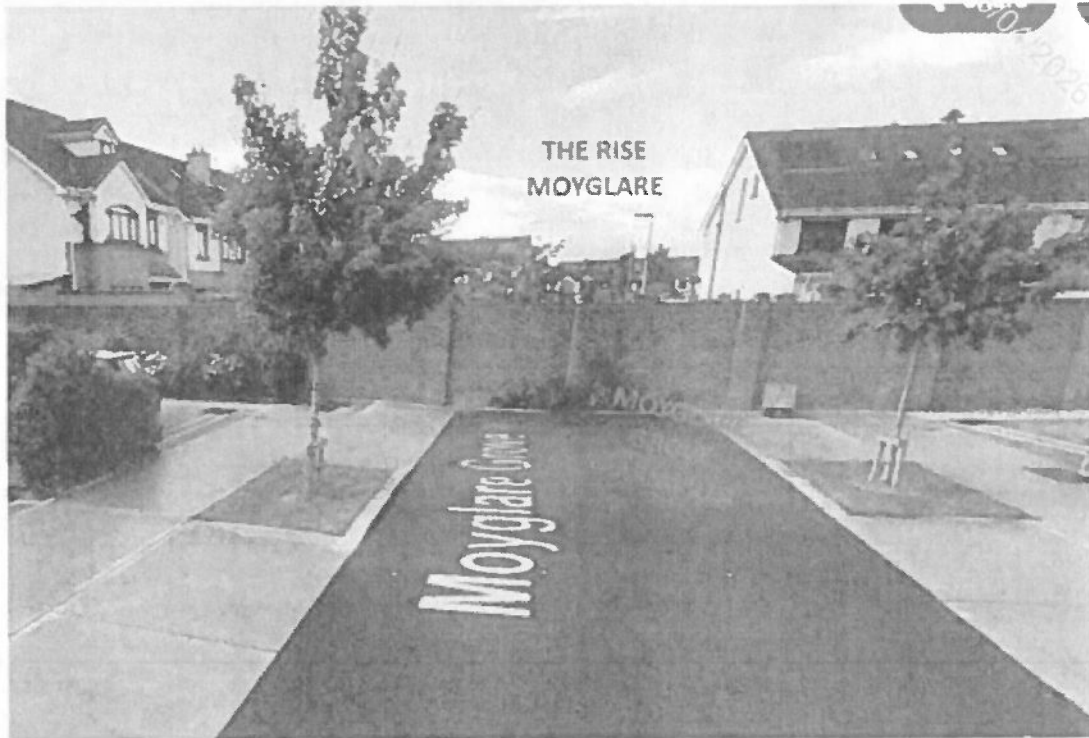
Ard Rath

WALL

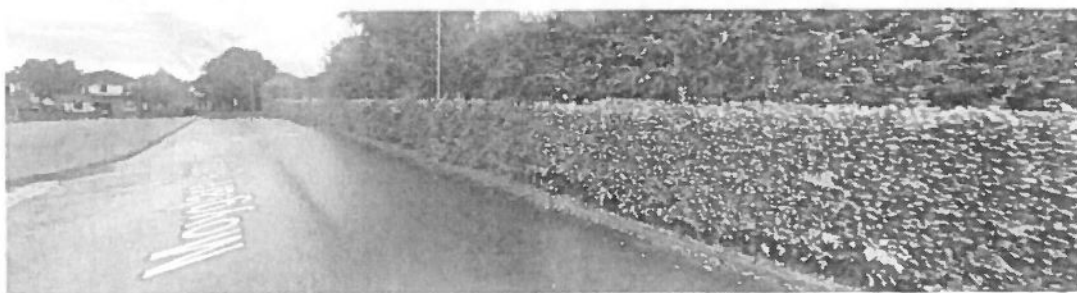
Crodaun



Another example is between The Rise Moyglare and Moyglare Grove Mariavilla.



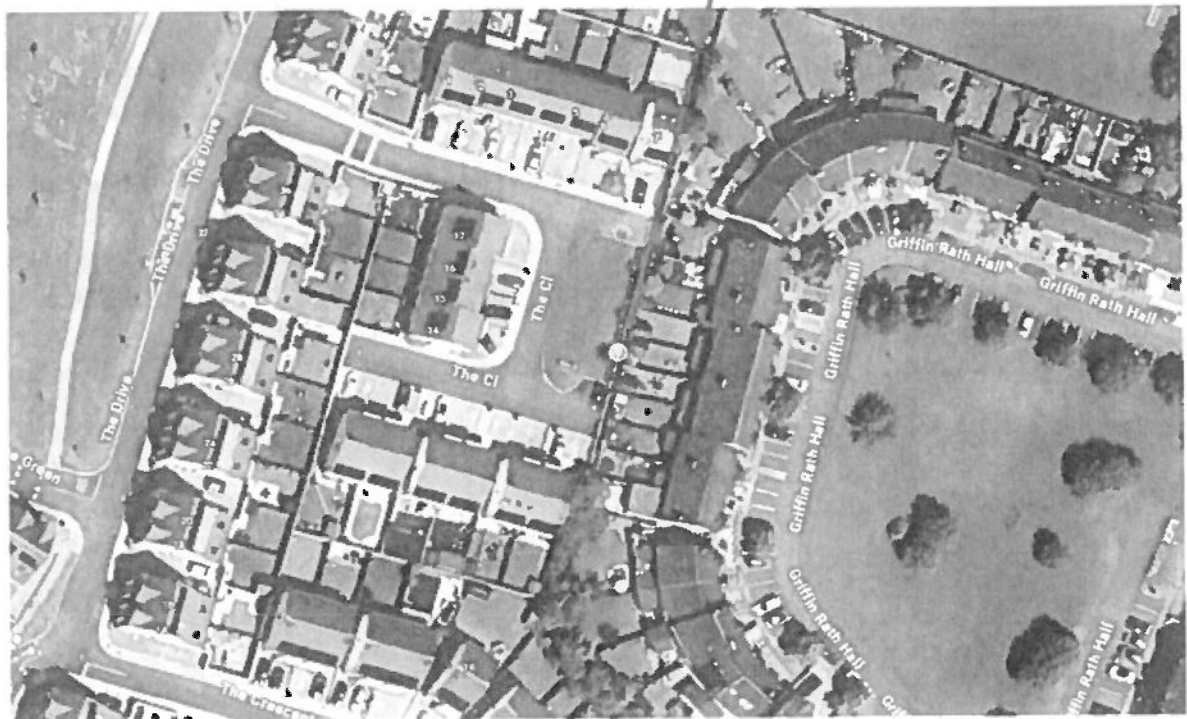
Between Moyglare Village and Moyglare Abbey. Please note the Boundary wall is located behind the hedge.



Straffan Wood and Hayfield



Griffith Rath and Mullen Park



2. Objection to any construction related traffic via Parklands Avenue

The Parklands Residents Association wishes to formally object to any construction related traffic being routed via Parklands Avenue in connection with the Railpark development (File Ref. 25/61119) and the broader Railpark Key Development Area (KDA). We note that amendments have been made to the Maynooth Railpark Phasing Proposal. Specifically, the sequencing of the proposed phases has changed, and the timeline for commencement has been revised. Infrastructure works are now scheduled to begin in July 2026, with Phase 1 also proposed to commence in October 2026.

Maynooth Railpark 589 Units Proposed Phasing	
Planning Granted - estimate	June 2026
Start on Site with Infrastructure works	July 2026
Phase 1 (182 units): 84 units apartments, 98 unit houses, Creche & Community Space Construction Duration (18 months)	October 2026
Phase 1 (182 units): Phase 1 complete	April 2028
Phase 2 (141 units & POS 1/2/3): Construction Duration (12 months)	January 2028
Phase 2 (141 units & POS 1/2/3): Phase 2 complete	December 2028
Phase 3 (127 units & POS 4/5/6): Construction Duration (15 months)	October 2028
Phase 3 (127 units & POS 4/5/6): Phase 3 complete	December 2029
Phase 4 (77 units & POS 7/8): Construction Duration (9 months)	October 2029
Phase 4 (77 units & POS 7/8): Phase 4 complete	June 2030
Phase 5 (62 units & POS 9/10): Construction Duration (7 months)	April 2030
Phase 5 (62 units & POS 9/10): Phase 5 complete	October 2030

- With the Maynooth Eastern Ring Road (MERR) having an estimated completion date of mid-2027 (*Reference Maynooth Eastern Ring Road | ROD*), we request confirmation that all construction-related traffic will be routed exclusively via the designated "Temporary Road," as indicated below and all construction workers' parking and construction-related vehicles be fully accommodated within the development site.
- No overspill parking be permitted within Parklands estate.



Final Off Site Connections Dependent on Grace E. Plans

Our Key Concerns relating to Construction Traffic via Parklands Avenue:

The Parklands Residents Association has serious concerns regarding any potential routing of construction traffic through Parklands Avenue. Such an approach would be inappropriate and would give rise to significant and avoidable safety, operational, and amenity impacts on residents and the overall functioning of the estate, as outlined below.

- **Road Safety and Access**

The introduction of construction traffic into a quiet residential environment would create unacceptable safety risks, particularly for children, older residents, and other vulnerable road users. The estate has a single point of access onto the Straffan Road, making it especially sensitive to additional traffic. Existing congestion at peak times would be worsened, leading to longer delays, increased queuing, and reduced access for emergency and service vehicles.

- **Unsuitability of Estate Roads**

Parklands Avenue and the surrounding estate were not designed to accommodate construction traffic. The road network lacks the capacity to safely handle increased volumes or heavy vehicles. Previous construction activity has already shown that such traffic can cause damage to roads, footpaths, verges, and trees, as well as create significant hazards from mud and debris. Allowing further construction traffic would likely result in additional deterioration of infrastructure and the overall residential environment.

- **Impact on Residential Amenity**

Construction traffic would significantly reduce the quality of life for residents. Likely impacts include increased noise, vibration, dust, and general disruption, along with reduced safety for pedestrians and cyclists. The presence of ongoing construction traffic would also alter the character of the estate, undermining its sense of safety, privacy, and community.

- **Construction Management Requirements**

All construction vehicles and worker parking must be accommodated within the development site, with no overspill into the Parklands estate. Proper enforcement of these measures is necessary to protect residents' safety, access, and amenity.



“ Any construction-related traffic, including heavy goods vehicles, delivery trucks, contractor vans, and construction worker vehicles, must be fully accommodated within the development site, with no overspill parking permitted within the Parklands estate. ”

3. Objection to inappropriate Density, Scale and Design

RECEIVED

Density

The combined proposals within the Railpark Key Development Area already amount to 304 residential units, excluding The Grange development. Moreover, significant planning applications featuring units to be constructed within a highly concentrated area are due to come forward in the near future.

The LAP provides for a density of approximately 40 dwellings per hectare within the Railpark KDA. The proposed development seeks approximately 50 dwellings per hectare (+25%), which represents a material deviation from the adopted plan and appears to drive the increased building heights. A reduction in height would bring the scheme closer to the intended LAP density and ensure a more appropriate and sustainable form of development.

Scale, Height and Residential Amenity

The scale, height, and proximity of the proposed adjacent houses and apartment blocks, particularly in relation to the existing low-rise housing, would introduce direct views into rear private gardens and even some rooms of existing houses. Furthermore, other than the existing hedge, no sufficient design measures have been proposed to mitigate overlooking. In addition, the overall height would create an overbearing impact, out of character with the existing residential setting. This would materially impact residential privacy and represents a clear departure from the established suburban pattern, where such overlooking does not arise.

As such, we request a reduction in the height of any proposed five- and six-storey blocks. Moreover, the prevailing character of Maynooth is generally up to four storeys, and buildings above five storeys are considered “tall buildings” under the Kildare County Development Plan.



“ We request a reduction in the height of the proposed five- and six-storey blocks. The prevailing character of Maynooth is generally up to four storeys. ”



Population Growth and Infrastructure

Census 2022 shows that Maynooth's population increased by 2,674 people (18.3%) between 2016 and 2022, reaching 17,259. The Maynooth & Environs LAP 2025–2031 provides for a further increase of approximately 9,900 people (c.57%) by 2031. This represents a very significant and rapid level of growth for a town of this scale. In the context of the proposed Railpark development (Reg. Ref. 25/61119), this level of expansion is already placing pressure on existing infrastructure, particularly education and childcare. The scale and density proposed risk exacerbating these constraints and undermine the long-term sustainability of the area.

Design and visual impact

The proposed apartment buildings would appear visually dominant and overbearing when viewed from adjoining estates and would negatively impact the suburban character of the area. They would also impact the edge of-town skyline, competing with established features such as the spire of St. Patrick's College, contrary to national guidance. The proximity, just one field from existing homes, makes privacy impacts acute and continuous, which cannot be mitigated by planting or screening.

“ This conflicts with national policy, which requires development to respond positively to its context and avoid significant negative impacts on character. ”



RECEIVED: 16/04/2026



Parklands

— MAYNOOTH —

TOGETHER FOR OUR COMMUNITY

“ In summary, while we support the need for new housing in Maynooth, we have serious concerns about this proposal (Ref. 25/61119) in its current form. As outlined in this submission, the development does not properly protect the privacy, safety, and quality of life of existing residents in Parklands. The scale, height, and density are too high for this location and do not fit with the surrounding suburban area. In addition, the overall level of development planned for Railpark will put further pressure on already stretched local services and infrastructure.

We are asking Kildare County Council to carefully consider these concerns and require changes to the proposal, including:

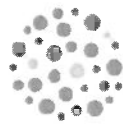
- A proper boundary wall (alongside the existing hedgerow) to protect homes in Parklands and our neighbouring estate Rockfield.
- No construction traffic through Parklands estate.
- Lower building heights and a more appropriate level of development.

These changes are necessary to ensure the development is fair to existing residents and is built in a way that is sustainable and suitable for the area.

We hope the Council will take these concerns seriously and make sure the final development protects the existing community while allowing for appropriate growth in Maynooth. ”

Yours sincerely,

Deirdre McAndrew
Chairperson
Parklands Residences Association



Rialtas Áitiúil Éireann
Local Government Ireland

Submission No.: 150000036699

Date of Issue
06/11/2025 11:58am

THIS IS AN IMPORTANT DOCUMENT

KEEP THIS DOCUMENT SAFELY. YOU WILL BE REQUIRED TO PRODUCE THIS ACKNOWLEDGEMENT TO AN COIMISIÚN PLEANÁLA IF YOU WISH TO APPEAL THE DECISION OF THE PLANNING AUTHORITY. IT IS THE ONLY FORM OF EVIDENCE WHICH WILL BE ACCEPTED BY AN COIMISIÚN PLEANÁLA THAT A SUBMISSION OR OBSERVATION HAS BEEN MADE TO THE PLANNING AUTHORITY ON THE PLANNING APPLICATION.

Kildare County Council

PLANNING APPLICATION REFERENCE No: 2561119

A submission/observation in writing, has been received from Parklands Residence Association on 05/11/2025 in relation to the above planning application.

The appropriate fee of €20 has been paid. (Fee not applicable to prescribed bodies)

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations 2001 and will be taken into account by the planning authority in its determination of the planning application.

Yours faithfully,
Kildare County Council

IS DOICIMÉAD TABHACHTACH É SEO

COINNIGH AN DOICIMÉAD SEO SLÁN. BEIDH ORT AN ADMHÁIL SEO A CHUR AR Fáil DON BHORD PLEANÁLA MÁs MIAN LEAT ACHOMARC A DHÉANAMH IN AGHAIDH CHINNEADH AN ÚDARÁIS PHLEANÁLA. IS É SEO AN tAON FHIANÁISE AMHÁIN ATÁ ANN A NGLACFAIDH AN COIMISIÚN PLEANÁLA LEIS GUR CUIREADH AIGHNEACHT FAOI BHRÁID AN ÚDARÁIS PHLEANÁLA MAIDIR LEIS AN IARRATAS.

Kildare County Council

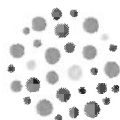
UIMHIR THAGARTHA AN IARRATAIS PHLEANÁLA: 2561119

Maidir leis an iarratas pleanála thuasluaite fuarthas aighneacht/tuairim i scríbhinn ó Parklands Residence Association ar 05/11/2025.

Íocadh an táille chuí de €20. (Ní chaithfidh comhlachtaí forordaithe aon táille a íoc)

Tá an aighneacht/tuairim ag teacht leis na forálacha cuí atá i Rialacháin Phleanála agus Forbartha 2001 agus cuirfidh an tÚdarás Pleanála sin san áireamh agus é ag déanamh cinneadh ar an iarratas pleanála.

Is mise le meas,
Kildare County Council



Rialtas Áitiúil Éireann
Local Government Ireland

Submission No.: 15000004301

Date of Issue:
16/04/2026 12:38pm

THIS IS AN IMPORTANT DOCUMENT

KEEP THIS DOCUMENT SAFELY. YOU WILL BE REQUIRED TO PRODUCE THIS ACKNOWLEDGEMENT TO AN COIMISIÚN PLEANÁLA IF YOU WISH TO APPEAL THE DECISION OF THE PLANNING AUTHORITY. IT IS THE ONLY FORM OF EVIDENCE WHICH WILL BE ACCEPTED BY AN COIMISIÚN PLEANÁLA THAT A SUBMISSION OR OBSERVATION HAS BEEN MADE TO THE PLANNING AUTHORITY ON THE PLANNING APPLICATION.

Kildare County Council

PLANNING APPLICATION REFERENCE No: 2561119

A submission/observation in writing, has been received from Parklands Residence Association on 16/04/2026 in relation to the above planning application.

The appropriate fee of €20 has been paid. (Fee not applicable to prescribed bodies)

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations 2001 and will be taken into account by the planning authority in its determination of the planning application.

Yours faithfully,
Kildare County Council

IS DOICIMÉAD TABHACHTACH É SEO

COINNIGH AN DOICIMÉAD SEO SLÁN. BEIDH ORT AN ADMHÁIL SEO A CHUR AR FÁIL DON BHORD PLEANÁLA MÁS MIAN LEAT ACHOMARC A DHÉANAMH IN AGHAIDH CHINNEADH AN ÚDARÁIS PHLEANÁLA. IS É SEO AN TAON FHIANÁISE AMHÁIN ATÁ ANN A NGLACFAIDH AN COIMISIÚN PLEANÁLA LEIS GUR CUIREADH AIGHNEACHT FAOI BHRÁID AN ÚDARÁIS PHLEANÁLA MAIDIR LEIS AN IARRATAS.

Kildare County Council

UIMHIR THAGARTHA AN IARRATAIS PHLEANÁLA: 2561119

Maidir leis an iarratas pleanála thuasluaite fuarthas aighneacht/tuairim i scríbhinn ó
Parklands Residence Association ar 16/04/2026.

Íocadh an táille chuí de €20. (Ní chaithfidh comhlachtaí forordaithe aon táille a íoc)

Tá an aighneacht/tuairim ag teacht leis na forálacha cuí atá i Rialacháin Phleanála agus
Forbartha 2001 agus cuirfidh an tÚdarás Pleanála sin san áireamh agus é ag déanamh
cinneadh ar an iarratas pleanála.

Is mise le meas,
Kildare County Council